

Transportation Improvement Program

Quad Cities: Davenport-Moline-Rock Island Urbanized Area



FFY 2023-26

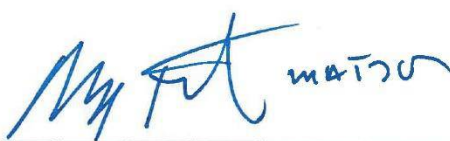
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FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
QUAD CITIES, IOWA/ILLINOIS METROPOLITAN PLANNING AREA



Chair, Transportation Policy Committee
June 28, 2022

****Effective Date: October 1, 2022 to September 30, 2023****

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1504 Third Avenue, Third Floor
Rock Island, IL 61201
Phone: (309) 793-6300 • Fax: (309) 793-6305
Website: <http://www.bistateonline.org>

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Administration – Region VII
(Alternate: Dan Nyugen)

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Federal Highway Administration – Illinois
(Alternate: Betsy Tracy)

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Federal Highway Administrator – Iowa
(Alternate: Darla Hugaboom)

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

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Illinois Division

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Federal Highway Administration
Iowa Division

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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.

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SECTION 1
INTRODUCTION

1. INTRODUCTION

Programming is the transition of projects from planning to design and construction/implementation. The Transportation Improvement Program (TIP) is a summary of roadway, public transit, trail, and related projects that are expected to be initiated during the next four years and will be financed in whole or in part with federal or state funds. Regionally significant projects requiring FHWA or FTA approval, regardless of funding source, shall also be included. The four-year program is a result of requirements outlined in the 2015 Fixing America's Surface Transportation (FAST) Act and subsequently in the 2021 Infrastructure Investment and Jobs Act (IIJA). Also included for informational purposes are some street improvements along major roadways (collector, arterial, or freeway classification) that will be funded with local dollars only. The TIP is comprised of four Annual Elements, which include summaries of projects to be implemented each year during the four-year period of FFY 2023-2026. A copy of the 2022 Annual Element is included as a historical reference. Many of the FFY 2023-2026 projects are derived from the *Connect QC 2050: Quad Cities Long Range Transportation Plan*, which was adopted by the Bi-State Regional Commission in March 2021. The long range plan is reaffirmed annually by the Bi-State Regional Commission. Other improvements were identified through studies that have been conducted as part of the Congestion Management Process (CMP), which specifically considers system efficiency and less-capital-intensive solutions to transportation problems.

Goal and Priorities

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

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

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

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

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

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

System Indicators and Performance

With the passage of Moving Ahead for Program in the 21st Century (MAP-21), continuing with the FAST Act and subsequently IIJA, metropolitan transportation planning processes were continued and enhanced to include performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. According to FAST and subsequently continued in

IJJA and summarized by the Federal Highway Administration, national performance goals for federal highway programs will address the following:

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

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

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

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

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toward implementation. Improvement at intersections and within corridors where transit routes occur will also aid transit traffic safety. For road improvements, the MPO has an established STBG programming process to evaluate projects based on safety, congestion, and pavement conditions. Safety is recognized in the ranking of projects.

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

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

Safety

Targets have been set for Iowa and Illinois traffic safety performance measures related to reducing **fatalities and serious injuries**. The Quad Cities MPO supported each states' respective performance targets for the five safety performance measures in January 2020: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Each respective state has published their safety targets in their **Highway Safety Improvement Program annual report**. By supporting each states' respective performance targets, the Technical and Policy Committee will review, encourage and support programming of Highway Safety Improvement Program projects within the Quad Cities Metropolitan Planning Area (MPA) consistent with the State Transportation Improvement Program (STIP) to reduce fatalities and serious injuries. Each respective state Department of Transportation working in partnership with local agencies will review safety investments based on crash history, roadway characteristics and the existence of infrastructure countermeasures that can address the types of crashes present. Each state will examine safety improvements from a systematic safety improvement process as compared to narrowly focusing on "hot spot" safety improvements. Additionally, the STBG programming within the MPO utilizes criteria related to number of crashes, crash severity weighted to reduce fatalities and injuries, and crash rate as one component of the program evaluation process.

