

Transportation Planning Work Program FY 2023



**Quad Cities Iowa/Illinois
Metropolitan Planning Area**



July 1, 2022 - June 30, 2023

Final May 2022



TRANSPORTATION PLANNING WORK PROGRAM

FOR THE

QUAD CITIES IOWA/ILLINOIS

METROPOLITAN PLANNING AREA

July 1, 2022 to June 30, 2023 (FY 2023)

FINAL May 2022

Including comprehensive, cooperative, and continuing
transportation planning activities to be performed by:

Bi-State Regional Commission
Illinois Department of Transportation
Iowa Department of Transportation
and
Local Units of Government

with the assistance of:

U.S. DEPARTMENT OF TRANSPORTATION
(Federal Highway Administration and
Federal Transit Administration)
STATE OF ILLINOIS
STATE OF IOWA

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ABSTRACT

TITLE: Transportation Planning Work Program for the Quad Cities MPA/Davenport Iowa-Illinois Urbanized Area July 1, 2022 to June 30, 2023 (FY 2023)

AUTHOR: Bi-State Regional Commission

SUBJECT: A work program covering activities of the Bi-State Regional Commission, and state and local agencies involved with the cooperative, comprehensive and continuing transportation planning process.

PLANNING AGENCY: Bi-State Regional Commission
Rock Island, Illinois

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1504 Third Avenue
Rock Island, Illinois 61201
www.bistateonline.org

ABSTRACT: The Transportation Planning Work Program describes the transportation planning activities of the Bi-State Regional Commission for the Fiscal Year 2023 beginning July 1, 2022 and ending June 30, 2023. The work of the Commission is carried out with full involvement and participation of local elected and appointed officials and other citizens.

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Bi-State Regional Commission

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Duane Dawson	Jazmin Newton
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Colonel Todd Allison, Rock Island Arsenal Garrison – Ex-Officio Member

* *Alternates for Small Town Representatives*

Bi-State Regional Commission Staff

Denise Bulat, Executive Director

Gena McCullough, Assistant Executive Director/Planning Director

Jennifer Bizarri, Planner	Brandon Melton, Principal Planner
Robert Burke, GIS Analyst	Peggi Merchie, Accounting Technician
Christine Cary, MUNICES Project Manager	Ricky Newcomb, Planner
Carol Connors, Finance Manager	Jim Schmedding, Interactive Media Designer
Sarah Grabowski, Desktop Publisher	Bryan Schmid, Principal Planner
Jill Henderson, Accounting Technician	Freddy Vasquez, Planner
Kassie Keeney-McGurk, GIS Technician/Analyst	Chong Qing Wu, Transportation Engineer
Jolene Kruse, Accounting Technician	

Transportation Policy Committee¹

Bob Gallagher, Mayor
City of Bettendorf, Iowa

Mike Matson, Mayor²
City of Davenport, Iowa

Robby Ortiz
Alderman
City of Davenport, Iowa

Rick Dunn
Alderman
City of Davenport, Iowa

Reggie Freeman, Mayor
City of East Moline, Illinois

Sangeetha Rayapati, Mayor
City of Moline, Illinois

Dennis Gerard, Mayor⁴
City of LeClaire, Iowa
(Alternate: Vacant)

Mike Thoms, Mayor³
City of Rock Island, Illinois

Michael Bartels, Mayor⁴
Village of Coal Valley, Illinois
(Alternate: Duane Dawson, Mayor
Village of Milan, Illinois)

Richard "Quijas" Brunk, Chair
Rock Island County Board

Ken Croken
Scott County Board of Supervisors

Masood Ahmad
Region 2, District 2 and 3 Engineer
Illinois Department of Transportation
(Alternate: Kris Tobin)

Berlinda Tyler-Jamison, Chair
Rock Island County Metropolitan
Mass Transit District

Mokhtee Ahmad (ex-officio, non-voting)
Administrator, Federal Transit
Administration – Region VII
(Alternate: Dan Nyugen)

Arlene Kocher (ex-officio, non-voting)
Division Administrator
Federal Highway Administration – Illinois
(Alternate: Betsy Tracy)

Timothy Marshall (ex-officio, non-voting)
Division Administrator
Federal Highway Administrator – Iowa
(Alternate: Darla Hugaboom)

Stuart Anderson, Director
Planning and Programming Division
Iowa Department of Transportation
(Alternate: Sam Shea,
District Transportation Planner)

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

³ Vice-Chair, Transportation Policy 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.

Transportation Technical Committee¹

Brent Morlok, City Engineer²
City of Bettendorf, Iowa

Jeff Reiter, Economic Development Director
City of Bettendorf, Iowa

Brian Schadt, City Engineer
City of Davenport, Iowa

Gary Statz, Engineer
City of Davenport, Iowa

Bruce Berger, Community Planning & Economic
Development Director
City of Davenport, Iowa

Tim Kammler, City Engineer³
City of East Moline, Illinois

Doug Maxeiner, City Administrator
City of East Moline, Illinois

Tony Rupe, Interim City Administrator⁴
City of Eldridge, Iowa

Nevada Lemke, City Administrator⁴
City of Silvis, Illinois
(Alternate: Nick Gottwalt, Carbon Cliff, Illinois)

K.J. Whitley, Community Development Program
Manager
City of Moline, Illinois

Laura Klauer, City Engineer
City of Moline, Illinois

Miles Brainard, Director
Community Economic Development
City of Rock Island, Illinois

Mike Kane, City Engineer
City of Rock Island, Illinois

Scott Stephenson, County Engineer
Henry County, Illinois

John Massa, Public Works Engineer
Rock Island County, Illinois

Greg Thorpe, Director of Building & Zoning
Rock Island County, Illinois

Jeff Nelson, General Manager
Rock Island County Metropolitan
Mass Transit District

Chris Mathias, Planning & Development Director
Scott County, Iowa

Angie Kersten, County Engineer
Scott County, Iowa

Betsy Tracy
Federal Highway Administration
Illinois Division

Darla Hugaboom
Federal Highway Administration
Iowa Division

Dan Nyugen
Federal Transit Administration

Rob Bates
Illinois Department of Transportation

Sam Shea
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.

1. Introduction

Purpose

The Transportation Planning Work Program (TPWP), federally known as the Unified Planning Work Program (UPWP). It is intended to serve a number of local, state, and federal purposes for the current program year. Locally, the program serves to:

- Provide for coordination among many local units of governments cooperating in the metropolitan transportation planning effort
- Establish continuing, comprehensive, and cooperative area wide planning within the Quad Cities metropolitan area and within the Bi-State Region
- Assist in the development of budgets for transportation planning activities and in the preparation of requests for planning funds
- Delineate requirements for the various agencies involved in the planning efforts
- Establish products, purposes, and general methods to be employed in the conduct of specific transportation planning work elements

Federal and state agencies use the TPWP for monitoring and evaluating: 1) the progress of transportation planning; 2) the effectiveness of the planning program in addressing key regulations, issues and problems; and 3) as an aid in allocating federal planning funds. These efforts go back to the Long Range Transportation Plan (LRTP) goals and objectives for transportation planning and they frame work activities identified in the TPWP. Transportation plays a supportive role in our local economy moving goods and services. The LRTP metro development goals related to land development, transportation, centers for learning, cultural attractions, recreation and open space, government/public facilities and installations, urban design, and diversity, equity and inclusion are reinforced by the transportation objectives, and further implemented through the planning and programming process. The transportation objectives in the *Connect QC 2050: Quad Cities Long Range Transportation Plan* include the following:

Increase Accessibility and Mobility Options

- Maintain, improve, and expand river crossing capacity
- Support implementation of passenger rail service to/from the Quad Cities
- Design the transportation system to provide convenient access to essential services and alternative transportation options for the movement of goods and people, giving consideration to types of users, surrounding context, and service levels (e.g. Complete Streets)
- Encourage land use patterns and transportation services that support transportation alternatives (bus, bike, and pedestrian options), and provide choices for mobility and access
- Promote and enhance facility and service design for persons with disabilities, the elderly, and low-income individuals
- Improve connections to existing modal facilities – airports, barge, rail, and motor freight terminals – and remove or reduce impediments to the movement of goods and services
- Study the feasibility of bus rapid transit, express bus and park-n-ride enhancements to the overall transit system.

Increase Transportation System Safety

- Encourage comprehensive transportation safety solutions through engineering, enforcement, education, and emergency response to reduce traffic fatalities and severe injury crashes, as well as crash frequencies overall
- Support programs that ensure safe operation of the transportation system for motorized and nonmotorized users, including adequate safety data for problem identification and analysis

Emphasize System Preservation

- Support projects that preserve and improve the condition of the existing transportation system in order to maintain a state of good repair
- Preserve planned and proposed transportation corridors whenever feasible

Engage in Efficient Operations and Management of the Transportation System

- Seek ways to reduce recurring and non-recurring congestion, and bottlenecks in the transportation network.
- Use technology-based strategies to improve traffic flow, better transit operations, and applications to other modes or intersection of modes of transportation.
- Encourage roadway network improvements to support deployment of autonomous vehicles and other advances in mobility services.

Enhance the Connectivity and Integration Among Modes

- Promote interconnections between passenger modes and encourage integrated facilities where intracity and intercity transportation facilities link to other modes, such as transit centers, bicycle facilities, sidewalks, or park-and-ride locations
- Consider connectivity of the various transportation modes in the development of freight transportation facilities
- Promote efficient system management and operation through the use of technology and innovative, context-sensitive solutions
- Encourage use of travel demand management techniques, work zone management, incident response, and Intelligent Transportation Systems (ITS) for better transportation system performance
- Work to coordinate transportation systems through management and operations strategies to reduce congestion and enhance mobility, including support of data collection, analysis, and access to traveler information
- Promote area-wide uniformity in traffic regulations, signs, and enforcement

Protect and Enhance the Environment

- Consider urban design context of the community for culture, diversity, history, aesthetics, and the natural environment in development of transportation facilities
- Develop a balanced multi-modal system that enhances the environment and minimizes effects on the quality of the air, land, and water as well as effects to protected groups under Title VI requirements for improved quality of life
- Promote energy conservation and air emission reduction measures to improve air quality and reduce dependence on a single energy source
- Promote early environmental consultation and coordination with resource agencies on planning transportation facilities to identify and develop potential mitigation strategies as part of project development

Support Economic Vitality

- Use transportation project programming to support desired development patterns – fill gaps, connect employment centers and attractions, and invest in planned corridors
- Consider regional travel patterns and commuting in the development of the transportation network to encourage proximity of residential areas to jobs in and around the planning area as a process to support affordable housing and healthy lifestyles
- Improve air freight, barge, rail, and truck terminals to enable competitiveness and address freight reliability and capacity needs for productivity and efficiency
- Improve project delivery by accelerating project completion, eliminating delays in the project development and delivery process, reducing regulatory impediments and improving agencies' work practices

Increase Transportation System Security

- Support transportation system redundancy to provide alternatives, mobility, and connectivity during emergency situations
- Support programs that ensure secure operation of the transportation system for motorized and nonmotorized users, including adequate transportation data useful for emergency response and/or evacuations
- Encourage cooperative communications and monitoring systems to observe and react to changing conditions and transportation system hazards, natural or man-made

Address System Resilience

- Protect and enhance vulnerable transportation facilities subject to recurring extreme weather events that serve critical and/or vulnerable facilities to eliminate or reduce disruptions in the system as a whole.
- Assess planned and new projects for extreme weather vulnerability and evaluate mitigation strategies or actions to reduce impacts.
- Consider building more durable and resilient transportation facilities if damaged and rebuilt.
- Support air emission reductions to lesson impacts for climate resilience.

The Instructure Investment and Jobs Act (IIJA) or Bi-Partisan Framework (BIF) continues the federal metropolitan transportation planning processes and outlines the federally required elements to be conducted by the Metropolitan Planning Organization, which is Bi-State Regional Commission in the Quad Cities. IIJA was enacted in November 2021. IIJA extends the Federal performance management goals are to address the following:

Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads; as well as transit safety

Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair and maintain transit assets and facilities in a state of good repair

Congestion reduction—To achieve a significant reduction in congestion on the National Highway System, such as interstates and U.S. highways

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 protecting and enhancing 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

Locally, the transportation planning process incorporates these national goals into the metropolitan transportation planning process, supports each States' or local transit systems' respective performance targets, and works with each to identify and address system improvements. IJJA also furthered prior transportation reauthorizations of transportation planning for resilience and reliability; consideration of travel and tourism; and integration of private transit systems into the planning process, such as public ports, intercity bus operators, and employer-based commuting programs. Additionally, U.S. Department of Transportation (USDOT) released Planning Emphasis Areas (PEAs) on December 30, 2021 that further focus the comprehensive, continuing, and coordinated transportation planning efforts. These PEAs are to be integrated into the local long range transportation plan with subsequent updates, and will be facilitated between federal, state and local partners:

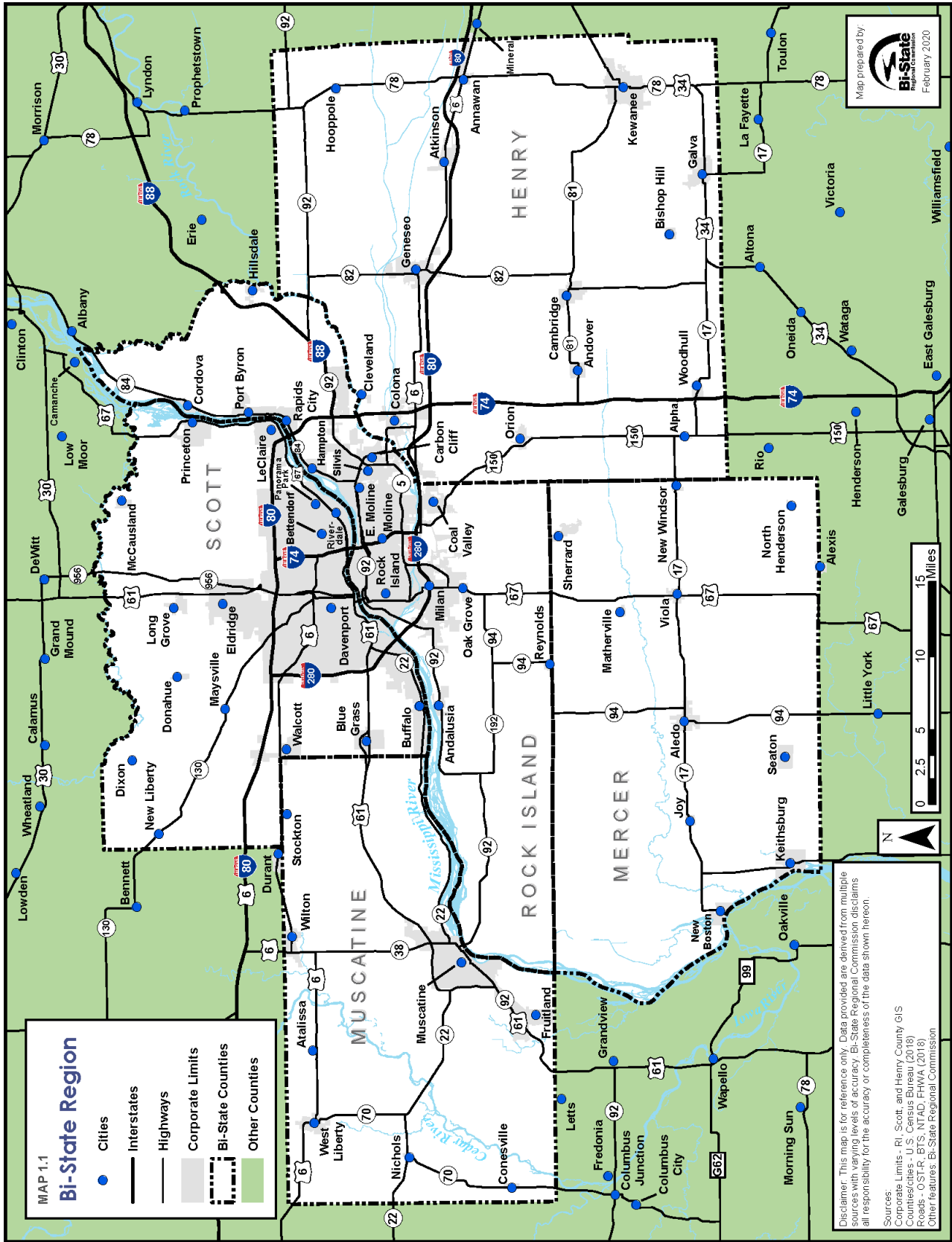
- Plan for sustainable infrastructure, resilience to extreme weather, reduction in emissions, and alternative fuels and vehicles
- Advance racial equity and support for underserved/disadvantaged communities through inclusive public involvement and transportation strategies that address access, mobility and safety
- Further the MPO Complete Streets Policy and identified corridors in cooperation with local, state and federal partners
- Utilize a variety of public involvement tools, including but not limited to virtual public involvement to extend input and reach on transportation planning issues
- Coordinate with local, state, and federal Department of Defense representatives to ensure access and connections to DOD facilities essential for national security through the Strategic Highway Network
- Coordinate with Federal Land Management Agencies to ensure access and connections to other public roads and transportation facilities.
- Utilize where appropriate the Planning and Environment Linkages (PEL) approach for transportation decision-making to improve project delivery timeframes and to create a cohesive flow of information
- Advance data sharing principles for efficient use of resources and improved policy development and decision-making at the local, regional and state levels.

Bi-State Region and Study Area

The study area or Metropolitan Planning Area (MPA) boundary for transportation planning covers 391 square miles, a slightly larger area than the Census-designated Davenport, Iowa-Illinois Urbanized Area. The study area is referred to as the Quad Cities Metropolitan Planning Area (MPA). Bi-State Regional Commission is the Metropolitan Planning Organization (MPO) responsible for transportation planning in the study area. The Transportation Planning Work Program (TPWP) describes the federally-funded transportation planning activities for this two-state metropolitan area conducted through Bi-State Regional Commission.

With the study area population over 200,000, the Quad Cities MPA is also classified as a Transportation Management Area (TMA) and subject to certain federal requirements based on this population threshold. The study area population is 283,320 (2018). The study area is centrally located in the Bi-State Region. There are 2,721 square miles in the five-county Bi-State Region, with Scott County containing 454 square miles; Muscatine County, 448 square miles; Rock Island County, 424 square miles; Henry County, 826 square miles; and Mercer County, 569 square miles. Travel in and out of the metropolitan area from the Bi-State Region feed into the transportation system.

Maps 1.1 and 1.2 show the Bi-State Region highway network as it feeds into the metropolitan planning area for the Quad Cities MPO and Census-Designated Davenport, IA-IL Urbanized Area.