Pavement and Bridge

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

Any DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the state's **Transportation Asset Management Plan (TAMP)** and the pavement and bridge performance measures. The TAMP connects state long-range plans and system/modal plans to the DOT's Five-Year Programs and STIP. The state long range plans define a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Programs and STIPs are consistent with DOTs' longer-term visions. In 2020, the TAMP started integrating the pavement and bridge performance targets.

The DOTs conferred with numerous stakeholder groups, including the Quad Cities MPO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the DOTs allocate funding through. Once the DOTs receive funding approval for these categories, they work through their respective processes to allocate funds to specific projects as described in their respective TAMPs. Pavement and bridge projects are programmed to help meet the **desired program outcomes documented in each respective States' TAMP.**

System and Freight Reliability

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

The DOTs conferred with numerous stakeholder groups, including the Quad Cities MPO, as part of its target setting process. Each state examined travel time datasets to forecast future conditions. Projects focused on improving pavement and bridge condition often help improve system reliability and freight movement. Additional projects focused specifically on improving reliability of system performance are developed in alignment with the target-setting process for related performance measures, and the **freight improvement strategies and freight investment plan included in the respective States' Freight Plan.** These plans include detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the respective freight investment plans and programmed in the STIP are based on priorities outlined in these documents.

Transit Asset Management

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

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans **with the intent of keeping the state's public transit** vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in

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Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the **Transit Manager's Handbook**. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

TIP Process

This FFY 2023-2026 Transportation Improvement Program (TIP) is a result of the comprehensive, coordinated, and continuing (3C) urban transportation planning process within the Quad Cities Urbanized Area. The program includes the street/highway and transit projects plus related enhancement activities, such as bicycle trail development. The document is updated annually on a federal fiscal year basis (October 1st - September 30th).

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

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

TIP Revisions

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

Amendment

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

Administrative Modification

An administrative modification is a minor revision to the TIP that does not require approval by the Policy Committee. Revisions to TIP projects that do not revise the amount of federal aid by more than 30% or more than \$2,000,000, do not significantly change the project scope, or that change from one

funding source to another are considered administrative modifications. Projects that are moved to another fiscal year within the TIP are also considered administrative modifications. These criteria would apply to Iowa Federal-Aid Swap projects.

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

Public Information Process

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

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

SECTION 2
TRANSPORTATION IMPROVEMENTS

2. TRANSPORTATION IMPROVEMENTS

Transportation Network

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

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

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

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

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

In 2018, the State of Iowa enabled the Department of Transportation the ability to exchange Surface Transportation Block Grant (STBG) Program, County Highway Bridge Program, City Bridge Replacement Program, Highway Safety Improvement Program (HSIP), and Iowa Clean Air Attainment Program (ICAAP) funds from federal funding to state funding from motor vehicle fees and fuel taxes.

Transportation Improvements

The exchange is considered dollar for dollar, and must be noted as swapped funds in the TIP. It does not allow an exchange for Transportation Set-Aside Program funds.

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

Public Transit

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

Local Distribution of Federal Transportation Assistance

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

Surface Transportation Block Grant Program (STBG)

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

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

The ability of the existing roadway to safely accommodate the existing traffic is considered for each project under the level of service category. Also considered under this category is the ability of the proposed project to reduce traffic congestion through physical improvements. Additionally, the evaluation process includes a comparison of the expected traffic 10 years from the analysis year for all proposed projects. Analysis for a project under the safety category is based on the number of crashes

occurring within a five-year period. Also considered are the severity and the frequency of the accidents. The physical condition of the facility is analyzed as the third category in the STBG Evaluation. This category is evaluated by noting the type of surface (gravel, sealcoat, asphalt, or concrete), the condition of that surface, and the amount of traffic that currently uses the roadway and is expected to use the roadway in the future.

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

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

Since 1972, numerous local area projects have received funding under the Federal-Aid Urban/Surface Transportation Programs. Project evaluations and awards take place periodically based on available funding. A historical table of Illinois and Iowa STP/STBG projects that have been awarded funding and are underway or completed is included in Appendix D. In addition, a few projects have been programmed to receive funds by the Policy Committee, based on anticipated allocations of STBG dollars through FFY 2026. Table 2.1 shows a summary of funds that were and are expected to be available from FFY2005-2026 based on current targets. In addition, Tables 2.2 and 2.3 show the estimated available STBG funds for both Illinois and Iowa based on current targets and programmed projects.

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

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

TABLE 2.1
 PROJECTED SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS FOR
 THE QUAD CITIES AREA
 FFY 2005 – 2026

	ILLINOIS	IOWA
FFY 2005	\$1,302,593	\$2,906,430
FFY 2006	N/A	\$2,139,687
FFY 2007	\$912,920	\$2,122,084
FFY 2008	\$1,092,791	\$2,579,137
FFY 2009	\$1,123,828	\$2,928,888
FFY 2010	\$1,125,025	\$3,265,647
FFY 2011	\$1,009,656	\$3,722,927
FFY 2012	\$1,464,360	\$3,833,744
FFY 2013	\$1,380,977	\$3,604,667
FFY 2014	\$1,396,580	\$3,651,827
FFY 2015	\$1,151,353	\$3,696,798
FFY 2016	\$1,354,777	\$3,677,735
FFY 2017	\$1,485,722	\$3,784,141
FFY 2018	\$1,534,068	\$3,786,442
FFY 2019	\$1,565,924	\$4,124,427
FFY 2020	\$1,565,924	\$4,226,793
FFY 2021	\$1,734,238	\$4,099,100
FFY 2022	\$1,695,388	\$3,994,962
FFY 2023*	\$2,253,463	\$4,381,890
FFY2024*	\$2,253,463	\$4,466,000
FFY 2025*	\$2,253,463	\$4,553,000
FFY2026*	\$2,253,463	\$4,641,000
TOTAL	\$31,909,976	\$80,187,326

* Includes funds based on targeted funding levels.

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

MPO ILOQ Federal Aid – Surface Transportation Block Grant (STBG) Program					
Federal Fiscal Year	2022	2023	2024	2025	2026
STBG Target		\$2,253,463	\$2,253,463	\$2,253,463	\$2,253,463
Total Available for Programming		\$4,753,871	\$3,745,081	\$4,986,195	\$3,431,074
HIP-CRRSAA		\$377,782	\$0	\$0	\$0
Total STBG Programmed		\$3,640,035	\$1,012,349	\$3,808,584	\$0
STBG Balance	\$2,500,408	\$1,491,618	\$2,732,732	\$1,177,611	\$3,431,047

*Revised to reflect June 29 Transportation Policy Committee clarification on increased targets for STBG funds.

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

MPO IAQC Federal Aid - Surface Transportation Block Grant (STBG) Program					
Federal Fiscal Year	2022	2023	2024	2025	2026
STBG Target		\$4,381,890	\$4,466,000	\$4,553,000	\$4,641,000
Total Available for Programming		\$9,790,687	\$6,997,299	\$5,298,205	\$5,116,238
Total STBG Programmed		\$7,259,388	\$6,252,094	\$4,822,967	\$0
STBG Balance	\$5,408,797	\$2,531,299	\$745,205	\$475,238	\$5,116,238

*Revised to reflect June 29 Transportation Policy Committee clarification on increased targets for STBG funds.

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

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

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

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

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

Transportation Alternatives Program Set-Aside (TASA)

Under IIJA, this program is a set-aside from the STBG program. The TASA program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Set-Aside Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. An evaluation process, adopted by the Transportation Policy Committee, allows for the ranking of each project based on 14 categories. A TASA ranking sheet is included in the

Appendix B. Solicitation for TASA projects was conducted in fall 2021 resulting in funds being programmed through 2025. Iowa TASA funds were revised to reflect IIJA increases, but a target was not available at the time of adoption for Illinois TASA. Projected TASA funding for the MPO is detailed in Table 2.5. Iowa and Illinois also have statewide competitive funds for enhancement/alternatives projects with statewide significance. Table 2.6 lists the enhancement/alternatives programs funds programmed to date.