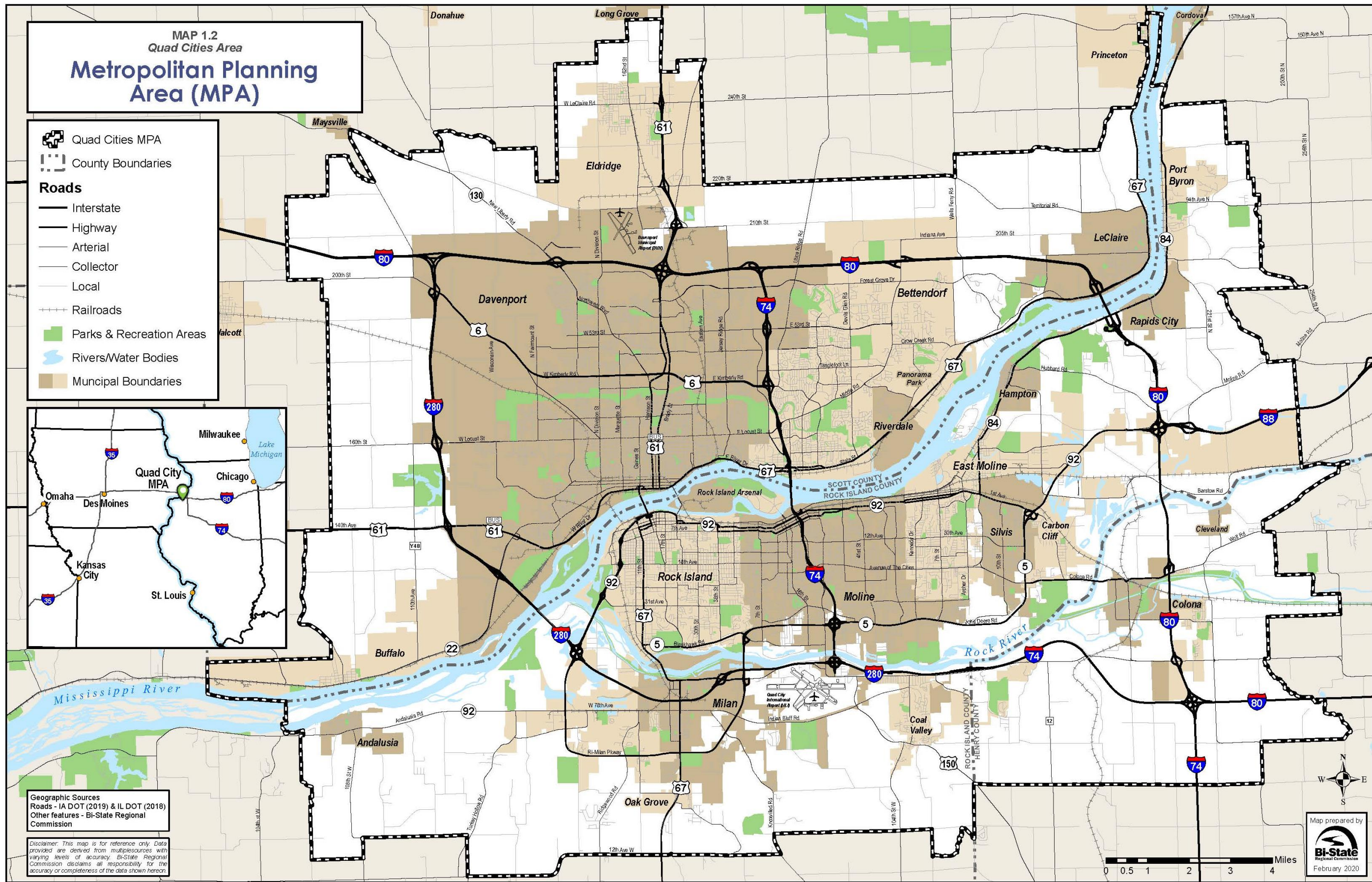
MAP 1.2
Quad Cities Area
Metropolitan Planning Area (MPA)

Quad Cities MPA

County Boundaries

Roads

- Interstate
- Highway
- Arterial
- Collector
- Local
- Railroads
- Parks & Recreation Areas
- Rivers/Water Bodies
- Municipal Boundaries



Geographic Sources
 Roads - IA DOT (2019) & IL DOT (2018)
 Other features - Bi-State Regional Commission

Disclaimer: This map is for reference only. Data provided are derived from multiplesources 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

 February 2020

2. ORGANIZATION

Background

Provisions of the 1962 Federal-Aid Highway Act brought initial efforts to provide a program of comprehensive area wide planning. Transportation planning on each side of the Mississippi River in the Quad Cities began independently of the other. The Illinois portion began in November 1963, while Scott County's program started in January 1965. Separate consultant contracts were initiated in each county, administered by the then Division of Highways in Illinois and the Scott County Metropolitan Planning Commission in Iowa. Under a Resolution of Cooperation, approved in March 1965, the groups from both sides of the river began meeting together as the Joint Transportation Policy Committee to consider and resolve matters of region-wide transportation planning significance.

When the decision was made in the summer of 1966 to form the Bi-State Metropolitan Planning Commission, it was a matter of unifying the existing Rock Island County Regional Planning Commission and Scott County Metropolitan Planning Commission into one commission that would represent the interests of the entire Bi-State area. This decision was in response to federal and local encouragement to coordinate planning across state lines. In 2021, Bi-State Regional Commission celebrated its 55th anniversary as an organization.

The resolution establishing the Commission abolished both county planning commissions and provided a 22-member commission, 11 from each county. The mayors from the three largest contiguous cities in each county (Davenport, Bettendorf, Riverdale, Rock Island, Moline, and East Moline) and the respective county board chairs (Scott and Rock Island Counties) became voting members of the Commission. Several additional citizen members from each county were appointed by the county board on the Illinois side, and the governing bodies of the member agencies from the Iowa side.

The U.S. Department of Housing and Urban Development began, in 1972, to express its policy requiring counties within the same Standard Metropolitan Statistical Area (SMSA) to join together for the purposes of comprehensive planning. Henry County, along with Scott and Rock Island Counties, make up the Davenport-Moline-Rock Island, IA-IL Metro Area MSA with a combined population of 380,106 (American Community Survey, 5-Year Estimates, 2014-2018).

After many sessions involving the principals of the merger and the terms of the relationship, the County Boards of Henry and Rock Island Counties, Illinois, and the County Board of Supervisors of Scott County, Iowa entered into an agreement designating the Bi-State Metropolitan Planning Commission as the three-county regional planning commission by virtue of the powers granted to them by Chapter 34, Section 3001-3005, Chapter 84, Section 1021, and Chapter 127, Section 721-728, Illinois Revised Statutes, and Chapters 28E and 473A of the Code of Iowa.

On July 1, 1976, Muscatine County, Iowa and Mercer County, Illinois joined the Bi-State Metropolitan Planning Commission, thus making it a five-county agency. And in 1983, in response to efforts by the Commission to broaden its membership support to include municipal governments in addition to the counties, the Commission was restructured to provide membership to financially participating counties and municipalities. Revised Articles of Agreement providing for such county and city membership and a Commission composed of 34 representatives were adopted by the member governments in August and September of 1983 and went into effect on October 1, 1983. The Commission currently serves a five-county area with 47 member governments. The five-county Bi-State Region population is 427,559

Section 2 – Organization

according to the 2020 Census. The Bi-State Metropolitan Planning Commission officially changed its name to Bi-State Regional Commission in November 1990.

Membership of the Bi-State Regional Commission

The Bi-State Regional Commission consists of 35 persons representing counties, cities, and program and designated constituencies throughout the Bi-State Region. Approximately 71 percent of the members are elected officials, and 29 percent are citizen appointments. Membership is approximately proportional to population with 11 county representatives, 14 city representatives, and 10 program and designated constituency representatives. The Rock Island Arsenal Garrison Commander sits on the Commission as an ex-officio member.

(Current membership identified at the beginning of the document on page **Error! Bookmark not defined.**)

Committees of the Bi-State Regional Commission

Executive Committee

Membership – The committee is composed of nine members, at least two-thirds of which are elected officials and at least one representative from each member county. The chair, vice chair, secretary, and treasurer of the Commission serve on the committee by virtue of their office. In addition, each county board chairman and four representatives from municipalities, along with one minority representative and one designated constituency, serve on the committee.

Function – Responsible for administration of the Commission's activities.

Finance and Personnel Committee

Membership – Commission members appointed annually by the Commission chair.

Function – Responsible for development of the budget, review of expenditures, and matters of personnel policies.

Delegated Authority Groups

In the interest of effective and efficient functioning of the Commission, delegated authority groups have been established from time to time by the Commission to expedite specific business and planning activities. The Commission has established specific guidelines or limits within the delegated authority groups. Two such groups are the Transportation Policy Committee and Bi-State Drug and Alcohol Testing Consortium. The Cooperative Transportation Planning and Programming Agreement is provided in the Appendix, page 7**Error! Bookmark not defined.**

Transportation Policy Committee

Membership – Membership is as follows:

- County Board Chair, Rock Island County, Illinois
- County Board Chair, Scott County, Iowa
- Mayor, City of Bettendorf, Iowa*
- Mayor, City of Davenport, Iowa*
- Mayor, City of East Moline, Illinois
- Mayor, City of Moline, Illinois

Mayor, City of Rock Island, Illinois
Region Engineer, Illinois Department of Transportation
District Planner, Iowa Department of Transportation
Two Aldermen, City of Davenport
Board Chair, Rock Island County Metropolitan Mass Transit District (Metro)
Caucused "chief elected official," Iowa-side small communities
Caucused "chief elected official," Illinois-side small communities
Division Administrator, Federal Highway Administration – Iowa Division (ex-officio, non-voting)
Division Administrator, Federal Highway Administration – Illinois Division (ex-officio, non-voting)
Administrator, Federal Transit Administration – Region VII Division (ex-officio, non-voting)

(Current membership identified at the beginning of the document, page vi.)

Function – Responsible for transportation planning and programming for the Davenport IA/IL Urbanized Area.

*Respective mayors represent transit interests of Bettendorf Transit and Davenport CitiBus

Bi-State Drug and Alcohol Testing Consortium

Membership – Membership is open to member governments and not-for-profit agencies in the Bi-State region who must meet drug and alcohol testing requirements as a result of the 1994 Department of Transportation Federal Testing Regulations.

Function – Provides a forum to procure a contractor for drug and alcohol testing services, to supervise the contractor, and to address revisions to regulations.

Technical and Advisory Committees

Technical and advisory committees work to assist the Commission in each of its major planning efforts. The committees are composed of local citizens and city, county, state, and federal technical personnel concerned with daily operations affected by any plans developed. The technical committees are responsible for technical review and guidance of data collection and analysis, plan preparation, and plan review and update functions. Technical and advisory committees that assist the Transportation Policy Committee include the Transportation Technical Committee, Bi-State Regional Trails Committee, Bi-State Technology and Safety Technical Committee, the Regional Transit Interest and Advisory Group, the Bi-State Region Air Quality Task Force, and the Regional Transportation Advisory Group.

Transportation Technical Committee

Membership – Bettendorf, Davenport, East Moline, Moline, and Rock Island, along with the smaller Iowa and Illinois Quad Cities communities in Henry, Rock Island and Scott Counties; planners and engineers; Illinois Department of Transportation district staff and Iowa Department of Transportation district staff; and representatives of the Bettendorf and Davenport transit systems, and the Rock Island County Metropolitan Mass Transit District (MetroLINK or Metro).

Planning and research staff from the Illinois and Iowa Federal Highway Administration division offices serve as ex-officio, non-voting members of the Transportation Technical Committee as does a planning representative from the Federal Transit Administration's Region VII (Kansas City).

(Current membership identified at the beginning of the document on page vii.)

Section 2 – Organization

Function – Responsible for technical review and guidance of data collection and analysis, transportation plan preparation, review, and update. This committee is responsible to, and makes recommendations to, the Transportation Policy Committee.

Bi-State Region Air Quality Task Force

Membership – Representatives from Henry, Mercer, and Rock Island Counties, Illinois and Muscatine and Scott Counties, Iowa include local city public works and engineering officials, transit managers, county health departments, chambers of commerce representatives, economic development organizations' staff, representatives of major industries and business, state resource agencies' staff (IADNR, ILEPA, DOTs, IEDA, DCEO), local conservation, health and education representatives, and interested citizens.

Function – Provides a forum to discuss issues for maintaining National Ambient Air Quality Standards (NAAQS) attainment status through voluntary emission reduction measures; for communication between public and private entities on voluntary measures by sharing experiences and knowledge; and for encouraging and supporting individual and group voluntary measures/activities such as public education and mobile/stationary source reduction initiatives.

Bi-State Regional Trails Committee

Membership – Membership is open to jurisdictions located in the Bi-State Region to work toward the development of multi-purpose trails within the Bi-State Region.

Function – To coordinate planning and development activities associated with the multi-purpose trails in the Bi-State Region.

Bi-State Technology and Safety Technical Advisory Group

Membership – Intelligent Transportation System (ITS) and Traffic Safety Stakeholders (engineers, public works staff, public safety officials, planners) in Bettendorf, Davenport, East Moline, Moline, and Rock Island, along with the smaller Iowa and Illinois Quad Cities communities in Henry, Rock Island and Scott Counties; Illinois Department of Transportation staff and Iowa Department of Transportation staff; representatives of the Bettendorf and Davenport transit systems and the Rock Island County Metropolitan Mass Transit District (Metro); and planning and research engineers from the Illinois and Iowa Federal Highway Administration division offices and the Federal Transit Administration's Region VII (Kansas City).

Function – To coordinate ITS and traffic safety planning and deployment activities in the Bi-State Region.

Bi-State Region Freight Forum

Membership – Multi-modal freight transportation stakeholders in both private and public sectors representing air, highway, rail, and water; community officials (engineers, public works and economic development staff, and/or planners) in the Bi-State Region; Illinois Department of Transportation staff and Iowa Department of Transportation staff; and planning and research engineers from the Illinois and Iowa Federal Highway Administration division offices.

Function – To coordinate multi-modal freight planning in the Bi-State Region and to understand and monitor needs and issues related to physical, operational, and institutional aspects of the regional freight system.

Regional Transit Interest and Advisory Group

Membership – Membership is open to anyone interested in passenger transportation and mobility. Members represent elderly, disabled advocacy groups, resident associations, social service agencies, transit systems, or individual community members.

Function – Provides a forum to receive and provide public input into regional mobility, passenger transportation, and the public transit systems compliance plan with the Americans with Disabilities Act on an as-needed basis. The group also provides organized discussions on transportation problems affecting the special needs populations of the region. Information and meeting notices related to the *Bi-State Region Transit Development Plan*, and transit funding selection process are provided to this group for input and suggestions. The group serves in an advisory capacity to the transportation community, as well as the Transportation Technical Committee.

Regional Transportation Advisory Group

Membership – Membership is open to anyone interested in transportation planning and projects. Members represent private transportation providers, social service agencies that provide transportation, transit consumers, school districts, historic societies, tourism, biking and hiking clubs, environmental groups, and freight movers.

Function – Provides a forum through direct mailings and meeting notices to solicit input and examine the Transportation Improvement Plan (TIP), Long Range Transportation Plan, Bi-State Regional ITS Architecture Plan, Transportation Alternatives Program (TAP) projects, and Surface Transportation Block Grant Program (STBG) projects. This group may provide comments to the Transportation Technical and Policy Committees for their consideration at regular meetings, public hearings, or through direct requests for input.

Public Participation

Public participation in the transportation planning and programming activities of the Bi-State Regional Commission is facilitated through four primary mechanisms of communication under the framework of the Public Participation Plan (See Appendix):

- Technical and advisory committees, and delegated authority groups
- Seminars, workshops, and public meetings or hearings
- Commission reports, mailings, website, and other publications
- Television, radio, print, and electronic media coverage

The public input process ensures that all citizens are given ample opportunity to be involved in the planning process, regardless of race, color, national origin, age, disability, religion, sex, and familial status. (Not all prohibited bases apply to all programs.). Further, the Bi-State Regional Commission complies with Title VI and non-discrimination requirements. The Bi-State Regional Commission's *Title VI Program and Non-Discrimination Policy* is posted on the agency website, and the Title VI public notice and complaint form are both posted in the Bi-State Regional Commission office and on its website. A Limited English Proficiency (LEP) Analysis is prepared as part of the Title VI documents for the MPO. The transit systems prepare individual Title VI documents with a respective LEP analysis. A LEP analysis is included in the *Bi-State Region Transit Development Plan* and in the *Connect QC 2050: Quad Cities Long Range Transportation Plan*. Refer to public participation plan in the appendix for the public participation process. These documents provide guidance for fulfilling federal civil rights requirements per the 1964 Civil Rights Act.

Section 2 – Organization

Technical and Advisory Committees and Delegated Authority Groups

The following tabular listing shows the extensive committee structure that provides guidance and input to the program of the Bi-State Regional Commission along with information regarding total numbers of people, minority, and female composition. Note the Trails Committee, task forces, and advisory groups are not listed because of their fluctuation in membership.

<u>Boards and Committees</u>	<u>Number of Members Officials</u>	<u>Racial Minorities</u>	<u>Females</u>	<u>Elected</u>
Bi-State Regional Commission	35	7	7	25
Transportation Policy Committee*	14 (3)	5 (1)	2(1)	11
Transportation Technical Committee*	20 (3)	0 (0)	2(3)	0

*Ex-officio, non-voting members shown in parentheses (#).

Seminars, Workshops, and Public Hearings

The Bi-State Regional Commission conducts and participates in seminars, workshops, webinars, public hearings, and informational meetings beyond the formal committees' structure. Past examples have included sessions on community development, land use, environmental issues, public safety and hazards, air quality and climate change, energy, infrastructure, census, solid waste, sustainability/livability, community health, and transportation. Periodic functions of this nature offer the opportunity to bring in more diverse viewpoints not otherwise obtained in the formal committee structure, as well as educating and informing numbers of citizens and officials on relevant planning issues.

Commission Report, Mailings, Website and Other Publications

Topical publications in each of the Commission's program areas are published when needed. In addition, a periodic Commission in Review summary on the Commission's meeting actions and activities is distributed to all member county and city elected officials. This summary is posted to the Commission website on the homepage, and archived reports are on record. Further, the Commission maintains a website that contains current information regarding the Commission's services/activities as well as several adopted planning documents and publications. The website content is revised and expanded on an on-going basis. In 2016, the website was restructured to include a Quad Cities MPO homepage for related transportation information, Policy and Technical Committee meetings noted for the full year based on anticipated dates, and an MPO News module added to the homepage. In 2022, the website is undergoing a redesign. Agendas and minutes of the following groups are posted on the Bi-State Regional Commission website:

- Bi-State Drug and Alcohol Testing Consortium
- Bi-State Executive Committee
- Bi-State Finance and Personnel Committee
- Bi-State Region Air Quality Task Force
- Bi-State Regional Commission
- Bi-State Regional Trails Committee
- Bi-State Revolving Loan Fund Board
- Mercer-Muscatine Revolving Loan Fund Board
- QCIC Net Governing Board
- Quad City Riverfront Council

- Quad Cities MPO and Region 9 Transportation Policy Committees
- Quad Cities MPO and Region 9 Transportation Technical Committees

Television, Radio, Internet and Print Media Coverage

Extensive news media resources can be accessed by the Commission within its five-county area. Four major television networks (ABC, CBS, NBC, and FOX) have affiliate stations located in the region. There are three public television stations, plus digital and cable TV. In addition, there are 43 radio stations, four daily newspapers, and four weekly newspapers located in the area. Many of these media sources also have websites or social media that include news and information. Local news coverage including the matters of local government provides a broad, diverse reporting within all sectors of the community. The visibility of the Commission is enhanced with public service announcements and public affairs programming through the local cable television media. Meeting announcements and news features focusing on local government are given attention.

Equal Opportunity and Non-Discrimination Policies

The Commission adopted the *Equal Opportunity Policies, Bi-State Regional Commission* on June 26, 1991. This document contains the Commission's ongoing, broad equal opportunity policies, provides for the designation of an Equal Opportunity Administrator, outlines the responsibilities of this administrator, and gives specific employment and contractual policies and standards. The Commission also accepts responsibility for promoting minority and women business opportunities as detailed in contracts with the various state and federal agencies. The Commission adopted a policy statement in January 2000 that will inform Commission members of gender balance and current status when making membership appointments.