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

MPO IL QC Federal Aid – Transportation Alternatives Set-Aside Program					
Federal Fiscal Year	2022	2023	2024	2025	2026
TASA Target*		\$151,043	\$151,043	\$151,043	\$151,043
Total Available for Programming		\$182,587	\$333,630	\$225,498	\$376,541
Total TASA Programmed		\$0	\$259,175	\$0	\$0
TASA Balance	\$31,544	\$182,587	\$74,455	\$225,498	\$376,541

MPO IA QC Federal Aid – Transportation Alternatives Set-Aside Program					
Federal Fiscal Year	2022	2023	2024	2025	2026
TASA Target		\$415,687	\$425,000	\$434,000	\$443,000
Total Available for Programming		\$853,042	\$567,598	\$447,248	\$890,248
Total TASA Programmed		\$710,444	\$554,350	\$0	\$0
TASA Balance**	\$437,355	\$142,598	\$13,248	\$447,248	\$890,248

* Illinois TASA Target does not reflect increases of the Infrastructure and Investment Act (IIJA). Following approval of the document, an FFY2022 TASA Target reflected IIJA dollars will be \$296,143, and will be revised as part of a call for project later in FFY2023.

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

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

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

Iowa Bridge Program

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

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

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

Illinois Bridge Program

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

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

Iowa Department of Transportation's Programming Process

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program, both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance, and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right-of-way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

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

Transportation Improvements

**Iowa DOT Five Year Program Funding
(\$ millions)**

Revenues	2023	2024	2025	2026
Primary Road Fund	\$747.30	\$753.10	\$758.00	\$764.90
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$487.80	\$496.10	\$504.70	\$513.40
Total	\$1,395.10	\$1,409.20	\$1,422.70	\$1,438.30
Statewide Allocations				
Operations & Maintenance	\$367.90	\$379.60	\$391.90	\$404.20
Miscellaneous Programs	\$46.30	\$47.10	\$47.80	\$48.30
Consultant Services	\$76.00	\$76.00	\$76.00	\$76.00
Statewide Operations	\$9.00	\$9.00	\$9.00	\$9.00
Contract Maintenance	\$36.40	\$36.90	\$37.40	\$37.90
Railroad Crossing Protection	\$5.00	\$5.00	\$5.00	\$5.00
Total	\$540.60	\$553.60	\$567.10	\$580.40
Funds Available For ROW/Construction	\$854.50	\$855.60	\$855.60	\$857.90

Operations and Maintenance:

The average annual operations and maintenance expenditure dollars and forecasted revenue for roadways and bridges on the federal-aid system in the Iowa Quad Cities are identified in Table 2.7. An annual increase of 4% is used for the purposes of forecasting. This figure does not include operations and maintenance of airports, rails, ports, and trails, which vary and are difficult to track. Also included in Table 2.7 are the annual operations and maintenance efforts of the three Quad Cities Area fixed-route transit systems based on the FFY2023-2026 Annual Element pages.

TABLE 2.7
FORECASTED OPERATIONS & MAINTENANCE TOTAL EXPENDITURE DOLLARS

QUAD CITIES URBANIZED AREA – FEDERAL AID SYSTEM (IOWA ONLY)				
	2023	2024	2025	2026
City Operations	\$4,522,497	\$4,703,397	\$4,891,533	\$5,087,194
City Maintenance	\$814,941	\$847,539	\$881,440	\$916,698
IA DOT's O&M Estimates	\$4,021,190	\$4,149,072	\$4,283,512	\$4,417,953
TOTAL OPERATIONS & MAINTENANCE	\$9,359,629	\$9,700,008	\$10,056,486	\$10,421,846

Source: IA DOT: "2021 City Operations & Maintenance Report"; "2021 City Street Finance Report"

QUAD CITIES URBANIZED AREA – TRANSIT (IOWA and ILLINOIS)				
	2023	2024	2025	2026
Transit Operations*	\$26,098,910	\$35,619,456	\$35,645,540	\$35,645,540
Transit Maintenance	\$1,754,820	\$1,760,590	\$1,766,532	\$1,766,532
TOTAL OPERATIONS & MAINTENANCE	\$27,853,730	\$37,380,046	\$37,412,072	\$37,412,072

Source: Bettendorf Transit, Davenport CitiBus and MetroLINK

*CitiBus combines maintenance with operations.

FORECASTED NON-FEDERAL AID REVENUES (IOWA ONLY)				
	2023	2024	2025	2026
City Street Fund	\$127,628,103	\$132,733,228	\$138,042,557	\$143,564,259

Source: IA DOT: "2021 City Street Finance Report-City Street Receipts"

Transit Programs

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

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

Transportation Improvements

- Job access and reverse commute activities now eligible
 - Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program. This includes operating assistance with a 50 percent local match for job access and reverse commute activities.
- Expanded eligibility for operating expenses for systems with 100 or fewer buses
 - MAP-21 expanded eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their **“attributable share” of funding for operating expenses.**
- State of Good Repair Grants (5337) - The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Matching requirements: 80% Federal and 20% Local
- Bus and Bus Facilities Program (5339) – Distributed as discretionary funding for capital investments. Section 5339, replaces the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Matching requirements: 80% Federal and 20% Local
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Distributed by state for capital transit services to support purchase of vehicles to provide transportation services for persons who are elderly or with disabilities. Its purpose is to provide increased mobility for elderly persons and persons with disabilities. Matching requirements: 80% Federal and 20% State or Local
- Rural or Non-Urbanized Area Formula Program (5311) – Distributed to non-urbanized or rural areas administered by the state for operating, capital replacement, expansion, and planning of transit services. Matching requirements: 50% Federal and 50% Local for operating expenses, and 80% Federal and 20% Local for capital expenses
- Coronavirus Aid, Relief, and Economic Security (CARES) Act - The CARES Act was signed into law in late March 2020 to provide emergency assistance and healthcare response for individuals, families, and businesses affected by the COVID-19 pandemic and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic. FTA is allocating \$25 billion to recipients of urbanized area and rural area formula funds (5307 in our case). Locally, the three fixed route systems will receive approximately \$13 million that can be used for administrative or capital costs.

TABLE 2.8
QUAD CITIES FEDERAL TRANSIT ADMINISTRATION FUNDING, FFY 2022

TRANSIT SYSTEM	TOTAL 5307 FUND ALLOCATION FOR CAPITAL PROJECTS FY 2022
Bettendorf Transit	\$502,573
Davenport CitiBus	\$1,751,431
MetroLINK	\$3,628,950
TOTAL – Quad Cities Urbanized Area	\$5,882,954

TRANSIT SYSTEM	TOTAL 5310 FUND ALLOCATION FY 2022
Bettendorf Transit	\$50,609
Davenport Citibus	\$151,877
MetroLINK	\$194,337
TOTAL – Quad Cities Urbanized Area	\$396,823

TRANSIT SYSTEM	TOTAL 5339 FUNDS ALLOCATION FY 2022
Bettendorf Transit	\$43,454
Davenport Citibus	\$148,809
MetroLINK	\$299,447
TOTAL – Quad Cities Urbanized Area	\$491,710

TRANSIT SYSTEM	TOTAL 5337 FUNDS ALLOCATION FY 2022
Bettendorf Transit	\$0
Davenport Citibus	\$0
MetroLINK	\$271,271
TOTAL – Quad Cities Urbanized Area	\$271,271

As part of federal requirement outlined in the Infrastructure Investment and Jobs Act (IIJA), a minimum of 1% (\$58,830 in FFY 2022) of 5307 funding must be expended on transit amenity projects. This percentage is derived from the total funding received in the Davenport, IA/IL Urbanized Area and is not an individual system requirement. In the FFY 2023 annual element, \$144,000 is programmed toward these types of projects. This amount is sufficient to fulfill the minimum requirement. Additionally, no more than 10% (\$588,295 in ADA) of 5307 funds may be spent to offset paratransit expenses. In the region, each of the systems may spend up to 10% of their suballocation toward ADA paratransit services unless an informal intersystem agreement is made for an individual system to exceed its percentage. In the FFY 2023 annual element, \$196,318 is programmed in compliance with this cap.

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state's public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the funding chapter of the **Transit Manager's Handbook**. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Air Quality Programs

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

SECTION 3
FFY 2023-2026 ANNUAL ELEMENTS

3. FFY 2023-2026 ANNUAL ELEMENTS

The following tables identify the four annual elements of the FFY 2023-2026 Transportation Improvement Program. A final version of FFY 2022 Annual Element is included as a reference. The elements include both roadway and transit improvements by jurisdiction. Roadway and trail projects are identified by a project number, location, and description. All funding estimates are based on anticipated state, federal, and local sources in year of expenditure dollars as provided by the state or local jurisdiction. In addition, a plan justification is given identifying whether the project is maintenance (MAINT), Congestion Management Process (CMP), Long Range Transportation Plan (LRTP), or Other. It should be noted that maintenance projects are considered part of the long range transportation plan, although individual projects are not listed. The *Connect QC 2050: Quad Cities Long Range Transportation Plan* emphasized the importance of system preservation with nearly 57% of the programmed FFY2023 going toward maintenance projects. With the completion of the construction of the new I-74 Bridge, the funding spent toward long range plan expansion projects is proportionately lower than in recent years. Approximately 29% of the FFY 23 funds are related to expansion projects.