In accordance with federal law, Bi-State Regional Commission is prohibited from discriminating on the basis of race, color, national origin, age, disability, religion, sex, and familial status (not all prohibited basis apply to all programs). As part of the 1964 Civil Rights Act, Title VI states "No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Equal Employment Opportunity Commission defines sex discrimination as treating someone unfavorably because of a person's sex, including sexual orientation, gender identify or pregnancy. Additional nondiscrimination requirements include Executive Orders (EO) to address environmental justice in minority and low-income populations (EO 12898), to improve access to services for persons with limited English proficiency (EO 13166), and to ensure consistent and effective implementation of Title VI (EO 12250). There are other statutes that address other protected classes related to age, sex, marital status, disability, etc.

In 2011, the Iowa Department of Transportation, as lead overseer of Bi-State Regional Commission's transportation planning process, required a separate and standardized Title VI Plan in 2012 for the agency. Additionally, the Federal Transit Administration (FTA) required separate Title VI documents for each transit system in the Davenport, IA-IL Urbanized Area, due to their direct receipt of FTA funds. The Bi-State Regional Commission Title VI Program and Non-Discriminatory Policy was approved by the Commission in December 2012 and filed with the Iowa and Illinois Departments of Transportation. It was since revised in October 2015, 2018, and 2021. The current policy is also posted to the Bi-State Regional Commission website and the public notice and complaint form are posted in the office and on the website.

3. ISSUES AND PLANNING EMPHASIS

An overview of the Quad Cities Metropolitan Planning Area (MPA) transportation planning process is highlighted as issues and planning emphasis. This includes important transportation issues facing the area for the movement of people and goods, the status of significant elements of the planning program, and procedures used to accomplish these elements and assure that a continuing, cooperative, and comprehensive—3C transportation planning process is being carried out by the states and local communities. All multi-modal transportation-related planning activities and transportation support activities are considered in this process. It is a means of consolidating and coordinating transportation planning at the metropolitan level.

Agency Responsibilities

Local agencies, including the counties, cities, and passenger transit operators, play an important role in the transportation planning process. The staff of the Bi-State Regional Commission works closely with the staffs of these local agencies in order to achieve a coordinated transportation program for the area. Local agencies are involved in every phase of the planning process by supplying data, developing alternatives, reviewing plans, and programming transportation improvements.

Representatives of the U.S. Department of Transportation and the Iowa and Illinois Departments of Transportation participate in the transportation planning process in close cooperation and/or consultation with the Bi-State Regional Commission and other local agencies. This participation is both through membership on the Transportation Policy and Technical Committees and through the technical assistance provided on a day-to-day basis through the provision of information and the review of work. Bi-State Regional Commission also works cooperatively with its federal partners, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The agency through its multi-modal transportation planning process seeks out involvement from a variety of transportation stakeholders, both public and private.

The Quad Cities MPO has completed and abides by the following major transportation planning documents:

1. FFY 2022-25 Transportation Improvement Program (TIP)
2. FY 2022 Transportation Planning Work Program (TPWP)
3. *Bi-State Region Transit Development Plan* – Update 2018 (known as a Passenger Transportation Plan-PTP in Iowa and Human Services Transportation Plan – HSTP in Illinois)
4. *Bi-State Region Freight Plan* – 2015
5. *Bi-State Regional ITS Architecture Plan* – 2022 Update (Under development)
6. *Connect QC 2050: Quad Cities Long Range Transportation Plan (LRTP)* – 2021 Update with technical corrections in 2022
7. Complete Streets Policy Statement – 2008
8. Public Participation Plan (PPP) – 2019 Update
9. *Title VI Program and Non-Discrimination Policy* – 2021 Update
10. *Quad Cities Traffic Safety Plan* – 2020
11. Performance Measures documentation addendum to the *2045 and 2050 Quad Cities Long Range Transportation Plans* – 2021
12. *Quad Cities Extreme Weather Resilience Report* – 2020

Section 3 – Issues and planning emphasis

In addition to these planning documents, several reports, documents, and items were completed or updated during FY 2022. These included:

- *Public Officials Directory for the Bi-State Region* (February 2022)
- Bi-State Regional Commission website updates of content, www.bistateonline.org including transportation progress reporting, TIP revisions, long range transportation plan technical corrections, transportation funds programming among other updates; maintenance of Quad Cities MPO homepage, and calendar of Policy and Technical Committee meetings; and MPO News module on homepage
- Oversight for Be Healthy QC – Built environment updates and www.QCTrails.org website
- Maintenance of web portal for metro area transit systems' links, www.qctransit.com and QC Rideshare carpooling website as part of the Iowa Rideshare Program
- River Crossings Bridge Restrictions schedules and public outreach
- Bi-State Region Comprehensive Economic Development Strategy (CEDS) 2022 Progress Report
- Support of state's and transit systems' Performance Measures targets
- Updates of Quad Cities MPO Transportation Projects Progress Reports
- Development of Quad Cities Street Map and LRTP inactive active future traffic maps
- Facilitation of Mississippi River Ports of Eastern Iowa and Western Illinois Ports online interactive mapping project
- Facilitation of Quad Cities MPO Roads/Bridges online interactive mapping project

Further efforts included traffic, and trails studies; transit, trail, and pedestrian planning coordination; air quality activities; transit grants assistance; performance management discussions; grant application preparation for various transportation projects; and response to inquiries. With the completion of these documents/items, a number of transportation issues have been identified and/or resolved. However, areas remain where further discussion and study will be necessary as part of the comprehensive, continuing, and coordinated–3C transportation planning process.

Major Transportation Issues Facing the Quad Cities

Faced with capital and human resources needs, volatile market forces for all modes of transportation, and a backlog of transportation needs, it is very important to stress cost-effectiveness in planning and operations of the transportation system. This focus will support a number of the LRTP transportation objectives for sustainability, resilience, livability and economic vitality. Focused activities have included and will include:

- Facilitation of transportation safety and security, including traffic safety, operations, and maintenance techniques, congestion management methods, using the MPO Congestion Management Process (CMP) and use of technology outlined in Bi-State Region Intelligent Transportation System (ITS) Architecture for efficient movement of goods and people
- Emphasis on developing multi-modal and intermodal facilities and accessibility for all types of users
- Planning for land use, sustainable and resilient communities, public health and community wellness, hazard mitigation from natural disasters, extreme weather, and climate impacts, and for diversity, equity and inclusion
- Coordination with public and private passenger transportation providers, tourism partners and human services providers for greater mobility options within the region

- Coordination with federal land management agencies and federal defense facilities to ensure access and security
- Improvement of freight movement in and around the metropolitan area
- Examining the transportation system for vulnerabilities and critical facilities to identify adaptation strategies to reduce recovery time and foster long-term system resilience.

The Bi-State Regional Commission will continue to emphasize these areas in support of the *Connect QC 2050: Quad Cities Long Range Transportation Plan* goals and transportation objectives as it addresses the following major transportation issues:

- **Improve river crossing capacity.**

Mississippi River:

The Quad Cities MPA is fortunate to be located along two major rivers, the Mississippi and Rock Rivers. While these natural features are sources of scenic beauty, recreation and commercial navigation, they also act as impediments to free movement of vehicular traffic throughout the area. The bridges over the Mississippi River in the metro area range in age from approximately less than one year to 126 years. These bridges provide a total of twenty (20) lanes for traffic, and two provide access for bicycles and pedestrians, and a third with the new I-74 river crossing’s bicycle and pedestrian access opening in Spring 2022. Maintenance responsibilities continue to restrict the available lanes on the older bridges due to regularly scheduled and unexpected repairs.

In 2014, steel beam repairs were necessary on the Centennial Bridge and required more than the expected 35 day-closure of the span to traffic. The repair project carried over into CY2016 to complete work. Additional work in planning in CY2022. Meetings have been held to coordinate transit and local road impacts anticipated due to work zone restrictions of the I-74 bridge reconstruction since CY2017 and expected to continue through completion of final work tasks by mid-year CY2022. Bi-State Regional Commission staff regularly coordinate with the jurisdictions responsible for bridge maintenance and construction to help minimize effects to the traveling public and suggest transportation alternatives to reduce congestions, such as walking, bicycling, and using transit or carpooling.

QUAD CITIES MISSISSIPPI RIVER BRIDGES

Bridge	Bridge Opened	Design Type	ADT*
I-280	1973	Steel Thru-Arch, 4 lanes	28,100
Centennial	1940	5 Tied Steel Arches, 4 Lanes	29,300
Government	1896	Swing Span, 2 Lanes	5,800
I-74	2021	Twin Spans, Tied Arches, 6 lanes + auxiliary lanes	N/A
I-74 (former)	NB 1935, SB 1959	Steel Suspension, 4 Lanes	69,700
I-80	1966	Steel Girder, 4 Lanes	36,100
		TOTAL	169,000

* Average Daily Traffic (ADT) for 24-hour period provided by either Iowa Department of Transportation or Illinois Department of Transportation. For I-280 (2019), Centennial/U.S.67 (2019) I-74 (2018), and I-80 (2019), and Government Bridge(2020).

Major Investments History. Beginning in FY 1996, the Illinois and Iowa DOTs funded a study regarding Mississippi River crossing needs in the Quad Cities MPA. The study included an origin

and destination analysis. It was completed with an alternatives/location analysis in Stage II of the study. During the second stage of the study, a Major Investment Study (MIS) was also conducted. The States of Illinois and Iowa each funded 50 percent of the study, which was finalized in 1998. The Study Management Group guided the study and concluded that for adequate crossing capacity to be available, tolls must be removed from the U.S. 67/Centennial Bridge, the I-74 Bridge must be widened to at least six lanes, and a new bridge must be built between East Moline and Bettendorf.

The Mississippi River Crossing Strategy Implementation Task Force, a broad-based citizens committee and assisted by staff, developed a plan to resolve implementation issues regarding this three-pronged recommendation. Teams of local leaders have been working to implement each of these three bridge components. Extensive reconstructive work was completed in 1997 and 2003 through 2005 on the U.S. 67/Centennial Bridge, a former toll facility (removed May 2003). The area saw the successful transfer of jurisdiction for the U.S. 67/Centennial Bridge from the City of Rock Island to the Illinois and Iowa Departments of Transportation in July 2005. These actions resulted in the first short-term strategy being completed of the Mississippi River Crossing Strategy Implementation Study, with two components remaining. With the grand opening of the new I-74 bridge on December 1, 2021, the second priority has been accomplished as part of the original investment study with the twin tied-basket handle arch structure with six travel lanes and auxiliary lanes for passing along with shoulders. The I-74 project history can be found in the Appendix.

Capacity Implementation Efforts. Staff continues to assist with Mississippi River Crossing Study implementation. I-74 Mississippi River Corridor reconstruction was the second component to pursue. The Illinois-bound I-74 structure was completed at the end of CY2021, and demolition of the older structure is expected in CY2022. Final work on the pedestrian-bicycle access is expected by Spring 2022, and a let-down structure with an elevator is to be let in 2022.

Continuing efforts to secure funding are still needed to complete the I-74 Mississippi River Corridor North Section, and south of Avenue of the Cities at the John Deere Road interchange. Coordination of engineering, funding, and legislative needs for the corridor will continue until the project is complete. The longer term implementation of the East Mississippi River bridge strategy will also continue to be monitored for need and support.

While the third component of the Major Investment Study implementation remains important, there is also recognition that the other existing Mississippi River bridges are in need of repair or replacement. Preliminary engineering is underway to replace the I-80 structure to meet capacity demands from freight movement, and as a national artery of commerce.

The *Connect QC 2050: Quad Cities Long Range Transportation Plan* outlines need for another additional study of both highway and rail capacity along the Mississippi River corridor from I-280 to I-80. A Planning Environmental Linkages (PEL) study was initiated for the I-80 bridge by the Illinois DOT in 2019 and in coordination with Iowa DOT. During FY 2020-2025, Illinois DOT has programmed \$304.5 million for I-80 bridge replacement; reconstruction of 0.6 miles; engineering for the PEL; location, environmental, and design studies; engineering for contract plans; land acquisition; railroad engineering; utility adjustments; and construction engineering. A new bridge deck is planned for I-280 by Illinois DOT and is currently underway. Iowa DOT has conducted an analysis on I-80 corridor in Scott County. The LRTP highlights the need to do further study of the U.S.67/Centennial Bridge for its future viability as well.

Rock River:

With completion of Veterans Memorial Bridge at Carr’s Crossing (West Rock River Bridge), the Illinois Quad Cities will continue investigating the feasibility and local support of an east crossing of the Rock River from IL5/John Deere Road to an area between Coal Valley and Colona with connectivity to the federal, state, and/or local road system as to be determined by a study. Staff continue to follow re-designation of the floodway in the Rock River area by the State of Illinois and its impact on communities and the transportation network.

- **Reduce congestion. Improve mobility and system reliability. Enhance air quality and resilience.**

Congestion Management and System Reliability. When applicable, transportation planning efforts focus on coordination activities to improve operations, reduce traffic restrictions/bottlenecks, and decrease vehicle emissions for improved air quality in the Quad Cities. Non-recurring congestion from maintenance and reconstruction projects occurring on the area transportation network impact traffic flow. Coordination and early notification of construction schedules help alleviate some of the related congestion and provide valuable information to the public for making mobility decisions. Construction on the major bridge crossings will continue to be a monitoring and notification effort. Development of an interactive road and bridge construction map is underway in 2022 to provide greater information on traffic restrictions within the MPA.

Bi-State staff will continue to work with area representatives and the Illinois and Iowa Departments of Transportation to prepare for the transportation needs of the area through a congestion management process. As part of the *2045 Quad Cities Long Range Transportation Plan (LRTP)*, a Congestion Management Process (CMP) was developed and approved in CY 2016, and will be updated in CY2022 as an addendum to the 2050 LRTP. Travel time data and analysis are a component of on-going system performance monitoring to identify and address congested corridors and along transit priority routes. Looking at on-going opportunities to tap “big data” from third party data collection sources is important for understanding bottlenecks and corridors with impeded traffic flow.

Federal performance management related to traffic safety targets fatal and severe injury crash reductions is monitored, both motorized and non-motorized. The Quad Cities MPO has supported both Iowa and Illinois state traffic safety targets. The *Quad Cities Traffic Safety Plan* was completed in CY2020. It included an analysis of intersections in the Quad Cities and aligns with both state references to traffic safety emphasis areas in order to focus efforts to reduce crashes. The data and analyses from these reports will aid area officials in examining nonrecurring congestion due to crashes at key locations in the Quad Cities, and improving traffic safety. Bi-State staff will continue to work with state DOTs on highway safety plans and coordinate with local safety officials to reduce crashes in the metropolitan area through engineering, enforcement, education, and emergency response to support each state’s safety performance measures targets to reduce fatalities and serious injuries on all public roads.

Technology Deployment. The use of Intelligent Transportation System (ITS) technology will be implemented to relieve congestion and improve traffic safety, especially related to the area bridges. The I-74 Mississippi River Bridge Incident Detection and Management Study recommended implementation of ITS technologies to improve traffic operations in and near the corridor. These have been implemented, and new technologies are part of the I-74 reconstruction implementation. A deployment plan and routing manual was completed in FY 2009. A project-level architecture for the reconstruction of I-74 was updated in CY 2011-12 and was integrated with

the update of the Bi-State Region ITS Architecture beginning in CY2012 and finalized in CY2013. This document is expected to be updated in CY2022.

Staff has worked with the Illinois and Iowa DOTs on area ITS issues as it relates to I-74 incident management. An initial project level ITS architecture plan has been completed in conjunction with the I-74 Mississippi River Corridor Study. The CY 2013 update refined plans to deploy transportation technology in the corridor for efficient traffic operations. An update is anticipated as the new I-74 bridge comes online. Deployment of the *Bi-State Regional Intelligent Transportation System (ITS) Architecture Plan* continues to require multi-disciplinary interests' involvement. Both short-term and long-term strategies will be deployed to improve the transportation system. Staff will assist in coordination issues and implementation as needed.

Mobility Choices. Efforts continue to bring forward discussions on context-sensitive solutions and Complete Streets for multiple transportation system users – pedestrians, bicyclists, transit riders, motor vehicle drivers – and for providing a menu of transportation options for travel within the metropolitan area. Discussions of access and modal choice for walking, bicycling, and using transit will continue.

The Quad Cities Health Initiative “Be Healthy QC” is working on improvements to the “Built Environment” to support alternative transportation choices. As part of that effort, Bi-State Regional Commission maintains an interactive website to encourage use of the area’s extensive trails system. The website www.QCTrails.org launched in February 2016. A local advocacy group supported a feasibility study for a bike-sharing program in the metro area. In order to launch a program, project sponsor(s) would be needed to host and deploy equipment and support operations and maintenance. Bi-State staff have gained technical capacity as part of a Centers for Disease Control and Prevention (CDC) grant that supported development of 11 Safe Routes to Schools plans over a three-year period (2015-17). Staff provide technical assistance and mentoring for new plan development, and grant writing for plans implementation. In FY2022, staff wrote five Safe Routes to Schools grants and six trails grants. With these types of efforts, the Iowa Department of Public Health selected the Quad Cities MPO, along with peers statewide, to implement a physical activity access project (2019-2022) to encourage walking and bicycling to senior meal sites, senior housing areas and other facilities. Additionally, funding was secured to examine multi-modal mobility options and corridor improvements along Illinois 92 from Rock Island to Silvis. The study was completed in February 2020. A grant for corridor planning along the Andalusia Road –Indian Bluff Road will have a similar scope of work as the Illinois 92 Corridor Study.

The *Bi-State Region Transit Development Plan (2018)* outlines progress to increase transit ridership, access and improve urban and urban-rural mobility to access jobs, medical facilities, and other essential services. It serves as the human services coordination plan, and addresses mobility needs in the region. It will be updated in CY2021 and completed in CY2023. Other areas of passenger transportation planning include access for persons with disabilities, transit in concert with sustainable development, emerging on-demand ridesharing and taxis services, carpooling and intercity passenger connections. The Infrastructure Investment and Jobs Act (IIJA) continues to support integration and coordination of passenger transportation and social services. Transit-oriented development is encouraged. Implementation of transit-oriented development is part of Centre Station and “Q” passenger rail station in Moline as part of the planned establishment of passenger rail service between the Quad Cities and Chicago. In Rock Island, the transit hub at 20th Street and 2nd Avenue serves mobility efforts. Under the I-74 Mississippi River Corridor reconstruction, the transit systems secured funding to provide a commuter route with more

frequent transit cross-river service to reduce congestion during the construction project. The temporary commuter service launched in December 2018 and concluded in March 2021.

Air Quality and Resiliency. The Davenport-Moline-Rock Island, IA/IL Metropolitan Statistical Area is currently classified as an “attainment area” for the National Ambient Air Quality Standards (NAAQS). These air quality standards are regulated by the U.S. Environmental Protection Agency (EPA). The monitored values indicate the Quad Cities MPA is near non-attainment for fine particulates and ozone as more stringent measures have been put into place. NAAQS under the Clean Air Act are reviewed on a cyclical basis and lowered as a result of health-based research. These cyclical reviews continue to drive air quality improvements nationally.

On October 10, 2015, U.S. EPA strengthened the ozone standards from 75 parts per billion (ppb) to 70 ppb. The latest Quad Cities three-year design value (2018-2020) is 62 ppb for the Iowa Quad Cities, and 66 ppb for the Illinois Quad Cities. Officials in the region continue to watch regulatory review for ozone. There were no exceedences of ozone in the Iowa Quad Cities in CY2021. However, CY2021 ozone exceedences were reported in Rock Island in June over a two-day period.