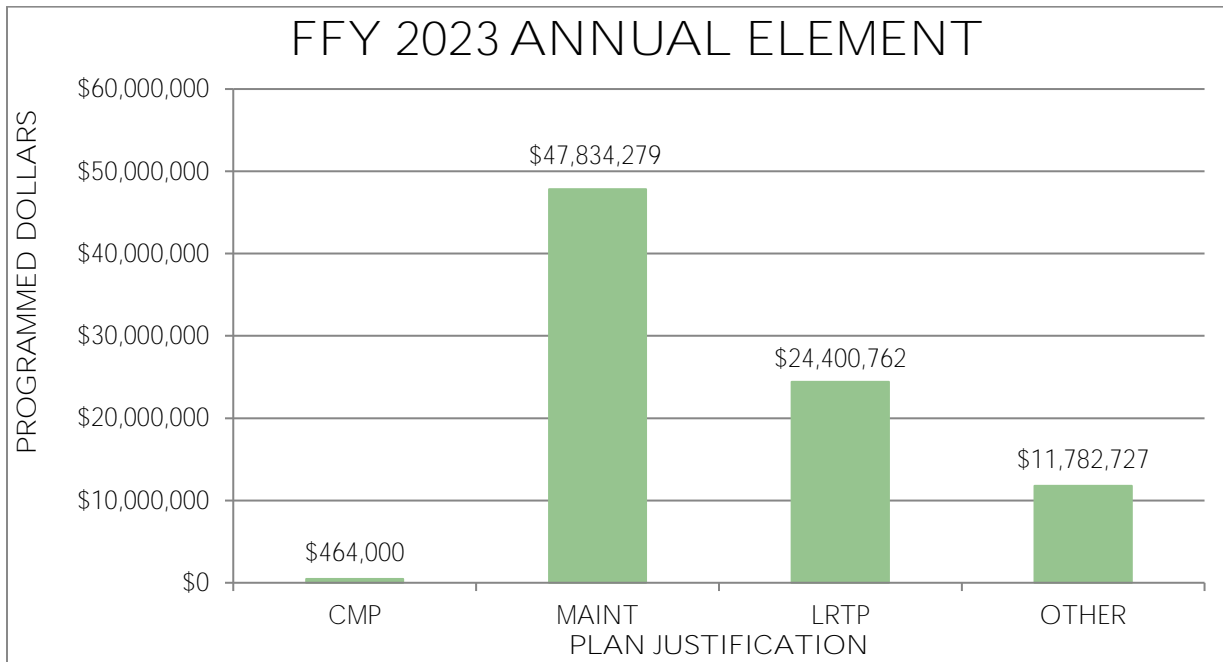
Transit projects are identified by project number, description, and project type (operating, capital, or planning). Although no reference to the long range plan is noted, all projects listed that use federal or state funds must be listed in the long range plan.

Preceding the annual elements, Table 3.1 summarizes FFY 2023 projects by federal, state, or local sources and by which justification category they belong. Tables 3.2, 3.3, and 3.4 summarize funding in the elements by type and source. These tables are followed by a series of maps with FFY 2023 project locations, a project location key, and an explanation of codes used in the annual elements. Also included is a map (3.4) which shows all projects listed in the annual elements.

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

TABLE 3.1
ROADWAY PROJECT FUNDING SUMMARY BY PLAN JUSTIFICATION
FFY 2023 ANNUAL ELEMENT

PLAN JUSTIFICATION	TOTAL	FEDERAL	STATE	LOCAL
Congestion Management Process (CMP)	\$464,000	\$418,000	\$46,000	\$0
Maintenance (MAINT)	\$47,834,279	\$37,943,701	\$5,767,800	\$4,122,778
Long Range Plan (LRP), Expansion Projects	\$24,400,762	\$11,652,545	\$236,000	\$12,512,217
Other	\$11,782,709	\$8,971,530	\$874,000	\$1,937,197
Total Quad Cities	\$84,481,750	\$58,985,776	\$6,923,800	\$18,572,192



Note: Totals are for projects listed in the FFY-2023 Roadway Element only. Transit Projects are not included. Unmet Needs Projects are not included.

TABLE 3.2
ROADWAY PROJECT FUNDING SUMMARY BY JURISDICTION:
FFY 2023 ANNUAL ELEMENT

	TOTAL COST	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
State of Illinois	\$30,413,000	\$22,196,000	\$3,937,000	\$0
Village of Coal Valley	\$1,074,044	\$859,235	\$0	\$214,809
City of Moline	\$5,265,239	\$3,547,685	\$0	\$1,717,554
City of Rock Island	\$9,800,000	\$3,440,000	\$0	\$6,360,000
Total Illinois	\$46,552,283	\$30,042,920	\$3,937,000	\$8,292,363
State of Iowa	\$11,885,000	\$8,935,200	\$2,949,800	\$0
City of Bettendorf	\$11,730,327	\$5,681,000	\$0	\$6,049,327
City of Davenport	\$9,728,698	\$7,782,158	\$0	\$1,946,540
City of Eldridge	\$356,000	\$284,800	\$0	\$71,200
City of Princeton	\$234,593	\$187,674	\$0	\$46,919
Total Iowa	\$33,934,618	\$22,870,832	\$2,949,800	\$8,113,986
Quad City Area-Wide Projects	\$637,320	\$481,856	\$0	\$155,464
Total Quad Cities	\$81,124,221	\$53,395,608	\$6,886,800	\$16,561,813

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

TABLE 3.3
 FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 SUMMARY OF PROGRAMMED FEDERAL FUNDS

Area/Source	FFY-2023		FFY-2024		FFY-2025		FFY-2026*	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
ILLINOIS								
Illinois Transportation Enhancement Program (ITEP)	\$3,298,567	\$1,974,350	\$0	\$0	\$0	\$0	\$0	\$0
Hazard & Safety Improvements Program (HSIP)	\$4,077,000	\$3,669,000	\$4,182,000	\$3,764,000	\$4,182,000	\$3,764,000	\$0	\$0
National Highway Performance Program (NHPP)	\$19,425,000	\$14,280,000	\$29,600,000	\$18,140,000	\$0	\$0	\$0	\$0
Surface Transportation Block Grant Program (STBG)	\$6,550,044	\$5,240,035	\$1,265,436	\$885,805	\$4,760,730	\$3,332,511	\$0	\$0
Transportation Alternatives Set Aside (TASA)	\$790,672	\$632,535	\$0	\$0	\$429,525	\$343,620	\$0	\$0
Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RR-Protect	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RR-Hazard	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program (STP)	\$5,311,000	\$4,247,000	\$17,000,000	\$13,600,000	\$0	\$0	\$0	\$0
STP-Urban	\$1,000,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$600,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0
Section 5307	\$5,997,304	\$5,167,843	\$1,704,500	\$1,363,600	\$1,900,000	\$1,520,000	\$1,900,000	\$1,520,000
Section 5310	\$424,000	\$339,200	\$300,000	\$240,000	\$434,000	\$347,200	\$65,000	\$52,000
Section 5339	\$9,214,148	\$4,840,000	\$155,304	\$124,243	\$25,000	\$20,000	\$25,000	\$20,000
Lo-No Emmissions/DERA	\$19,212,500	\$19,212,500	\$750,000	\$600,000	\$2,700,000	\$2,160,000	\$2,700,000	\$2,160,000
TOTAL ILLINOIS	\$75,900,235	\$60,882,463	\$54,957,240	\$38,717,648	\$14,431,255	\$11,487,331	\$4,690,000	\$3,752,000
IOWA								
City/County Bridge Program - STBG-HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Iowa Clean Air Attainment Program (ICAAP)	\$625,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
Hazard & Safety Improvements Program (HSIP)	\$1,000,000	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0
STBG - Surface Transportation Block Grant Program	\$20,950,485	\$16,147,266	\$8,336,125	\$5,835,288	\$6,430,622	\$3,462,121	\$0	\$0