In CY2012, U.S.EPA revised the fine particulate standard to utilize an annual standard. The annual standard was lowered from 15 $\mu\text{g}/\text{m}^3$ to 12 $\mu\text{g}/\text{m}^3$ and acts as the primary standard, moving forward. The annual fine particulate design value (2018-2020) for the Iowa and Illinois Quad Cities is 8.5 $\mu\text{g}/\text{m}^3$. There a single day exceedence of fine particulate standards in August of CY2021 within the Illinois Quad Cities.

Public education and voluntary air emission reduction efforts are expected to continue in order to maintain air quality levels below these standards. Staff will continue to monitor changing NAAQS regulations and nonattainment issues, such as transportation conformity and its impact on the transportation planning process. Through the Bi-State Region Air Quality Task Force, staff will continue to promote congestion management techniques, travel demand management, anti-idling policies, diesel engine retrofitting, alternative fuels/vehicles, energy conservation, and mobility choice options as well as activities to improve the transportation network and reduce emissions. Staff will pursue funds to support public education on voluntary emission reduction measures and transit and rideshare marketing, where available. With a 2019 grant from the Schwiebert Foundation, an alternative energy conference was held in the region to provide information on alternatives to fossil fuels use. In 2020, an Eastern Iowa collaborative was initiated to study electric vehicle readiness and was completed in CY2021. Bi-State staff maintains a QC Rideshare webpage under the Iowa Department of Transportation Iowa Rideshare umbrella.

Monitoring other environmental issues such as climate change, extreme weather adaption, sustainability, hazard mitigation, and energy independence will also occur. With an emphasis on regional resilience, it will be important to look at system redundancy, mitigation efforts, and fortifying our infrastructure from man-made and natural hazards. The global pandemic of CY2020-2021 had dramatic impacts on the economy and public transit. Through participation in the joint emergency operations center, Bi-State staff provided liaison communications between the EOC and the transit systems, helping to secure needed protective supplies and information to support continued system operations. In CY2018, Bi-State staff secured a FHWA Extreme Weather Resilience Pilot Project, 1 of 11 awarded nationally, to assess vulnerable transportation facilities and offer adaptation strategies to incorporate into the Long Range Transportation Plan. The *Quad Cities Iowa/Illinois MPO Extreme Weather and Transportation Resilience Report* was completed in

2020, and elements were incorporated into the 2050 *Connect QC 2050: Quad Cities Long Range Transportation Plan*.

- **Coordinate multi-modal transportation needs for long-term system economic, social and environmental vitality.**

Passenger and freight transportation issues are important considerations for a multi-modal transportation network. Having multiple modes locally provide links for passenger travel as well as goods movement. These modes connect the metro area to the greater mega-region and its economy. Passenger rail service between Chicago and Omaha via the Quad Cities through the Midwest Rail Initiative is an area priority. The last third of the rail infrastructure improvements are in contract negotiations with the railroad, and preliminary engineering is running concurrently with this process. Rail infrastructure improvements for passenger service will aid freight movement and reduce congestion on highways. Trail development coordination to complete a contiguous system that incorporates the national American Discovery Trail (ADT) and Mississippi River Trail (MRT) will also continue. Staff participate in transit projects and issues. Transit issues will continue to be studied, including transit-oriented development, transit priority corridors, transit alternatives (including bus rapid transit and express bus options), improved maintenance facilities, and services coordination. In addition, assistance in promoting air service and terminal improvements will be provided.

Transportation assets on and along the rivers in the Quad Cities will be considered to facilitate river navigation and maritime highway opportunities, as needed. Passenger ferries and a newer ferry terminal offer a river crossing alternative. Freight movement as it pertains to the various modes must also be part of the planning process. The *2015 Bi-State Region Freight Study* frames the next steps for improving the economic vitality of the region. Staff will monitor activities related to funding for intermodal improvements in the greater Quad Cities Area and work cooperatively with the states' freight planning efforts. A local regional freight forum is used to discuss and facilitate freight transportation needs within the region. Other freight concerns will be addressed as needed. Funding was secured through Illinois Special Planning and Research funds in 2018 to examine options to improve rail freight movement over the Mississippi River at the two existing rail-river crossings. The study concludes in March 2020. As part of the Corn Belt Ports on the upper Mississippi and Illinois waterways, the Mississippi River Ports of Eastern Iowa and Western Illinois Statistical Area was designated in CY2020 for 15 counties bordering Iowa and Illinois to bring greater attention to the economic importance of the river on this region and its status nationwide. A web-based mapping effort supported with Statewide Planning and Research funds will locate and catalog terminals and ports in the MRPEIWI statistical area. The effort began in 2021 and will be completed by CY2023.

- **Implement long range transportation plan projects, as needed.**

The *Connect QC 2050: Quad Cities Long Range Transportation Plan* was adopted in March 2021. Elements of this plan include modal considerations along with ITS, environmental justice analysis, sustainability and resilience, and mobility options. Emphasis will continue to be placed on system preservation and maintenance, utilizing limited resources in an efficient manner, and examining economic vitality, sustainability, resilience, and community livability as part of the transportation system review. These concepts support a transportation network that is durable, resilient, and supportable. Public outreach will continue as projects move toward implementation by engaging interested parties and the public at large through a transparent and accessible process. Staff will continue to provide information on long range plan issues to various entities and to provide access through the internet to the plan document. Implementation efforts will evolve as the area moves toward the development of the subsequent *Quad Cities Long Range Transportation Plan for 2055*. Additionally, staff will utilize the travel demand model for general assistance requests and related technical studies. Modifications to the model data and network will be conducted, as needed. Future innovations in modeling techniques and data resources will continue to be researched and implemented as feasible.

- **Integrate safety and security activities into overall transportation planning.**

Safety for traffic operations as part of the Congestion Management Process (CMP), formerly Transportation Management System (TSM), has long been an element of the area's transportation planning process. From preparation of an intersection crash analysis report to incorporating safety factors into the Surface Transportation Block Grant (STBG) Program evaluation process, these elements of transportation safety will be continued. Additionally, activities to facilitate safer pedestrian and multi-purpose trail access to schools will occur. A traffic safety summit is to be planned in FY2023 to include elements of non-motorized traffic safety.

Since 2001, the Quad Cities MPO has focused greater attention on public safety and security. Planning for a resilient transportation system through applied technology, improved and redundant communications, evacuation routes, and hazard mitigation for both man-made and natural disasters will continue to be relevant.

Transportation system reliability and redundancy as well as preparedness will carry the metro area through natural and man-made crises. The *Extreme Weather and Transportation Resilience Report* (2020) identified critical facilities and corridors where disruptions to the transportation system should be minimized or mitigated. It will be vital to the metropolitan area to monitor vulnerable facilities and strategies for lessen disruptive transportation network effects and provide alternative mobility options due to these system disruptions. Staff will provide technical assistance related to interdisciplinary transportation safety and security efforts between two states, multiple counties and municipalities, as well as a federal military installation and assist with coordination of intergovernmental agreements, technology deployment, and other resources.

- **Address issues related to implementation of IIJA/Bipartisan Infrastructure Law, and monitor transportation reauthorization implementation and other funding sources.**

The five-year federal transportation bill – Infrastructure Investment and Jobs Act or Bipartisan Infrastructure Law (BIL) – was authorized on November 2021. The Act allowed for \$567.5 billion for five years and provided for program continuity with core programs remaining and a number of new programs and discretionary programs.

Section 3 – Issues and planning emphasis

Efforts continue to complete the projects under the previous reauthorization (FAST). In FAST, no discretionary projects were identified, and funds have programmed through core highway programs and have continued through the IIJA. Staff will monitor and assist with project implementation of the I-74 corridor project, I-80 corridor and bridge replacement, as well as other area transportation needs. The north section of I-74 in the Iowa Quad Cities remains to be funded, and the I-74/John Deere Road interchange is not yet programmed in the Illinois Quad Cities, just beyond the I-74 corridor project area.

In addition to core highway and transit programs, staff will monitor potential new funding sources as they relate to transportation planning and programming, as well as those that are part of a new federal surface transportation reauthorization. For example, new transportation monies under COVID-19 relief for state and local highway and transit operations, and retrofitting for reducing the virus spread were issued by Congress that were in addition to those authorized through the Highway Trust Fund in FY2021 and 2022. The current administration priorities include addressing climate change, transportation safety, asset management and maintenance, process streamlining, public transit investment, focus on operations, automated vehicle readiness, and recognition of the land use component of transportation.

Elements of the Transportation Planning Process

The following is a general description of the status, anticipated accomplishments, and procedures used to carry out the major elements of the transportation planning process.

Investigation of Social, Economic, and Environmental Impacts

The impact of transportation facilities on the social character of the Quad Cities community, its economic base, and its environment were all factors evaluated during the development of the long-range transportation plans for 1985, 1995, 2005, 2020, 2025, 2035, 2040, 2045, and 2050. During development of these plans, alternative highway, transit, trails, and sidewalk schemes were evaluated with respect to their social, economic, and environmental effects. Similar considerations have been part of the area's Surface Transportation Block Grant (STBG) and Transportation Alternatives Set-Aside (TASA) programming processes as part of a technical evaluation and advisory ranking of candidate projects.

Assurance of Equal Rights

An assessment of the impact of transportation facilities and services as required by UMTA (now FTA) Circular 1160.1 was updated during FY 1987. This assessment was updated in FY 1992 and again in FY 1994. The process provides for an evaluation of how proposed transportation facilities affect individuals' civil rights, and focuses on ensuring that no persons are excluded from participation in, deprived benefits of, or otherwise subjected to discrimination under any program for which federal assistance is to be requested because of race, color, sex, national origin, or physical handicap. A *Title VI Program and Non-Discrimination Policy* update was prepared and submitted in FY 2019 for Bi-State Regional Commission. The transit systems maintain individual Title VI policies. The Bi-State Title VI policy includes a Limited English Proficiency (LEP) analysis. A LEP analysis was also prepared for the *Connect QC 2050: Quad Cities Long Range Transportation Plan* and included in the *Bi-State Region Transit Development Plan (2018)*, which is to be updated in CY2021. The results were utilized in the implementation of the plan's public outreach as part of the release of the full draft.

Specific procedures used to comply with Title VI of the Civil Rights Act include: the preparation of maps, using Census and American Community Survey data, to identify concentrations of minority

groups; promotion of the citizens' participation process to minority groups; determination of special transportation needs of and effects on minority groups; and determination of non-user and user benefits and costs of transportation projects located in minority areas.

Citizen participation by minorities is developed through the comprehensive use of Bi-State's communications program. The involvement effort includes three minority citizen appointees from Rock Island and Scott Counties as Bi-State Commissioners. In FY 2011, a presentation on Disadvantaged Business Enterprise (DBE) was provided by the Iowa Department of Transportation to review the process for Commissioners and educate them on opportunities to expand transportation construction opportunities within the region. Bi-State Regional Commission agency contract opportunities are reviewed annually and submitted to the Iowa DOT for information.

Depending upon the type of information to be distributed, the communications process informs minorities of transportation planning and project development activities and receives feedback through the following: public meetings, public hearings, surveys, use of existing resources (community group meetings), radio and television, website, public affairs programs, and media publicity.

Outreach to minority and low income areas will be continued in future long range transportation plan update processes and through procedures outlined in the MPO's Public Participation Plan located in the Appendix of this document and posted to www.bistateonline.org.

Planning Transportation Services for Traditionally Underserved and Individuals with Disabilities

Limitations of transportation services for persons of low-income and minority households or with a disability have been studied over the years. Section 2 noted Bi-State Regional Commission's efforts under equal opportunity and non-discrimination, referencing the Title VI Policy. The paragraphs above under "Assurance of Equal Rights" discussed outreach efforts to low-income and minority households as part of the planning process, but also includes looking for transportation solutions that support equitable and inclusive mobility for a variety of users.

The United States Department of Transportation (U.S. DOT) rules and regulations on Section 504 of the Rehabilitation Act of 1973 prohibits discrimination against people with disabilities in programs that receive federal financial assistance. This act set the stage for the Americans with Disabilities Act (ADA) of 1990. ADA requires public agencies with more than 50 employees to create a transition plan to identify physical obstacles in public facilities that limits accessibility by individuals with disabilities to programs or activities

The passage of the Americans with Disabilities Act (ADA) of 1990 brought new U.S. DOT rules and regulations concerning transportation services for the disabled. Under ADA, transit providers must provide a comparable level of service to individuals with disabilities and make provisions for a special paratransit service for those disabled individuals who cannot access service within a ¼ mile distance of an existing fixed route. In order to meet these requirements, a plan for paratransit implementation was requested by the Federal Transit Administration. Between 1990 and 1997, the contents of the annually updated plan included information on how Bettendorf Transit, Davenport CitiBus, and the Rock Island County Metropolitan Mass Transit District (MetroLINK) intended to meet the regulations and deadlines outlined within the ADA regulations. In FY 1997, the transit systems declared conformity with the six ADA criteria and ceased annual plan updates. In FY 1998, the Quad Cities' transit systems recertified their conformity and continue to do every year in the FTA grant application process.

Section 3 – Issues and planning emphasis

Specific procedures used in planning public transportation facilities and services that can be effectively utilized by disabled persons include the following: input by disabled citizens and organizations into the identification of areas with a high percentage of disabled individuals, conducting surveys on disabled transportation needs and improvements, conducting and tabulating the results of cost versus benefit studies, and identifying other agencies that may provide transportation alternatives to members of the disabled community. The latter task resulted in the completion of the *Specialized Transportation Services Inventory*. This document has been incorporated into the *Bi-State Region Transit Development Plan (TDP)* and appears as an appendix with the inventoried information. The information was updated in CY 2017 and is currently being updated as part of the cyclical update of the TDP, slated for CY2023.

Bi-State staff members worked with all the transit providers on a coordinated plan of compliance for the paratransit portion of ADA. In the past, Bi-State has performed annual updates of the *Quad Cities Transit Development and Disabled Accessibility Study*. However, the coordinated human services transportation planning efforts serve as a replacement to the accessibility study.

In 1996, federal welfare reform legislation created an emphasis on moving individuals from welfare to work. Transportation was identified as a barrier to accessing jobs both nationally and regionally. Public assistance recipients and low-income individuals are not always located near jobs that pay a livable wage. They often do not have reliable transportation. In response, TEA-21 included a new program for Job Access and Reverse Commute (JARC) to fund solutions to these barriers. The program was continued with SAFETEA-LU but was blended with existing FTA funding programs in MAP-21 and carried forward in FAST, and continued in IIJA. Planning efforts continue to examine existing transit services, non-traditional working hours, childcare responsibilities, and poverty-level residents in rural areas, and look at human services coordination to meet the travel demand of traditionally underserved populations.

Areas of transportation planning, including accessibility for the disabled, rural transportation, and sustainable development, are affected by the spatial mismatch between jobs and potential workers. The New Freedom program was also initiated under SAFETEA-LU to provide mobility options beyond what Americans With Disabilities Act (ADA) provides. It was merged into existing FTA funding programs under MAP-21 and continued similarly under FAST and IIJA. The *Bi-State Region Transit Development Plan* inventories existing transportation providers, solicits and outlines mobility needs/issues, and offers potential solutions through coordination between transit providers and human services agencies.

Transit services planning is not alone in addressing access to these populations. Traffic operations, pedestrian and bicycle facilities, and other transportation facilities, such as stations, transit hubs, airports, and others also need to examine opportunities to provide services/access for traditionally underserved persons and individuals with disabilities.

Consideration of Involvement of Other Transportation Services Providers and Resource Agencies

In the event that funds are authorized for federal or state assistance to other transportation service providers, the Bi-State Regional Commission staff will work within the established guidelines to provide information on funding sources to these providers. Bi-State will continue to inform other transportation providers of developments occurring in the public sector and encourage their participation in the planning process through the Regional Transportation Advisory Group and/or Regional Transit Interest and Advisory Group.

The metropolitan transportation planning process is to provide for the involvement of transportation stakeholders from traffic, ridesharing, parking, transportation safety and enforcement agencies; commuter rail operators; airport and port authorities; toll authorities; appropriate private transportation providers, and appropriate city officials; tourism agencies; and provide for the involvement of local, state, and federal environment resource and permit agencies as appropriate.

Consideration of Livability, Sustainability, and Energy Conservation

Under the U.S. Department of Transportation, livability focuses on the human side of the built environment that supports wellbeing and quality of life of the residents in an area. Context sensitive solutions, complete streets and access for all through choices made for our transportation system support livability, and when social, economic and environmental conditions are considered for generations to come, our transportation system becomes sustainable.

Managing congestion in an urban area, supports livability by reducing air quality impacts, reducing travel times, and improving safety. Congestion Management Process (CMP) alternatives are generally considered by the various jurisdictions through project development. These are outlined in the MPO's Congestion Management Process as an addendum to the long range transportation plan. Alternatives such as signal timing synchronization, work zone management, transit on-time performance, availability of trails and bicycle lanes, van/carpooling programs, etc. are examples of operational, non-motorized alternatives, and programs under the CMP. Specific techniques will be considered by the various jurisdictions in the Quad Cities based on the local congestion situation. This will help ensure effective use of existing transportation resources.

Concerns related to air quality have coincided with discussions on energy conservation, livability, and sustainability. The Bi-State Region Clean Air Partnership was established in CY 2009. By the end of CY2017, there were 22 public and private partners pledging to implement activities toward air emission reductions. Alternative fuels/vehicles, fleet management and operations, and energy conservation measures continue to be discussed by the Bi-State Region Air Quality Task Force, forwarded by the Bi-State Clean Air Partnership and policy-level officials. These groups will be provided information on these alternatives and options. In FY 2011, Scott County completed a countywide sustainability plan that addressed critical resources and how to integrate elements of the environment, economy, and community to become more sustainable. In FY 2012, the Bi-State Region Air Quality Task Force created the "Make Air Quality Visible" Strategic Plan for reducing outdoor air emissions. In FY 2014, the strategic plan was updated and serves as the framework to voluntarily reduce emissions. Alternative fuels and alternative energy workshops were held in 2018 and 2019 as outreach on these topical areas and funded through local foundation monies. In FY2021-22, the MPO participated in an electric vehicle readiness planning for Eastern Iowa to support alternative fuel vehicles and infrastructure, as options within the urban area.

Linking housing, employment, the environment, and transportation have long been a part of area community comprehensive planning. Refer to area history of comprehensive planning in the appendix. These community development issues will be invigorated by livability and sustainability initiatives where land use decisions made with area transportation network access, mobility, and system efficiency in mind to convey people to where they live, work, and play. . Housing and transportation are the largest expenses typically for most households. Reducing one or both of these expenses through land use policies and multi-modal system improvements will enhance livability for a variety of area residents.

Status of Technical Activities

Studies pertaining to the analysis of existing and expected transportation demand, transportation facility investments, and system management techniques have been undertaken throughout the fiscal year. In 2014, a household travel survey was completed for the MPA. In fall 2015, a freight commodity study for the Bi-State Region was completed. Other special studies completed in CY2020 include a Quad Cities strategic traffic safety plan, an Illinois 92 corridor study from Rock Island to Silvis, and a Mississippi River rail bridges alternatives analysis. The Quad Cities *Extreme Weather and Transportation Resilience Report* was finalized in 2020 and published in early 2021.

As indicated earlier, the *Connect QC 2050: Quad Cities Area Long-Range Transportation Plan* was completed in March 2021. Long-range projects are monitored for progress as funds become available for programming. Facilitation of corridor studies are one way of moving projects from concept toward implementation. The multi-year Transportation Improvement Program (TIP) has been completed and is updated annually. The *Bi-State Regional ITS Architecture Plan* was last updated in CY 2013 and is examined annually for consideration of updates with an update to coincide with the completion of I-74. A full update is planned for CY2022. The *Bi-State Region Transit Development Plan* is reviewed annually to monitor transit mobility and human services coordination issues and programs. An update was completed in 2018. Updates are required every five years, and will occur in CY2023.

Numerous surveillance inventories of socio-economic and environmental data, and transportation facilities data are also undertaken. With access to congestion datasets, manual travel time surveying is conducted as needed. An intersection crash report was prepared (September 2013) and shared with local officials to aid non-recurring congestion. Staff is continuing to work cooperatively with Illinois and Iowa DOTs on statewide Highway Safety Plans, and a strategic traffic safety plan for the Quad Cities was completed in CY2021, as noted above. Traffic and trail counting is conducted on request by jurisdictions in the metro area. In addition, frequent monitoring of projects contained in the annual elements of the TIP is carried out to ensure their timely completion. These monitoring efforts are conducted by the Transportation Technical Committee through their review of the *Quad Cities MPO Projects Progress Report*. The report is updated to the Bi-State Regional Commission website following each Technical Committee meeting.

Agreements

Included in the appendix of this document is a copy of the cooperative agreement entered into among the Bi-State Regional Commission, publicly-owned operators of mass transit services, and the Iowa and Illinois Departments of Transportation, which specifically present cooperative procedures to be used in carrying out transportation planning and programming. It was updated in December 2011.

Agreements for the federally-required performance management are in the appendix and outline roles and responsibilities between the MPO, transit providers, and the DOTs. The MPO understood that Transit Asset Management targets were to be in place by June 30, 2017, and worked toward that end in cooperation with the local transit systems who set targets in January 2017. The MPO supported respective state safety targets (October 2019), conditions targets (September 2018), transit systems asset management targets (March 2019). Targets for the MPO must be set 180 days following each state's setting of targets. The first performance measures to be set were for the safety targets with a deadline for MPO approval in February 2018, and reviewed annually, or in cycle thereafter. Targets will be reviewed and either state or transit system targets will be supported or the MPO will develop its own targets in evaluating the best way to manage the MPA's transportation system. The compilation of these performance management records is contained in the Performance Management Addendum of the 2050 LRTP.

4. SUMMARY OF PLANNING ACTIVITIES/WORK TASKS

The Transportation Planning Work Program (TPWP) details the transportation planning activities to be conducted through Bi-State during a fiscal year (July 1st to June 30th). This work is carried out with cooperation from our local city and county engineers and planners, the transit operators, representatives from the Illinois and Iowa Departments of Transportation, and staff of the Federal Highway Administration and the Federal Transit Administration.

The work program focuses on the three main transportation responsibilities of Bi-State: 1) the coordination of overall transportation planning and operations activities; 2) maintaining a long-range transportation plan; and 3) the programming of transportation projects to address the needs identified in that plan and associated studies. Information supplied by Bi-State through short-range planning activities such as crash studies, capacity analyses, transit route information, and so forth are used by the local and state planners in the project development process.

The long-range plan (LRP), *Connect QC 2050: Quad Cities Long-Range Transportation Plan (LRTP)*, will be monitored, as needed. The plan was adopted March 24, 2021 with the next update slated for March 2026. As part of the 2050 LRTP update, the 2015 household travel survey was used in developing the travel demand model to reflect area travel patterns and forecast future trips. Technical corrections were approved in February 2022 in Chapters 3 and 4 of the LRTP.

The Transportation Improvement Program (TIP) is a listing of all state and federally-funded surface transportation projects anticipated to be implemented within the urbanized area during a period of three to six consecutive years. A TIP has been formulated annually since 1972. The TIP contains Annual Elements (AE) for each Federal Fiscal Year (FFY) (October 1st to September 30th) and approximates funding spent on maintenance activities. The TIP also includes a reporting of the locally-programmed status of Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Set-Aside Program (TASA) funds attributable to, and obligated within, the urbanized area. It also includes information on maintenance and operations.

The *FY20232 Transportation Planning Work Program* is divided into four major categories: 1) Program Support and Administration; 2) General Development and Comprehensive Planning; 3) Long-Range Transportation Planning; and 4) Short-Range Transportation Planning. A brief description of each category outlines the work elements that are included in each task. Funding levels from each source (IL and IA PL and IL and IA FTA Section 5305d funding) are identified by the percentages following each numbered work activity. The targeted percentages are based on each work activities' percent of the total available transportation planning funds. In 2019, Illinois DOT merged planning targets into a combined PL and FTA amount, and is reflected accordingly below. A general summary of categories follows:

PROGRAM SUPPORT AND ADMINISTRATION:

- Transportation Planning Work Program Development
- Management and Operations
- Public Information, Citizen Participation, and Public Participation Process Development

GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING:

- Information Management
- Development and Comprehensive Planning
- Modal Planning
- Environmental Considerations

Section 4 – Summary of Planning Activities/Work Tasks

- Technical Assistance

LONG-RANGE TRANSPORTATION PLANNING:

- Long Range Plan Development
- Modeling
- Facilities Planning
- Facilities Programming and Development
- Technical Assistance

SHORT-RANGE TRANSPORTATION PLANNING:

- Transportation Improvement Program Development
- Facilities Planning
- Facilities Programming and Development
- Technical Assistance

1.0 Program Support and Administration (5%)

Status

A TPWP (also known as the Unified Planning Work Program – UPWP 23 CFR 450.104) has been prepared annually since FY 1974 as a statement of transportation planning work to be carried out in the metropolitan planning area. Separate applications and contracts are prepared for each funding source and program monitoring, including auditing, is undertaken on an annual or continuous basis. All major funding sources now accept the single audit done by a private certified accounting firm.

The Commission has prepared and accepted an *Annual Employment Practices Review and Work Force Analysis and Annual Plan of Affirmative Action* since 1976 and biannually after 2010 through 2012. Historically, there have been occasional on-site equal opportunity evaluations and visits involving the Federal Transit Administration, the Department of Housing and Urban Development, and the Department of Labor over time. The *Affirmative Action Plan* was prepared on a voluntary basis and is not required by Bi-State Regional Commission's federal funding sources. The Commission has a Title VI Non-Discrimination Policy (2021) for its federally-funded planning activities.

Bi-State's public information function includes a strong emphasis in community relations, citizen participation, and technical assistance. Numerous communities and groups have used Bi-State as a technical resource for graphics, communications, and public relations work as they deal with the public in local government. Bi-State's website is another resource (www.bistateonline.org). There is a Quad Cities MPO homepage for quick access to information specific to the MPO role and transportation planning efforts (<https://bistateonline.org/transportation/quad-cities-metro-planning.html>).

The challenge of informing not only the general public but specific interest groups, such as elected officials, community leaders, resource agencies or other interested parties, will continue to be a motivation for the public information program, as framed by the Public Participation Process (See Appendix). Communications tools such as meetings, workshops, publications, website, and background information will be provided on an as needed basis.

Objectives

Administer planning and management contracts that support the Commission's activities in an effective and timely manner.

Coordinate the Commission's multi-functional program between and among the participating federal, state, and local governments and public transportation providers.

Provide for continuing improvement of staff resources through an extensive recruitment program based upon equal opportunity and affirmative action, personnel evaluation, and relevant training opportunities.

Inform targeted audiences about transportation system development. These groups will include the following:

- Bi-State Regional Commission
- Local elected officials
- Public officials
- Public interest groups
- Community leaders
- Resource agencies
- News media
- General public including but not limited to: minority, low-income, disabled, elderly, private transit providers, modal transportation interests, tourism, environmental interests/agencies, school districts, and multi-modal freight interests

Use the communications and public response process as a method of involvement and feedback analysis provided by the public and private sector.

Encourage the use of Bi-State as a technical resource for local governments in the areas of graphics, mapping, public relations, citizen participation, and data services.

Major Action Steps and End Products

- ◆ Revise, when necessary, the FY2023 TPWP and develop the FY2024 TPWP
 - Revise FY2023 TPWP (as needed)
 - Develop FY2024 TPWP (February-June)
- ◆ Prepare and submit budgets, grant applications, agreements, assurances, and other documentation to the funding sources that support transportation planning activities of the Bi-State Regional Commission (July-August, Feb-June)
- ◆ Prepare Illinois FHWA-PL and FTA Section 5305d contract (April-June)
- ◆ Prepare Iowa FHWA-PL and FTA Section 5305d contract (April-June)
- ◆ Prepare and submit financial and work program status reports (monthly)
- ◆ Prepare monthly and/or quarterly and annual closeout reports for the transportation planning funding programs (as scheduled)
- ◆ Provide staff support for Bi-State Regional Commission and Transportation Policy and Technical Committees (as scheduled)
- ◆ Provide staff support and conduct committee, advisory group, and task force meetings (as needed)
- ◆ Provide new member orientation (as needed)
- ◆ Coordinate transportation program activities with governmental entities and the general public (on-going)

Section 4 – Summary of Planning Activities/Work Tasks

- ◆ Maintain communications lists/databases (continuous)
- ◆ Maintain graphic and mapping services (continuous)
- ◆ Prepare programs report to Commission (monthly)
- ◆ Prepare meeting reports (as scheduled)
- ◆ Prepare annual report (as scheduled)
- ◆ Prepare and revise *Public Officials Directory* and master mailing/communications database (biannual publishing and continuous mailing list updates)
- ◆ Administer agency policies related to transportation, such as Title VI, non-discrimination, and equal opportunity policies (on-going) and update to incorporate changes in staffing and other federal requirements, such as Federal Transit Administration elements
- ◆ Maintain Bi-State website (on-going)
- ◆ Provide information to the general public concerning transportation planning activities
- ◆ Continue public relations through intergovernmental meetings and business chambers (on-going)
- ◆ Encourage citizen participation and expand involvement as needed (continuous)
- ◆ Prepare media/news releases (as needed)
- ◆ Work toward implementation of recommendations in *2020 MPO Certification Review Report* (ongoing for implementation)
- ◆ Evaluate and revise *Public Participation Process* as needed and review the Regional Transportation Advisory Group and Regional Transit Interest and Advisory Group communications database to ensure representatives of all modes of transportation, including rail, trail, roadway, transit, air, river navigation and freight, and human services coordination interests are represented and consulted on the public participation plan (continuous)

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$20,620	
IA DOT PL	16,332	
IA FTA 5305d	3,763	
State/Local/Other	<u>10,179</u>	
Total	\$50,984	(509 employee hours)

Previous Work in FY2022

Twelve monthly Commission meetings were staffed. • Held 10 Technical and 10 Policy Committees’ meetings (July 2021-June 2022). • Media information was prepared and disseminated. • Staff meetings were held and time sheets were reviewed for accuracy. • Staff supervision, including HSTP regional transit coordinator position, training, and performance reviews were continued. • Hired 1 planner and 1 planning assistant/intern. • Fiscal reports were prepared and budgets reviewed. • Monitored implementation of FY2022 TPWP and facilitated revision. • Facilitated grant agreements. • Developed FY 2023 agency budget and prepared FY2023 TPWP. • Continued computer system troubleshooting and system planning implementation. • Monitored federal regulations related to FAST and IJA reauthorization. • Facilitated implementation of FAST and IJA programs, status on prior remaining projects and

guidance on compliance. • Monitor follow-up needs related to 2020 Certification Review and administrative implementation of recommendations. • Continued public information opportunities – mailing lists/communications database, *Public Officials Directory*, website platform and other electronic media, and data/graphics technologies.

2.0 General Development and Comprehensive Planning (20%)

Status

Decision-making, whether it is of a planning, management, or development nature, is founded on the availability of pertinent information to exercise judgment or evaluation. In the Bi-State area, agencies, local governments, private groups, and individuals rely on basic social and economic information to determine courses of action and activity. The provision of this basic, common data is one of the services offered by the Commission.

Data collection, analysis, mapping, and dissemination have all been continuing efforts of the Commission since its inception in 1966. The Commission periodically prepares and publishes estimates and forecasts of population and other critical socio-economic variables and presents such data in tabular, graphic, and map formats. The central data service function of the Commission maintains a core of commonly requested socio-economic data. It does not, however, encompass all of the data collection, analysis or forecasting tasks carried on by the agency. Data tasks that are more exclusively identifiable within a single program function are included within that program.

Other activities addressed in this component include modal issues dealing with rail, air, water, freight and trails. Interdisciplinary public safety and security coordination are another aspect to ensure a reliable and effective transportation network. Forecasts also play a role in establishing growth patterns and land use changes. Further, along with land use changes are environmental and social considerations.

Objectives

Maintain a core of socio-economic data for the five-county Bi-State area that is as complete, current, and accurate as reasonably possible and make this information available to the general public via various media, e.g. graphics, factsheets, reports, summaries, media releases, web, mapping, etc.

Major Action Steps and End Products

- ◆ Maintain current and accurate records and mapping on socio-economic, employment, and land use data (as requested from individual jurisdictions) in the Bi-State area (continuous) including greater Quad Cities region data portal website, and provide data support for LRTP development (cyclical) and other transportation planning documents and grants (on-going)
- ◆ Integrate decennial Census and updates of American Community Survey data as available into the Bi-State documents/reports data on agency website (continuous)
- ◆ Conduct follow-up for Census programs/data releases, monitor status, and provide coordination for Census Transportation Planning Products (CTPP) data usage and development, and utilize other available data sets that support transportation planning (as scheduled and requested)
- ◆ Facilitate urbanized area boundary review process as part of 2020 Census.

Section 4 – Summary of Planning Activities/Work Tasks

- ◆ Provide technical assistance in the land use and environmental services area, including comprehensive land use planning, housing and transportation relationships, development ordinances (e.g. zoning, subdivision, etc.), and environmental assessments and their impact on the transportation system (as requested)
- ◆ Provide technical assistance in the interdisciplinary public safety and security efforts among the two states, multiple counties and multiple municipalities, and a federal military installation and assist with coordination of intergovernmental agreements and resources (as requested)
- ◆ Investigate general transportation issues as they occur in various transportation modes such as rail, air, water navigation, and intermodal issues (as needed)
- ◆ Monitor status of passenger rail transportation service and facilities, and provide technical and coordination assistance among local governments
- ◆ Continue to monitor status of National Ambient Air Quality Standards (NAAQS), climate change and resilience, hazard mitigation, stormwater management, and greenhouse gas reduction dialog and their impact on transportation planning (continuous)
- ◆ Inform freight interests of planning activities through the Regional Transportation Advisory Group communications, local chambers’ industry logistics interests, and business members (as needed)

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$82,479	
IA DOT PL	65,328	
IA FTA 5305d	15,053	
State/Local/Other	<u>40,715</u>	
Total	\$203,575	(3,220 employee hours)

Previous Work in FY2022

Maintained socio-economic data and served inquiries. • Participated in Census preparations, education and outreach, and dissemination of data. • Served mapping requests and maintained mapping data and files. Published Quad Cities street map. • Maintained www.bistateonline.org website content, continued website updates, and initiated website redesign. • Decommissioned greater Quad Cities data portal website and transferred data to Bi-State website or direct links to data. • Zoning amendments/revisions were examined for their impact on the transportation system. • Shared informational opportunities on land use planning, as related to transportation planning and participated in related workshops, webinars, and telemeetings. • Served inquiries and participated in comprehensive land use planning/sustainable development, development codes, environmental assessments and homeland security/hazards planning, funding requests, grant assistance for improving and/or protecting infrastructure, and attended related meetings. • Acted as transportation liaison for joint emergency operation centers’ COVID response. • Assisted and facilitated efforts related to improved communications for incident management and traffic operation. • Participated in service clubs, organizations, and chamber of commerce meetings, e.g. air service, passenger rail, general transportation; and made presentations regarding transportation issues. • Monitored status of implementation of passenger rail service between Chicago and the Quad Cities. • Staff continued to monitor random testing numbers for the Drug

and Alcohol Consortium program, and implemented contract extension with testing vendor. • Continued with GIS users' activities within the Bi-State region and coordination for aerial photography needs. • Participated in states' Association of Regional Councils meetings. • Monitored air quality issues and assisted with attainment status coordination and information dissemination.

3.0 Long-Range Transportation Planning (37%)

Status

Long-range transportation planning forecasts future travel demand, analyzes the current system's ability to meet these future demands, and identifies what improvements will be necessary to address excess demand. These improvements are subsequently directed through the short-range planning and programming processes to implementation.

Objectives

Identify multi-modal long-range transportation needs.

Major Action Steps and End Products

- ◆ Conduct transportation system analyses (as needed)
- ◆ Maintain transportation system inventory through various media (continuous)
- ◆ Provide technical assistance to participating governmental entities (continuous)
- ◆ Coordinate with state and local traffic counting programs to be used in the update of the metropolitan area Average Daily Traffic mapping (as needed)
- ◆ Conduct traffic studies and determine their impact on the long-range transportation plan (LRTP) (as requested)
- ◆ Assist with Mississippi River Crossing Study implementation, including assistance with the implementation of the unfunded sections of I-74 Corridor, legislative and funding needs for other metro bridge needs, and other related bridge coordination issues, including opportunities for rail/highway major investment study on Mississippi River in metro area (on-going)
- ◆ Assist with other studies identified in the long-range transportation plan (as requested)
- ◆ Continue training on modeling programs/best practices through conferences/workshops/webinars/meetings and work with the DOTs and model user groups (as scheduled)
- ◆ Continue in-house analysis capabilities for alternatives analyses (as requested)
- ◆ Maintain travel demand model network, databases, and software (continuous)
- ◆ Review planning area boundary with 2020 redesignation process and Traffic Analysis Zones (TAZs) for Census and/or other changing conditions and refine them (as needed)
- ◆ Implement *Connect QC 2050: Quad Cities Long Range Transportation Plan* (as needed)
- ◆ Monitor long range transportation planning issues, examining the multi-modal facets of the Quad Cities transportation system (as needed); and monitor for consistency with the current transportation act requirements if revisions, amendments, and/or administrative modifications are necessary, and/or implications of reauthorization (as needed)
- ◆ Continue to conduct public information process related to long range planning (continuous)

Section 4 – Summary of Planning Activities/Work Tasks

- ◆ Assist in problem identification and appropriate solutions regarding long range plan projects among the various modes of transportation for the movement of goods and people (as requested)
- ◆ Continue to facilitate the regional freight plan implementation and efforts to enhance freight planning capacity within the agency, including coordination with the freight forum stakeholders group
- ◆ Assist with efforts to maintain and preserve the transportation system to support network sustainability (as needed)
- ◆ Continue to work on planning elements’ issues of the LRTP including, safety, security, ITS, air quality, sustainability, livability, climate change and extreme weather adaption, hazards mitigation/resilience, congestion management, maintenance and operations, environmental justice/effects, human services coordination with transportation providers, and performance measures (continuous)
- ◆ Update the regional ITS Architecture document for necessary revisions and new technology deployment (July-June)
- ◆ Complete Congestion Management Process (CMP) LRTP Addendum for revisions and update as appropriate (as needed)
- ◆ Collect and present socio-economic data and model input for 2055 model update, including input for base and horizon years; and investigate and review best practices/opportunities for employment data and its alignment with the Iowa Standardized Model Structure parcel-based data (on-going)
- ◆ Monitor travel demand model needs for 2050 plan implementation and future plan update, including network and parameter verification and software needs
- ◆ Utilize household travel survey data and other resources to prepare travel forecasts and analysis; and look at alternative sources or opportunities to update travel data (as needed)
- ◆ Review 2050 LRTP public input process and timeline and develop strategies for 2055 LRTP update and potential outreach tools; continue modal data collection for 2055 modeling with 2020 base year and review consultation process with resource agencies into the future plan development
- ◆ Prepare revisions Transit Development Plan (update cycle to satisfy guidance for Iowa’s Passenger Transportation Plans and Illinois’ Human Services Transportation Plans) and facilitate allocations and decisions related to core funding programs (as needed)
- ◆ Work on 2055 plan update related to safety, modal issues, and other items referenced in reauthorization of the federal transportation act and look ahead to elements that may become part of future plans

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$152,585	
IA DOT PL	120,857	
IA FTA 5305d	27,849	
State/Local/Other	<u>75,332</u>	
Total	\$376,613	(5,851 employee hours)

Previous Work in FY2022

Staff continued to address river crossing needs and served inquiries. • Continued coordination related to I-74 Mississippi River corridor reconstruction phases not yet complete and attended related meetings, such as advisory committee; and monitored I-80 corridor and bridge replacement studies, other long-term Mississippi and Rock River crossing needs. Looked for implementation opportunities for Mississippi River rail bridges and Illinois 92 corridor studies. • Monitored issues from modeler's users groups to apply to recommendations of travel model enhancements as part of Iowa Standardized Model Structure implementation. • Attended Transportation Research Board national conference for data analysis and modeling capacity building. • Participated in statewide long range (freight, rail, transit), corridor or community transportation planning meetings. • Continued conversations on port statistical area and modal freight improvements. • Facilitated 2050 LRTP technical corrections. Prepared document for publication. • Facilitated Performance Measures target setting to incorporate into PM addendum to the *2050 Quad Cities Long Range Transportation Plan*. • Began Developing Congestion Management Process update for addendum to 2050 LRTP. • Monitored and assessed strategies to address performance management requirements, including attending freight data, transit and safety peer exchanges on data availability, safety plans and transit asset management. • Assisted with long range plan implementation for various projects. • Continued work on area connections to the American Discovery Trail (ADT), Mississippi River Trail (MRT), Grand Illinois Trail (GIT), and wayfinding/signing issues (area wide and trail). • Trail development efforts included serving funding inquires, routing analysis, general public presentations, and attending related coordination meetings. • Continued efforts toward passenger transportation and human services coordination planning and implementation, meetings, and conferences. • Examined regional transit development plan projects in relation to the LRTP and assisted with implementation. • Regional ITS Architecture plan update to completed in CY2022. • Continued to work on planning elements of the LRTP including, safety, security, ITS, air quality, sustainability, livability/community wellness, climate change/adaption, hazards mitigation/resilience, congestion management, maintenance and operations, environmental justice/effects, human services coordination with transportation providers, and performance measurements. • Extreme weather resiliency and durability pilot used as part of STBG evaluation process to assess metro area vulnerabilities to the transportation system, and gaining knowledge of climate related impacts and research. • Addressed 508 compliance requires for the Extreme Weather Resilience Pilot Report, and participated in a peer exchange.

4.0 Short-Range Transportation Planning (38%)

Status

Short-range transportation planning analyzes short-term, low-cost improvements to mitigate existing transportation system deficiencies or enhancements. This type of planning, usually referred to as Congestion Management Process (CMP) and also known as transportation systems management (TSM) or traffic safety, maintenance and operations (TSMO), typically concentrates on topics such as traffic studies, safety and security planning, Intelligent Transportation System (ITS) planning/deployment, congestion mitigation, trail planning, and transit service analyses.

Objectives

Assist local governments in evaluating transportation system performance.

Identify short-term, low-cost system improvements or enhancement to improve mobility and choice of system users.

Major Action Steps and End Products

- ◆ Maintain FFY 2023-2026 Transportation Improvement Program (TIP) and prepare FFY 2024-2027 TIP that list projects receiving federal funds and provide for public participation in the process (update March-June, then continuous monitoring the remainder of the timeframe)
- ◆ Provide technical assistance related to the transportation network to participating governmental entities (as requested)
- ◆ Evaluate progress of congestion management process implementation (formerly transportation system management-TSM) and deployment of specific techniques for possible use in reducing non-recurring congestion (on-going)
- ◆ Provide assistance to local governments with planning, programming, and meeting requirements for the state and federal transportation programs (as requested)
- ◆ Conduct congestion management process activities as needed (on-going)
- ◆ Conduct evaluation process for programming of federal transportation funds, along with public participation (as needed)
- ◆ Evaluate transportation data (as needed)
- ◆ Provide technical assistance in non-motorized – bicycle facilities and pedestrian – planning (continuous)
- ◆ Provide technical assistance in transit planning to transit systems and work on human services coordination related to transportation mobility, utilizing the Regional Transit Interest and Advisory Group for public information and advisory input into passenger transportation
- ◆ Assist transit operators in preparing for and responding to the recommendations of FTA's Triennial Reviews (as they are conducted)
- ◆ Update, maintain, and determine appropriate distribution of Section 5307 capital and other designated and/or direct recipient funds or allocations (e.g. 5310 and 5339) to the Quad Cities MPO (October – March, as needed remainder of year)
- ◆ Facilitate FTA subrecipient supplemental agreements with fixed-route transit systems to facilitate projects related to the appropriate funding programs.
- ◆ Assist in documentation for grant applications (as requested)
- ◆ Assist in preparation for and totaling of random sampling of ridership for FTA Section 15 reports for National Transit Database (NTD) reporting (as requested)
- ◆ Prepare or assist with Title VI compliance reports (as needed), and update Title VI document (on 3-year cycle)
- ◆ Document planning justification for projects included in Annual Element (TIP) (March–June, as needed remainder of the year)
- ◆ Assist in general planning needs and special studies of systems (as requested)
- ◆ Assist in transit route analysis and coordinated marketing efforts with transit providers; and coordinate QC Rideshare carpooling marketing and outreach with transit providers (as requested)
- ◆ Maintain a listing of transportation providers in the Bi-State Region (as needed)
- ◆ Address planning issues related to special needs and diverse populations
- ◆ Monitor ADA implementation (on-going)

- ◆ Include local transit agencies, social service agencies, welfare recipients, and low-income people, in conjunction with the regional transit development planning process, and facilitate transit mobility coordination with passenger transportation providers (on-going)
- ◆ Address environmental justice issues by continuing outreach to low income areas, limited English proficiency groups, and minorities and assess impact through use of current census data as part of Title VI update and other outreach efforts (on-going)
- ◆ Address safety/security and drug/alcohol testing planning
- ◆ Assist cities, counties, transit operators, and not-for-profit transportation providers in complying with regulations regarding drug and alcohol testing requirements by coordinating and facilitating meetings and contracting needs of the Bi-State Drug and Alcohol Testing Consortium (on-going)
- ◆ Continue to meet with safety and emergency response representatives in the Quad Cities and Bi-State Region for communications and incident management, along with the multi-disciplinary safety teams (on-going)
- ◆ Prepare crash analyses and provide technical assistance in traffic safety and security efforts (as needed)
- ◆ Review and utilize strategic traffic safety plan for Quad Cities (on-going) and update on an established cycle
- ◆ Assist with congestion management process activities for the urbanized area and implement projects that are feasible (on-going)
- ◆ Investigate appropriate ITS activities to assist in congestion reduction (as needed)
- ◆ Participate in intelligent transportation system planning and deployment of technologies to improve transportation efficiency and operations (as needed), including deployment related to I-74 and as funding becomes available (on-going)
- ◆ Staff the Bi-State Region Air Quality Task Force and support their activities, and administer transit (QCTransit.com website maintenance and outreach), rideshare (QC Rideshare website dashboard maintenance and outreach), and air quality related education programs (as scheduled)
- ◆ Staff the Bi-State Regional Trails Committee to facilitate trail network development and pedestrian needs

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$156,709	
IA DOT PL	124,123	
IA FTA 5305d	28,601	
State/Local/Other	77,358	
Total	\$386,791	(6,451 employee hours)

Previous Work in FY2022

Responded to transportation requests by communities and inquiries by citizens & media. • Served transportation analysis and research requests, such as traffic and trail counting. • Coordinated interdisciplinary Scott County traffic safety (CARS) committee, Iowa-Illinois interdisciplinary traffic safety group, and participated in hazards planning. Participated in joint metro area

Section 4 – Summary of Planning Activities/Work Tasks

emergency operations center meetings on COVID-19 response and recovery. • Coordinated joint purchase of safety items, such as signs/sign posts. • Attended virtual pedestrian, trails, transit, freight, GIS and transportation data, resiliency, highway funding, MPO Planning, air quality, and safety meetings, workshops, webinars, and conferences. • Attended virtual ILDOT MPO Conference, and freight meetings, quarterly MPO Directors and IADOT/city meetings, and ILMPO Advisory meetings to discuss transportation issues. • Continued coordination, attended meetings, and served inquiries for the ADT, MRT, and GIT trails connections and facilitated implementation of local trails through the Quad Cities and across the Mississippi River. • Held six Bi-State Regional Trails Committee meetings. • Utilized trail counters on request. • Continued to assist communities with riverfront, greenways, and other trail development and easement issues, wayfinding, scenic byways, safe routes to schools, pedestrian access, and attended related meetings. • Provided oversight and transition of maintenance and facilitated expansion of interactive trails website, www.QCTrails.org as part of community wellness effort, and attended related meetings. • Served roadway and trail funding requests and follow-ups, grant assistance/research, RFP assistance and inquiries. • Updated bridge restrictions notices, held coordination meeting, and responded to general and media inquiries on transportation issues. • Participated in local roads coordination of restrictions related to I-74 reconstruction. • Monitored transit programs, served inquiries, and forwarded transit information to systems. • Maintained access to TrAMS. • Maintained QC Rideshare and provided technical support and outreach. • Assisted IL Region 2 Transit Coordinator with transit issues. • Held 2 Air Quality Task Force meetings. • Monitored status of air quality standards and nonattainment status for unhealthy air events, participated in electric vehicle readiness study for eastern Iowa, and related public education. • Served air quality inquiries, and assisted with related grants or letters of concurrence, such as transit no-lo grants. • Maintained FFY22-25 Transportation Improvement Program (TIP), including revisions and amendments along with IADOT's TPMS database processing and transportation progress report updates, as needed. • Drafted FY23-26 TIP. • Prepared FTA 5310, 5339, 5307 and COVID-19 relief appropriations' suballocations for FFY22-25 TIP. • Monitored status of STBG and TASA funds for programming, and conducted programming process. • Provided updates on major transportation issues to both individual local governments and intergovernmental committees.

5. BUDGET INFORMATION AND PROGRAM REVISIONS

Direct Salary and Fringe Benefit Costs

Direct salary and fringe benefits are programmed for each category listed in the TPWP. Staff time is allocated in increments of person-hours on the basis of past experience reflecting the time required to perform the same or similar tasks. Every effort is made to charge each project the appropriate amount of direct time to be worked. Refer to the tables on the following pages for a summary of Bi-State Regional Commission agency revenue, summary of transportation planning funding, summary of staff hours, and object class budget.

Direct Other Costs

The transportation program budget includes an estimate of direct other costs. Direct other costs consist of travel, printing (including copying), and supplies that can be identified with a given project. Such items as consultants, computer services, and membership and subscription fees are also directly identified with a project. In order to compute direct other costs for the purposes of this TPWP, past bookkeeping records are reviewed to determine the direct cost incurrence characteristics of each project. In addition, knowledge of future substantial printing and consultant costs are considered.

Indirect Costs

The Bi-State Regional Commission has an Indirect Cost Rate (ICR) based upon a plan prepared in accordance with Uniform Guidance For Federal Awards. The plan allocates indirect costs to projects, grants, and contracts on the basis of direct labor dollars using a percentage allocation rate. Direct labor costs include fringe benefits. The indirect cost information is included at the end of this budget section, as a certificate of indirect costs. The Economic Development Administration is the cognizant agency for review of the indirect cost allocation plan.

Disadvantaged Business Enterprise (DBE)

A DBE worksheet is no longer included in the TPWP to show contract opportunities for DBE businesses, which will be collected by other means on a 3-year cycle basis.

Annual Audit

Arrangements have been made for the required financial and compliance audit, and the audit will be made within the prescribed audit reporting cycle. Failure to furnish an acceptable audit as determined by the cognizant federal audit agency may be a basis for denial and/or refunding of federal funds.

The Commission's FY2021 audit was conducted by Bohnsack & Frommet, LLP, the accounting firm determined by a competitive bid process. The Commission has a fiscal year from July 1 through June 30, which should provide for a clear audit for the transportation program.

Rationale Utilized to Apportion Funds

The apportionment of funds to the Iowa and Illinois DOTs for the work categories is based on the percentage contribution received from each agency and not on the preparation of work anticipated in each state. Funding from FTA, however, is based on the proportion of work anticipated and as exhibited in previous years.

TPWP Revisions

TPWP revisions and approvals will comply with 2 CFR 200.308 requirements related to additional funding, transfer of funds, changes in scope, third party transfer of work, capital expenditures, and transfer of funds between categories.

Waiver of Approvals

All work program changes require prior written federal approval, unless waived by the awarding agency. Federal Regulation 2 CFR 200.308 outlines different types of revisions for budget and program plans. Full requirements for prior approvals can be found at www.fhwa.dot.gov/planning/priorapprovals.cfm. The following table denotes the approving agency for various changes to work programs. The following approving agencies include the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Iowa Department of Transportation (IADOT), Illinois Department of Transportation (ILDOT) or Bi-State Regional Commission, representing the MPO. For approvals affecting the TPWP as a whole, FHWA-Iowa Division is the lead agency and in consultation with FHWA-Illinois Division. For approvals affecting specific sources of funds by state, the respective FHWA Division will be the lead approving agency.

Revision Type	Approving Agency
Request for additional Federal funding	FHWA/FTA
Transfer of funds between categories, projects, functions, or activities that exceed 10 percent of the total work program budget when the federal award share of the total work program budget exceeds \$150,000.	FHWA/FTA
Revision of the scope or objectives of the activities (i.e. adding or deleting of activities or major change in scope of activity).	FHWA/FTA
Transferring substantive programmatic work to a third party (i.e. consultant).	FHWA/FTA
Capital expenditures including the purchasing of equipment .	FHWA/FTA
Transfer of funds between categories, projects, functions, or activities that do not exceed 10 percent of the total work program budget or when the federal award share of the total work program budget is less than \$150,000.	Iowa or Illinois DOT, depending on the funding jurisdiction
Transfer of funds allotted for training .	FHWA/FTA
Revisions related to work that does not involve federal funding.	MPO

Revision and Approval Procedures

Revisions where FHWA/FTA is the designated approving agency require written approval by FHWA/FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement. Requests from Bi-State Regional Commission will be submitted in writing electronically to the Iowa DOT Systems Planning Bureau through the district planner and copied to the Illinois DOT Office of Programming and Planning, and then forwarded to FHWA and FTA for approval. Notification by the approving agency will be in writing in reverse order.

Revisions where the Iowa DOT Systems Planning Bureau is the designated approving agency shall require written approval by the Iowa DOT Systems Planning Bureau prior to commencement of activity, purchasing of equipment, or request for reimbursement. Requests from the Bi-State Regional Commission shall be submitted in writing electronically to Iowa DOT Systems Planning Bureau through

the district planner. Copies will be forwarded to FHWA/FTA. Notification by the approving agency will be in reverse order.

Revisions where the Illinois DOT Office of Planning and Programming is the designated approving agency shall require written approval by the Illinois DOT Office of Planning and Programming prior to commencement of activity, purchasing of equipment, or request for reimbursement. Requests from the MPOs and RPAs shall be submitted in writing electronically to Illinois DOT Office of Planning and Programming. Copies will be forwarded to FHWA/FTA. Notification by the approving agency will be in reverse order.

Revisions where Bi-State Regional Commission is the approving agency shall be approved by the Commission with review by the MPO Transportation Policy Committee. Electronic copy updates to the work program shall be provided to the DOTs, FHWA, and FTA.

Estimated FY2023 Total BSRC Budget July 1, 2022–June 30, 2023

The following table shows the estimated total Bi-State Regional Commission (BSRC) budget by funding sources for the fiscal year July 1, 2021 through June 30, 2022. This budget reflects the funding for those agency activities that will be under contract during all or a portion of the fiscal year.

BSRC Source of Funds Summary FY2023

Local Membership Support	\$	404,564
Other Local Income	\$	400,992
EDA Planning/RJA Grant	\$	160,000
CDBG/IDPH	\$	0
IA DED (IEDA)	\$	16,176
IA FTA 5311 & RPA9 STP /IL Regional Transit Planning	\$	82,166
FHWA PL-IA	\$	400,673
FHWA PL-IL/FTA 5305d-IL & SPR	\$	642,393
FTA 5305d-IA	\$	75,093
Misc./Federal Contracts	\$	10,000
IL Comprehensive Regional Planning	\$	159,098
	\$	<u>2,351,155</u>

Special Projects Planning Justification

Quad Cities Traffic Safety Summit

Plan and hold traffic safety summit to discuss motorized and non-motorized transportation issues in the Quad Cities. Focus on emphasis areas highlighted in 2020 Quad Cities Traffic Safety Plan, and include forum to discuss potential solutions as part of presentation –style sessions. The total project cost is estimated at \$35,000.

Mississippi River Ports of Eastern Iowa and Western Illinois Web-Based Map and Database

A Illinois Statewide Planning and Research Program (SPR) grant application is being submitted to create an online web-based map of the Mississippi River Ports of Eastern Iowa and Western Illinois and database of terminals and ports within the proposed statistical area. The project will include work between five Councils of Government to check and verify terminal and ports information within the statistical area, and locate them on a map. Other transportation connections are expected to be shown in relation to roads and river access points. The total project cost is estimated at \$60,000 with an 80/20

Section 5 – Budget Information and Program Revisions

matching requirement, and federal share request of \$48,000. (Year 3 and remaining prior years' funding).

Quad Cities Metropolitan Road and Bridge Construction Web-based Mapping

Creation of an online mapping platform where information collected on season road and bridge construction can be placed and kept updated by local jurisdictions and Bi-State staff. The total cost is \$36,016 in statewide comprehensive planning funds. (Remaining prior year's funding)

Bi-State Region Freight Plan Addendum

A consultant effort is planned to update the Freight Analysis Framework (FAF) data specific to the Bi-State Region, and other technical data elements of the plan. The original freight plan was completed in 2015. A total project cost of \$125,000 is estimated for the technical elements update to the plan with an 80/20 matching requirement.

SUMMARY OF TRANSPORTATION PLANNING FUNDING IN FY2023

	MPO			Transit FTA 5307***	Other Federal	State/ Local/ Other	Total	Total Employee Hours†
	IL DOT PL/FTA 5303d	IA DOT PL*	IA FTA 5305d					
1.0 Program Support and Administration (5%)	\$20,620	\$16,332	\$3,763	\$0	\$0	\$10,179	\$50,894	509
2.0 General Dev. and Comprehensive Planning (20%)	\$82,479	\$65,328	\$15,053	\$0	\$0	\$40,715	\$203,575	3,220
3.0 Long Range Transportation Planning (37%)	\$152,585	\$120,857	\$27,849	\$0	\$0	\$75,322	\$376,613	5,851
4.0 Short Range Transportation Planning (38%)	\$156,709	\$124,123	\$28,601	\$0	\$0	\$77,358	\$386,791	6,451
Bi-State Region Freight Plan Addendum	\$40,000	\$60,000	\$0	\$0	\$0	\$25,000	\$125,000	—
Quad Cities Traffic Safety Summit	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000	—
MRPEIWI Web Mapping & Database**	\$0	\$0	\$0	\$0	\$27,400	\$6,850	\$34,250	—
Quad Cities Road and Bridge Construction Mapping and Web Access **	\$0	\$0	\$0	\$0	\$0	\$24,000	\$24,000	—
City of Bettendorf - Bettendorf Transit	\$0	\$0	\$0	\$27,976	\$0	\$6,994	\$34,970	—
City of Davenport - CitiBus Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	—
Rock Island Co. Metropolitan Mass Transit District- MetroLINK ***	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	—
TOTAL FY 2023	\$452,393	\$386,640	\$75,266	\$127,976	\$27,400	\$301,418	\$1,371,093	16,031

* Uses Iowa carryover (c/o) funds: \$461,906 (\$75,266 5305d + \$146,636 IAPL c/o + \$240,004 IAPL target utilized of \$516,664 total available). IA DOT PL or FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated application.

** Carryover into FY23, only the remaining balance of unspent funding through agreements will be available for FY2023.

*** May use Transit Development Credits in lieu of local match

† Note: Employee hours based on 1,800 hours per fiscal year

**FY2023 URBAN TRANSPORTATION PLANNING WORK PROGRAM
SUMMARY OF HOURS BY PLANNING ACTIVITY**

Staff Title	1.0	2.0	3.0	4.0	Total
Executive Director	86	201	198	427	
Assistant ED/Planning Director	242	283	475	617	
Finance Manager	87	0	0	115	
Transportation/Traffic Engineer	0	0	1926	0	
Principal Planner	0	195	0	213	
Principal Planner	0	195	188	733	
Accountant	94	0	0	0	
Graphic Specialist	0	548	455	255	
Graphic Specialist	0	525	455	256	
Graphic Specialist	0	527	0	0	
Planner	0	0	405	956	
Planner	0	446	275	234	
Planner	0	0	0	580	
Planner	0	0	625	1119	
Accounting Technician	0	0	0	35	35
Word Processor	0	155	226	303	
Intern	0	140	97	97	334
Total Hours	0	145	623	608	

**FY2023 MPO TRANSPORTATION PLANNING PROGRAM
OBJECT CLASS BUDGET
PL and 5305d Funds Only**

	ILDOT PL/FTA	IADOT PL*	IA FTA 5305d	LOCAL/ OTHER	TOTAL
Personnel (Direct)	\$195,474	\$154,827	\$36,128	\$96,607	\$483,036
Fringe Benefits (52%)	\$101,647	\$80,510	\$18,786	\$50,236	\$251,179
Indirect Costs (33%)	\$98,050	\$77,661	\$18,122	\$48,458	\$242,291
Printing Costs	\$500	\$750	\$100	\$338	\$1,688
Training/Travel	\$4,500	\$3,000	\$67	\$1,892	\$9,459
Meetings	\$800	\$826	\$500	\$531	\$2,657
Direct Other Costs	\$51,422	\$69,066	\$1,563	\$30,513	\$152,564
-Consultant Services	\$40,000	\$60,000	\$0	\$25,000	\$125,000
-Equipment/Technology	\$3,356	\$1,000	\$514	\$1,218	\$6,088
-Data Tools Maintenance, Memberships & Subscriptions	\$8,066	\$8,066	\$1,049	\$4,295	\$21,476
Total	\$452,393	\$386,640	\$75,266	\$228,575	\$1,142,874

* Uses Iowa carryover (c/o) funds: \$461,906 (\$75,266 5305d + \$146,636 IAPL c/o + \$240,004 IAPL target utilized of \$516,664 total available). In Iowa, FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated planning grant application.

**TRANSIT OPERATORS' USE OF FTA [TO BE UPDATED]
SECTION 5307 FUNDS FOR PLANNING PURPOSES¹**

Scope Code/Activity Line Item (ALI) Code	City of Bettendorf	City of Davenport	RICMMTD	Totals
441-80/442-00/ 44.21.00 Program Support and Administration	\$27,976	\$0	\$0	\$27,976
440-01/441-80/ 44.22.00 General Development and Comprehensive Planning	0	0	100,000	100,000
440-01/441-80/ 44.23.01 Long Range Planning - System Level	0	0	0	0
440-01/441-80/ 44.23.02 Long Range Planning - Project Level	0	0	0	0
440-01/ 441- 80/44.24.00 Short Range Transportation Planning	0	0	0	0
440-01/ 441- 80/442- 00/44.25.00 Transportation Improvement Program	0	0	0	0
440-01/441- 80/442- 00/44.27.00 Other Activities	0	0	0	0
TOTAL	\$27,976	\$0	\$100,000	\$127,976

¹ The listed amounts include the Federal (FTA) shares only. Local match is not included.

Transit Operators Planning Justification

The Federal Transit Administration (FTA) Metropolitan Planning Program and the State Planning and Research Program use the same Activity Line Item (ALI) codes; only the scope code (5-digit code) changes. The transit system's grant application will also include funding for Metropolitan Planning activities, the Metropolitan Planning scope code, 44x-xx, should be shown separately along with appropriate ALI codes 44.2X.XX. For a description of these metropolitan planning scope codes noted on page V-19 and used by FTA, go to: <https://www.transit.dot.gov/funding/grantee-resources/scope-activity-line-codes/scope-activity-line-codes>.

City of Bettendorf

Program Support and Administration:

The City of Bettendorf Staff will prepare, submit, and administer grants and reports, and perform other program administration activities as required by FTA, the Iowa DOT, and NTD. Budget development shall occur in context with the objectives of the LRTP, the Program of Projects in the TIP, and other planning documents of the region or city.

City of Davenport

No funding is being utilized for planning.

Rock Island County Metropolitan Mass Transit District-RICMTD (MetroLINK)

General Development and Comprehensive Planning

Staff will facilitate planning activities related to transit-oriented development, regional coordination activities, multi-modal access, alternative fuel vehicles, bus rapid transit, collision avoidance and autonomous vehicle technology, or other feasibility and planning studies as identified. (Transit Development Credits may be utilized in lieu of local match.)

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U.S. Department of Commerce, Economic Development Administration
1401 Constitution Ave., NW
Washington, DC 20230

CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect cost rate proposal prepared and maintained herewith and to the best of my knowledge and belief:

- (1) All costs included in this proposal dated March 18, 2022 to establish fixed indirect cost rates for July 1, 2022 through June 30, 2023 are allowable in accordance with the requirements of the Federal award(s) to which they apply and OMB Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (codified at 2 C.F.R. Part 200). Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
- (2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently, and the Federal Government will be notified of any accounting changes that could affect the fixed rate.
- (3) The fixed indirect cost rate calculated within the proposal is 33%, which was calculated using an direct cost rate base type of Salary and Fringe Benefits. The calculations were based on actual indirect costs carried forward from fiscal year 2021 and FY21 Actual Direct and Indirect Costs, to obtain a Federal indirect cost billing rate for fiscal year 2023.
- (4) All documentation supporting the indirect cost rate identified above must be retained by the Recipient. This rate should be reviewed and validated as part of the Recipient's annual financial audit.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986 (31 USC 3801 et seq.), the False Claims Act (18 USC 287 and 31 USC 3729), and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

Organization Name: Bi-State Regional Commission
Signature: Carol Connors
Name of Authorized Official: Carol Connors
Title: Finance Director
Email Address and Phone: cconnors@bistateonline.org 309-793-6300, ext. 1125
Date of Execution: March 18, 2022

CC:
P:\USERS\DONNA\Budget\2023 Budgets\Indirect Costs\Certificate of Indirect Costs FY23- unsigned.docx

**APPENDIX:
RESOLUTIONS/CERTIFICATIONS/
INTERGOVERNMENTAL AGREEMENT/
PUBLIC INVOLVEMENT PROCESS/
STATUS OF COMPREHENSIVE PLANNING**



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

RESOLUTION

BI-STATE REGIONAL COMMISSION
ADOPTING THE FY2023 TRANSPORTATION PLANNING WORK PROGRAM,
AUTHORIZING FILING OF GRANT APPLICATIONS AND EXECUTION
OF GRANT CONTRACTS CONSISTENT WITH THE WORK PROGRAM

OFFICERS:
CHAIR
Robert Gallagher
VICE-CHAIR
Kippy Breeden
SECRETARY
Scott Sauer
TREASURER
Richard "Quijas" Brunk

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

COUNTY REPRESENTATIVES:
Henry County
Kippy Breeden, Chair
Shawn Kendall, Member
James Thompson, Member
Mercer County
Vacant
Muscatine County
Scott Sauer, Chair
Nathan Mather, Member
Rock Island County
Richard "Quijas" Brunk, Chair
Jeff Deppe, Member
Dru Mielke, 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 Schloermer
Bill Stoermer
Executive Director
Denise Bulat

WHEREAS, the Bi-State Regional Commission serves local government within Scott and Muscatine Counties, Iowa and Rock Island, Henry and Mercer Counties, Illinois; and
WHEREAS, the purpose and objectives of the Bi-State Regional Commission are to serve as a forum for intergovernmental cooperation, provide technical assistance, serve as an information clearinghouse for data and the intergovernmental project review process, assist in the allocation of state and federal funds and conduct regional studies; and
WHEREAS, the Bi-State Regional Commission annually develops a transportation planning work program which describes all major transportation planning work tasks to be performed by its staff during the coming fiscal year; and
WHEREAS, the federal and state agencies which provide funding for the activities described in the work program require submittal of grant applications and execution of contracts;
NOW, THEREFORE, BE IT RESOLVED by the Bi-State Regional Commission on this 25th day of May 2022 as follows:

- 1. That the FY2023 Transportation Planning Work Program contains major transportation work activities which are consistent with the purpose and objectives of the Commission;
2. That the Commission Chair, Secretary, and Executive Director, as appropriate, are hereby authorized to submit the necessary applications to the:
- State of Illinois, Department of Transportation; and
- State of Iowa, Department of Transportation;
3. That the appropriate Commission officials are authorized to execute the planning grants resulting from the above stated applications; and
4. That the appropriate Commission officials are authorized to furnish all assurances and additional information as may be required in connection with all grant applications and contacts.

SIGNED:
by [Signature]
Robert Gallagher, Chair
Bi-State Regional Commission

ATTEST:
[Signature]
Officer
Bi-State Regional Commission

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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

- OFFICERS:**
 CHAIR
Robert Gallagher
 VICE-CHAIR
Kippy Breeden
 SECRETARY
Scott Sauer
 TREASURER
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- MUNICIPAL REPRESENTATIVES:**
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 Andover, Annawan, Atkinson, Cambridge,
 Keithsburg, New Boston, Orion,
 Sherrard, Viola, Windsor, and Woodhull
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Rick Schloemer
Bill Stoerner
 Executive Director
Denise Bulat

Assurance of Local Match

The Bi-State Regional Commission assures that the required local match for DOT PL and FTA Section 5305d funding received to carry out the Commission's portion of the Transportation Planning Work Program has been committed by the Commission as follows:

<u>Funding Source</u>	<u>Grant Amount</u>	<u>State/Local/Match</u>
IL DOT PL/FTA	\$452,393	\$113,098
IA DOT PL	\$386,640	\$96,660
IA DOT FTA	\$75,266	\$18,817
TOTAL	\$914,299	\$228,575

Attest:

Robert Gallagher, Chair
Bi-State Regional Commission

May 25, 2022

Date



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1504 Third Avenue, Third Floor, Rock Island, Illinois 61201
 Phone (309) 793-6300 • Fax (309) 793-6305
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FY 2023 ANTICIPATED MONTHLY EXPENDITURES

The following amounts are the anticipated total monthly expenditures for FHWA PL and FTA Section 5305d funded work activities contained in the Transportation Planning Work Program (FTA and PL share only):

First Month	\$ 76,191.58
Second Month	76,191.58
Third Month	76,191.58
Fourth Month	76,191.58
Fifth Month	76,191.58
Sixth Month	76,191.58
Seventh Month	76,191.58
Eighth Month	76,191.58
Ninth Month	76,191.58
Tenth Month	76,191.58
Eleventh Month	76,191.58
Twelfth Month	76,191.58
TOTAL	\$914,299

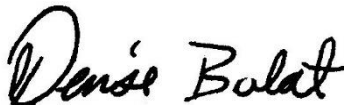
MPO Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the [Iowa DOT Purchasing Rules](#) (Iowa Administrative Code 761, Chapter 20) and Illinois DOT Purchasing Rules. I will ensure procurements or the selection of consultant firms/professional services for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services/professional services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000 (minimum of Iowa DOT).*
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant/professional services, we will provide our Iowa DOT District Planner and the IADOT Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.



Denise Bulat, Executive Director
Bi-State Regional Commission

March 31, 2022

(Date Signed)

*Threshold of \$3,000 and greater identified by Illinois DOT for procurement of products or services. Reporting in TPWP will apply separate line item notation requirement to the \$5,000 threshold, as no such TPWP notation requirement is defined by Illinois DOT.

AN AGREEMENT
BETWEEN
ILLINOIS DEPARTMENT OF TRANSPORTATION
AND
IOWA DEPARTMENT OF TRANSPORTATION
AND
BI-STATE REGIONAL COMMISSION
AND
ROCK ISLAND COUNTY METROPOLITAN MASS TRANSIT DISTRICT
AND
ROCK ISLAND COUNTY, ILLINOIS AND SCOTT COUNTY, IOWA
AND
IOWA CITIES OF BETTENDORF AND DAVENPORT,
AND
ILLINOIS CITIES OF EAST MOLINE, MOLINE, AND ROCK ISLAND
AND
OTHER ELIGIBLE JURISDICTIONS IN THE URBANIZED AREA
FOR
COOPERATIVE TRANSPORTATION PLANNING AND PROGRAMMING

This Agreement, entered into by and between the Illinois Department of Transportation (herein called "ILDOT"), the Iowa Department of Transportation (herein called "IADOT"), the Bi-State Regional Commission (herein called "Bi-State"), and local governments referred to above in the Urbanized Area or subsequent urbanized area naming convention as determined by the appropriate U.S. government authority is for the purpose of establishing a framework for continuing, cooperative transportation planning and programming in the Urbanized Area in fulfillment of the provisions of the current Federal Transportation Act or subsequent amendments, continuing resolutions, or reauthorization of the Federal Transportation Act.

WHEREAS, Federal Transportation Act requires a cooperative metropolitan transportation planning and programming process; and

WHEREAS, Bi-State, established and organized as a council of governments (Iowa) and regional planning commission (Illinois), by virtue of the powers granted to local governments by Chapter 50, Act 15/0.01 et seq. and Chapter 55, ILCS 5/5-14001 et seq.; Illinois Compiled Statutes, 1992; and Chapters 28E, 28H and 28I Code of Iowa, 1993; and

WHEREAS, the Governors of the States of Iowa and Illinois have designated Bi-State as the Metropolitan Planning Organization (MPO) responsible for carrying out planning and programming requirements in cooperation with the States.

NOW, THEREFORE, IT IS AGREED by and between the parties hereto that:

ARTICLE I. PURPOSE

- A. Bi-State shall perform and carry out a cooperative, comprehensive, and continuing area wide transportation planning and programming process for the urbanized area in accordance with the requirements of applicable laws, policies, and procedures with assistance of the Iowa and Illinois DOTs.
- B. Bi-State shall maintain a MPO Transportation Policy Committee (TPC) to oversee and coordinate the process in a manner that will insure that transportation planning and programming decisions are reflective of the needs of local and state governments and transit operations.

ARTICLE II. MEMBERSHIP, VOTING, QUORUM

- A. The TPC shall be composed of the following representatives, each having one vote:
 - 1. A representative of the Illinois Department of Transportation.
 - 2. A representative of the Iowa Department of Transportation.
 - 3. The Chair of Rock Island County.
 - 4. The Chair of the Scott County Board of Supervisors.
 - 5. The Chair of the Rock Island County Metropolitan Mass Transit District.
 - 6. The Mayor of the City of Davenport.
 - 7. & 8. Two Aldermen from the City of Davenport.
 - 9. The Mayor of the City of Bettendorf.
 - 10. A Mayor from a city other than Bettendorf or Davenport from the Iowa portion of the Urbanized Area selected by a bi-annual caucus of the affected Mayors.
 - 11. The Mayor of the City of Rock Island.
 - 12. The Mayor of the City of Moline.
 - 13. The Mayor of the City of East Moline.
 - 14. A Mayor from a city other than Rock Island, Moline or East Moline from the Illinois portion of the Urbanized Area, selected by a bi-annual caucus of the affected Mayors.
- B. Any member of the TPC may select a designated voting representative to represent them at the meeting in their absence. An elected official must select another elected official as their designee.
- C. The Federal Highway Administration (FHWA) Division Administrators for Illinois and Iowa and the Federal Transit Administration (FTA) Administrator for Region VII shall serve as ex-officio non-voting members of the TPC.
- D. A quorum of the TPC shall consist of a simple majority of eight (8), without regard to state origin, except that no decision shall be made having interstate impact unless a simple majority of four (4) of the representatives of each state are represented at the meeting.
- E. The TPC may meet and conduct business that pertains to only one state portion if a simple majority of four (4) members of that state portion area are present and all are in agreement to conduct business.

ARTICLE III. OFFICERS

- A. A Chair and Vice-Chair of the TPC shall be chosen by representatives of the Committee at the first meeting held in odd numbered years. These officers shall reside from each state portion. The Chair or any member presiding over the Committee may vote and make or second motions.

ARTICLE IV. MEETING NOTIFICATION

Other local governments within the Urbanized Area who are not members of the TPC shall receive information and may attend all meetings. Also, all appropriate regional and division offices of the U.S. Department of Transportation serving the DRIMUA shall be notified of all TPC meetings.

ARTICLE V. TECHNICAL COMMITTEE FORMATION

The TPC shall appoint and direct a Transportation Technical Committee (TTC) composed of technical staff from the jurisdictions represented by the TPC.

ARTICLE VI. PLANNING ACTIVITIES, RESPONSIBILITIES

- A. A unified Transportation Planning Work Program (TPWP) shall be adopted annually by the Bi-State upon the recommendation of the TPC following cooperative development of the TPWP by the TTC and appropriate Illinois, Iowa and U.S. DOT representatives. The TPWP shall include all elements required by state and federal transportation authorities in addition elements requested by local government representatives.
- B. A Long Range Plan (LRP) for transportation facilities and services in the Urbanized Area shall be developed under guidance and recommendation of the TTC, considered by the TPC and recommended to Bi-State, who shall be responsible for final adoption of the LRP. In no instance shall the Bi-State modify the LRP recommended by the TPC, but it shall return the LRP (within sixty [60] days of receipt) to the TPC, noting specific inconsistencies that exist between the recommended plan and other regional plans, policies or studies. The TPC shall review their recommendation and report back to Bi-State within sixty (60) days.
- C. The TPC shall be solely responsible for the final adoption of the Transportation Improvement Program (TIP), which identifies an annual and multi-year implementation schedule for projects contained in the adopted LRP. Such action shall include other required endorsements of planning and programming consistencies.
- D. Bi-State, as the designated MPO, shall be the recipient of Federal Highway Administration (FHWA) PL and Federal Transit Administration (FTA) planning funds. Staff of Bi-State shall serve as staff to the TPC.

ARTICLE VII. AMENDMENTS, SEVERABILITY

- A. If any one or more of the provisions of this Agreement is declared unconstitutional or contrary to law, the validity of the remainder of the Agreement shall not be affected thereby.
- B. This Agreement is subject to amendment when a majority of all voting representatives of the TPC adopts the amendment.

ARTICLE VIII. DURATION OF AGREEMENT

- A. This Agreement shall become effective upon approval of at least three jurisdictions each from the Illinois and Iowa portions of the Urbanized Area and proper filing and recording, as prescribed in the laws of Illinois and Iowa, and shall remain in effect until terminated by a two-thirds majority vote of all designated representative of the TPC.
- B. A jurisdiction which is eligible to be part of this Agreement may do so by adoption of a resolution, said resolution agreeing to provisions of this Agreement shall be delivered to Bi-State.

ARTICLE IX. TERMINATION

Any party to this Agreement may withdraw by giving written notice to Bi-State. Termination from this Agreement shall not relieve the withdrawing party from compliance with Federal requirements for cooperative transportation planning and programming.

Revised 12-20-11
Revised 1-16-95
Original 8-4-78

GM\sg
Resolutions - 80+803+807\TPWP Urban Agreement

Transportation Technical Committee Committee and Meeting Procedures

Purpose

Bi-State Regional Commission will maintain a MPO Transportation Technical Committee (TTC) to oversee and coordinate the transportation planning process, directed under the existing transportation authorization, in a manner that will ensure that the transportation planning process and programming recommendations are reflective of the needs of local and state governments and transit operations.

The TTC is responsible for technical review and guidance of data collection and analysis, transportation plan preparation, review, and update. This committee is responsible to, and makes recommendations to, the Transportation Policy Committee.

Membership, Voting and Quorum

The TTC is composed of the following representatives and mirrors voting requirements of the Transportation Policy Committee. Representatives are required to be present to vote.

Bettendorf, IA (represented either by public works, transit and/or planning) – one vote

Davenport, IA (represented by public works, transit and planning) – three votes with one vote per person present

East Moline, IL (represented by public works and/or planning) – one vote

Moline, IL (represented by public works and/or planning) – one vote

Rock Island, IL (represented by public works or planning) – one vote

Illinois Quad Cities communities (administrative, public works and/or other staff represented by one caucused representative from the Cities/Villages of Andalusia, Carbon Cliff, Coal Valley, Colona, Hampton, Milan, Oak Grove, Port Byron, Rapids City, and Silvis) – one vote

Iowa Quad Cities communities (administrative, public works and/or other staff represented by one caucused representative from the Cities of Buffalo, Eldridge, LeClaire, Princeton and Riverdale) – one vote

Henry County, IL (represented by the county engineer and/or other staff) – one vote

Rock Island County, IL (represented by county engineer and/or other staff) – one vote

Scott County, IA (represented by county engineer and/or other staff) – one vote

Illinois Department of Transportation District staff or central office staff – one vote

Iowa Department of Transportation District staff or central office staff – one vote

Rock Island County Metropolitan Mass Transit District (MetroLINK) – one vote

Appendix

Planning and research engineers from the Illinois and Iowa Federal Highway Administration division offices serve as ex-officio, non-voting members of the Transportation Technical Committee as does a community planning representative from the Federal Transit Administration's Region VII (Kansas City).

A quorum of the TTC shall consist of a simple majority (8), without regard to state origin, except that no decision shall be made having interstate impact, unless a simple majority of four (4) of the representatives of each state are represented at the meeting.

The TTC may meet and conduct business that pertains to only one state if a simple majority of four (4) members of the effected state are present and all in agreement to conduct business.

Small community staff representatives will be caucused in odd years to renew the standing representative or select a new representative, or as needed to fill vacancies.

Officers

A Chairman and Vice-Chairman of the TTC shall be chosen by representatives of the Committee at the first meeting held in odd numbered years. These officers shall reside from each state portion. The Chairman or any member presiding over the Committee may vote and make or second motions.

Meeting Notification

Other local governments within the MPO who are not members of the TTC shall receive information and may attend all meetings. Also, all appropriate regional and division offices of the US Department of Transportation serving the MPO shall be notified of all TTC meetings.

A public involvement plan will further outline meeting notifications for transportation planning documents and activities.

Adopted 8/26/08 by Transportation Policy Committee.

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Performance management agreement between Bi-State Regional Commission and Iowa DOT

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR 450.314 \(h\)](#) was amended to state:

- (h)(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:
- (i) When one MPO serves an urbanized area;
 - (ii) When more than one MPO serves an urbanized area; and
 - (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.
- (2) These provisions shall be documented either:
- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
 - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and [Bi-State Regional Commission](#) agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Systems Planning Bureau.

1) Transportation performance data

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.

2) Selection of performance targets

- a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

3. Reporting of performance targets

- a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
- b. MPO performance targets will be reported to the Iowa DOT.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 - 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 - 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- c. The Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
- e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.

5. The collection of data for the State asset management plans for the NHS

- a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

* Agreements related to the MPO, Illinois DOT and MetroLINK were approved by the Policy Committee on May 22, 2018. Memos of understanding between the MPO and Davenport (CitiBus), and the MPO and Bettendorf (Bettendorf Transit) were executed on May 22, 2018. These will appear in a Performance Measures Addendum once it is compiled.

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
METROPOLITAN PLANNING AREA
TRANSPORTATION POLICY COMMITTEE

Minutes of the Quad Cities MPO Transportation Policy Committee discussing the FY2023 Transportation Planning Work Program for May 24, 2022 will be posted to the Bi-State website at <https://bistateonline.org/meetings/quad-cities-transportation-policy-committee.html> following their approval at the June 28, 2022 committee meeting.

The Bi-State Regional Commission approves the funding and authorizes staff to proceed with contracts which occurred at the May 25, 2022 meeting. Minutes from this meeting will be posted to the website <https://bistateonline.org/meetings/bi-state-regional-commission.html> following their approval at their June 22, 2022 meeting.

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 2022**

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	

Transportation Planning Work Program FY2023

What is a TPWP?

Transportation Planning Work Program (TPWP): The work plan, federally known as a Unified Work Program, is used by Bi-State Regional Commission staff to carry out metro transportation planning requirements for the Quad Cities Metropolitan Area and advance long range plans for the Quad Cities transportation system. The annual work plan is for July 1, 2022 to June 30, 2023. The plan contains a budget to provide staffing, equipment and supplies to carry out these activities by Bi-State Regional Commission.

What is the process?

Each year Bi-State Regional Commission staff review and update the work tasks to implement the current Quad Cities Long Range Transportation goals and performance objectives. This is done in cooperation, coordination and continual review with local and state governments and stakeholders interested in the metro area transportation system. Major transportation issues are reviewed and modified with current and changing conditions to develop an efficient, reliable and vital Quad Cities multi-modal transportation network. Staff work with the Quad Cities Transportation Policy and Technical Committee to review and modify these work activities. Bi-State Regional Commission board approves the budget and authorizes the grants which fund the planning effort.

Major Transportation Issues in the Quad Cities

The transportation planning process is not static. We are continually looking at and determining how to make our system better. Focus on top issues to meet our transportation needs include:

- Improve River Crossing Capacity Improvements
- Reduce Congestion and Improve Mobility Choices, Reliability and Resilience Planning
- Coordinate Modes for Sustainability and Support Connectivity
- Implement Long Range Transportation Plan Projects
- Coordinate Passenger Transportation Opportunities
- Integrate Safety and Security
- Implement Planning Regulations and Monitor Federal Transportation Act Authorization –Infrastructure Investment and Jobs Act (IIJA)

Public Comment Opportunities

Public comment opportunities for the TPWP 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 or area transportation projects, issues and concerns being proposed by the respective jurisdiction. This is related to short-range planning.

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 with its 20+ year planning horizon. Additionally, the Quad Cities Metropolitan Area receives a local share of Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Set-Aside Program (TA) funds for which communities/counties can compete based on a selection process for transportation projects. Input opportunities are available during the project ranking process. Another opportunity is a public hearing by the Federal Highway Administration and Federal Transit Administration every 5 years as part of the Bi-State Regional Commission transportation planning process certification review.

Where Can I Find a Copy of the TPWP?

A full copy of the Transportation Planning Work Program can be found at <http://bistateonline.org/index.php/transportation/quad-cities-metro-planning/2012-11-13-20-10-34/quad-cities-metro-tpwp-transportation-planning-work-program>.

Status of Comprehensive Planning

Comprehensive land use planning is an important component of transportation planning. The following discussion provides background history in the development of the Bi-State Region and the metropolitan area.

Since 1966, the Commission's regional planning program has completed the following programs: socio-economic analyses and forecasts; physical resource analysis; housing; land use; transportation; recreation and open space; water, sewage, and solid waste disposal; criminal justice; vocational rehabilitation; and work training.

Historically, comprehensive planning in the Bi-State area began with a needs survey completed through separate studies by Rock Island and Scott Counties. Completion of the Alternative Concept Plans in November 1967, provided a bridge between fact gathering and the plan. This document set forth basic goals and objectives with alternative means of guiding the desired growth. A later report entitled General Plan showed the level of land use and public facility development that was expected to be reached by 1985.

The Comprehensive Plan was completed by Bi-State in August of 1968. This Comprehensive Plan presented the overview of major plans completed at that time including the Alternative Concept Plan, General Plan, Recreation and Open Space Plan, Metropolitan Water and Sewerage Plan, and Interim Thoroughfare Plan. The 1985 Land Use Plan was updated to 1995 using the 1995 population and economic forecasts.

The Metropolitan Water, Sewerage, and Solid Waste Plan was augmented by the Comprehensive Solid Waste Management Plan completed in 1973 for a design year of 1995, and the Metropolitan Rock River Basin Study completed in 1974 with a design year of 1995. The Outdoor Open Space and Recreation Plan Update to 1995 was completed in 1975 with the completion of the Summary Report. The Resource Recovery Study was undertaken in 1976 for the five-county Bi-State area as a supplement to previous solid waste management planning. The Bi-State Comprehensive Solid Waste Management Plan was completed in 1990 for a seven-county area including Henry and Rock Island Counties in Illinois and Scott and Muscatine Counties in Iowa. Updates to the Solid Waste Plan were provided for five counties in Iowa in 1994, 1996, 1999, 2001, 2004, 2008, 2011, and 2016. Rock Island County updated their portion in 2001, and reviews status annually.

Henry County has been actively engaged in a comprehensive planning program since 1967. The Henry County Regional Planning Commission first contracted with a planning consultant to prepare the series of reports which culminated in the Henry County Comprehensive Plan, completed in May of 1970. The plan reviewed the physical, demographic, and economic resources of the county, recreation facilities, educational arrangements, public buildings, and transportation system. The land use components of the plan, and the associated mapping of the county and its communities, were additional features of this initial phase of the planning process. The Plan was updated in 1980, and again in FY2015.

There have also been two additional major studies, plus several lesser work items. The Henry County Comprehensive Water, Sewer, Storm Water and Flood Report was completed in May 1972, pursuant to HUD certification for the county. HUD noted findings in January 1975, in partial fulfillment of the inadequacies identified during the earlier HUD review. The additional inadequacies, yet to be completely resolved, are concerned with individual community water, sewer, and storm water plans. The Illinois Quad Cities is considering opportunities to address water service needs and new water

quality standards through joint efforts. The Iowa Quad Cities has employed the services of a consultant to project sewage treatment needs 50 years into the future.

The Henry County Open Space Planning and Program Report was completed in May 1973, and is an expansion of the recreation and open space component of the Comprehensive Plan. This report was reviewed and approved during FY 1975 and thus gained Henry County open space and recreation certification. Land use studies, monitoring of legislative progress concerning surface mined land reclamation, consideration of county building code adoption, and other planning and management activities were provided to Henry County during the first two years of Bi-State assistance. A greenway and trails plan was completed in 2018. A Rock Island County Greenway and Trails Plan was also completed in 2018.

Muscatine and Mercer Counties, which joined the Bi-State Regional Commission (BSRC) on July 1, 1976, had several elements of a comprehensive planning program completed previously. Muscatine County examined land use in a zoning plan dating back to 1958 and 1998. Muscatine County updated their Comprehensive Plan in FY2015. The Bi-State Regional Commission provided assistance to Muscatine County in 1974, 1975, 1991, and 1999 in the preparation of comprehensive amendments to the zoning ordinance. Mercer County, also with the assistance of the BSRC, completed an analysis of their land use problems and potentials in 1974, which culminated in the preparation and adoption of a Zoning Resolution and a Land Evaluation Site Assessment System in 1984. Mercer County withdrew its membership to Bi-State Regional Commission and is not a member (2014).

Most recently, comprehensive planning, recreation planning, and land use planning are accomplished individually by each community, with assistance from the Commission when requested. Jurisdictions within the Bi-State Region, which are currently conducting or have completed land use plan updates since 1995 are Aledo, Atkinson, Bettendorf, Blue Grass, Cambridge, Carbon Cliff, Coal Valley, Colona, Cordova, Davenport, East Moline, Eldridge, Geneseo, Hampton, LeClaire, Long Grove, Kewanee, McCausland, Milan, Moline, Muscatine, New Boston, Princeton, Port Byron, Rapids City, Riverdale, Rock Island, Sherrard, Viola, Walcott, West Liberty, Wilton and Henry, Scott, Muscatine, and Rock Island Counties.

A Quad Cities Illinois/Iowa Future Land Use Map completed in 2003 outlines future land use plans in the metropolitan area and was updated in 2015 as part of the *2045 Quad Cities Long Range Transportation Plan* update adopted in 2016. The next iteration with the *2050 Quad Cities Long Range Transportation Plan* update approved in March 2021 included 2015 parcel-based data used in the travel demand model.

As part of an energy initiative, Scott County prepared its first comprehensive Sustainability Plan in 2011. An alternative fuels workshop was held in 2018, and alternative energy workshop was held in 2019. Multi-jurisdictional hazard mitigation plans were prepared for Rock Island County (2016), Muscatine County (2015) and Scott County (2018). Henry County has completed a hazards plan through the county extension service, and a Henry-Stark Counties hazard mitigation plan is under development in CY2021 and 2022. The Scott County hazard plan is also currently under development in CY2022.

The Housing Plan for the Bi-State Region was completed and adopted by the BSMPC in November 1977, and the land use element, entitled The Regional Development Policy: Plan and Program, was completed and adopted in December 1977. Both the housing and land use elements have been approved by HUD for satisfaction of 701 requirements. During FY 1981, the Commission adopted the Area wide Housing Opportunity Plan (AHOP) and initiated an update of the Regional Development Policy Plan (RDP). The Commission completed the Davenport-Moline-Rock Island Fair Housing

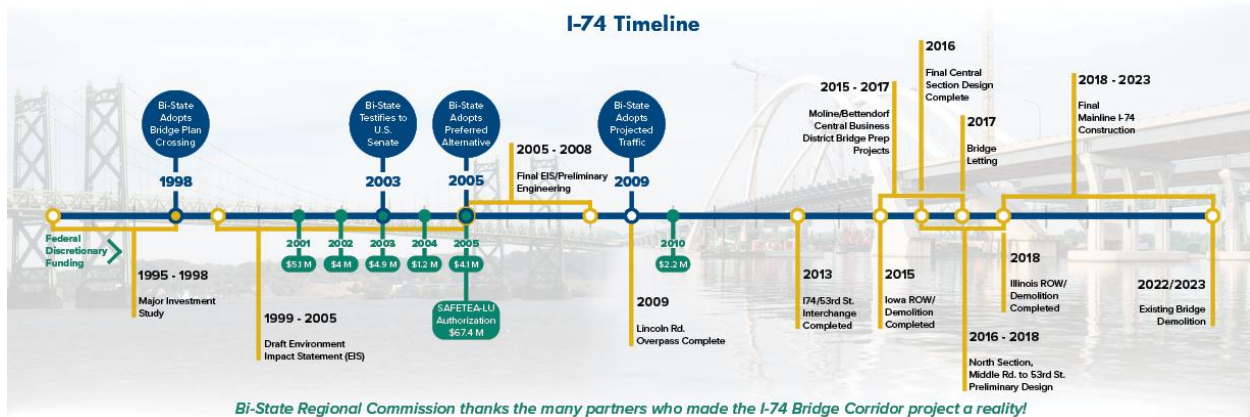
Analysis in 1989, which was updated in 1996, 2005 and 2012 as part of a consolidated planning process for housing. The Commission partnered with the Quad City Housing Authority to conduct a housing needs analysis for Scott County.

The 1995 Transportation Plan report was completed and published in March 1978. It provides thorough documentation of the work that was done and the background information that is available in support of the 1995 Transportation Plan adopted by the Commission in 1976. The Commission completed an update of the plan, Quad City Streets: Year 2005, in July 1986. In 1995, Vision 2020: the Quad City Area Long-Range Transportation Plan was adopted by the Commission. The document was amended in 1996, revising socio-economic forecasts and adding two projects. The document was also amended in 1999 with project additions and revisions, including Mississippi River Crossing Study implementation. The 2025 Quad City Area Long-Range Transportation Plan was adopted in March 2001, and a revision to allow trail access at major river crossings was amended in June 2002. Plan updates for 2035, 2040, , 2045 and 2050 were adopted on March 22, 2006, June 22, 2011, March 23, 2016, and March 24, 2021, respectively.

In the area of economic development, the Commission has completed a study and report entitled Initial Overall Economic Development Program (OEDP) for the Bi-State Region which was adopted by the Commission in mid-1978. That study establishes the basis for further economic growth and diversity in the Bi-State area. The OEDP format has evolved into an integrated strategic planning tool which is now termed the Comprehensive Economic Development Strategy (CEDS). The CEDS is revised every five years for submission to the Economic Development Administration and the most recent update was completed in 2021. A progress report is prepared annually, unless part of the five-year update.

The Commission, in cooperation with the U.S. Army Corps of Engineers, has participated in the Corps' Quad Cities Urban Study program. Also called River Bend 2020, the study was authorized by Congress in 1974 to examine water resource problems in the Bi-State area and to provide plans and information to assist local governments. The water resource topics addressed by the study include: flood damage reduction; water supply, quality, and conservation; commercial regional harbors; erosion and sedimentation; recreation; and fish and wildlife. The Corps of Engineers developed a major needs study of the Mississippi River from Missouri to Minnesota. In September of 1999, the Commission endorsed one of various alternatives which would increase lock capacity throughout the study area. The Upper Mississippi River-Illinois Waterway System Navigation Study was completed in September 2004. The study determined the best way to manage the UMRS. It was a precursor to the Navigation and Ecosystem Sustainability Program (NESP) for navigation improvements and ecosystem restoration for the UMRS.

History of I-74 Mississippi River Corridor Project



I-74 Mississippi River Corridor reconstruction was the second component to pursue in a Major Investment Study completed in 1998. Completion of I-74 Mississippi River Corridor location, environmental study, design-engineering phase, and record of decision was finalized in 2009. The 7.8-mile I-74 Mississippi River Corridor includes from south of Avenue of the Cities, Moline to north of 53rd Avenue, Davenport. The construction design phase was completed in the first half of 2013, and public meetings on project staging were held in April 2014. Work on connections to the local system in downtown Bettendorf began in 2015. Interstate 74 Bridge reconstruction began in 2018, and a detour on I-74 began in 2019 which redirects traffic to I-80 and I-280, but allows local access across the bridge from downtown Moline to Bettendorf. The Iowa-bound span carried east and westbound traffic while the Illinois-bound span was under construction. The Illinois-bound structure was completed by the end of CY2021, and demolition of the older structure is expected in CY2022.