Table 3.3 (continued)

Area/Source	FFY-2023		FFY-2024		FFY-2025		FFY-2026*	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
National Highway Performance Program (NHPP)	\$6,749,000	\$8,035,200	\$1,867,000	\$1,493,600	\$58,458,000	\$49,769,500	\$50,000,000	\$45,009,000
Transportation Alternatives Set Aside (TASA)	\$1,245,056	\$995,244	\$692,937	\$554,350	\$0	\$0	\$0	\$0
Discretionary Funds	\$0	\$0	\$870,000	\$600,000	\$0	\$0	\$0	\$0
Section 5307	\$7,479,731	\$3,968,331	\$7,465,514	\$3,738,960	\$6,296,792	\$3,360,434	\$7,229,841	\$3,516,532
Section 5310	\$1,065,159	\$202,127	\$1,067,114	\$203,691	\$1,069,128	\$205,302	\$1,071,201	\$206,961
Section 5339	\$150,000	\$120,000	\$1,866,480	\$1,493,184	\$0	\$0	\$1,400,000	\$1,120,000
TOTAL IOWA	\$39,264,430	\$30,868,168	\$22,165,170	\$13,919,073	\$72,254,542	\$56,797,357	\$59,701,042	\$49,852,493
AREA-WIDE PROJECTS								
Planning Funds (PL) (Illinois and Iowa Combined)	\$1,048,704	\$838,963	\$1,048,704	\$838,963	\$1,048,704	\$838,963	\$1,048,704	\$838,963
Section 5303/5305d	\$94,083	\$75,266	\$94,083	\$75,266	\$94,083	\$75,266	\$94,083	\$75,266
TOTAL AREA-WIDE PROJECTS	\$1,142,787	\$914,229	\$1,142,787	\$914,229	\$1,142,787	\$914,229	\$1,142,787	\$914,229

Refer to Annual Element pages for details.

*Illinois DOT Five-Year Program was not released as of the adoption of the TIP by the Policy Committee.

TABLE 3.4
FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM SUMMARY OF PROGRAM FUNDING – TRANSIT

	Total Cost	Federal Share	State Share	Total Cost	Federal Share	State Share	Total Cost	Federal Share	State Share
FFY-2023 ELEMENT									
City of Bettendorf	\$1,102,080	\$425,164	\$248,263	\$215,372	\$172,298	\$0	\$34,969	\$27,976	\$0
City of Davenport	\$6,190,000	\$2,625,000	\$460,000	\$1,300,000	\$1,040,000	\$0	\$0	\$0	\$0
MetroLINK	\$19,504,778	\$0	\$12,678,106	\$39,847,952	\$29,559,543	\$6,294,800	\$0	\$0	\$0
Quad Cities Total	\$26,796,858	\$3,050,164	\$13,386,369	\$41,363,324	\$30,771,841	\$6,294,800	\$34,969	\$27,976	\$0
FFY-2024 ELEMENT									
City of Bettendorf	\$1,135,788	\$230,096	\$255,711	\$966,581	\$418,740	\$0	\$36,018	\$28,815	\$0
City of Davenport	\$6,190,000	\$2,625,000	\$460,000	\$800,000	\$640,000	\$0	\$0	\$0	\$0
MetroLINK	\$19,504,778	\$0	\$12,678,106	\$2,947,304	\$2,357,843	\$60,000	\$0	\$0	\$0
Quad Cities Total	\$26,830,566	\$2,855,096	\$13,393,817	\$4,713,885	\$3,416,583	\$60,000	\$36,018	\$28,815	\$0
FFY-2025 ELEMENT									
City of Bettendorf	\$1,170,527	\$236,998	\$263,382	\$223,078	\$178,463	\$0	\$37,099	\$29,679	\$0
City of Davenport	\$6,190,000	\$2,625,000	\$460,000	\$800,000	\$640,000	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$5,059,000	\$4,047,200	\$86,800	\$0	\$0	\$0
Quad Cities Total	\$36,360,527	\$2,861,998	\$19,573,382	\$6,082,078	\$4,865,663	\$86,800	\$37,099	\$29,679	\$0
FFY-2026 ELEMENT									
City of Bettendorf	\$1,205,643	\$244,108	\$271,582	\$229,770	\$183,816	\$0	\$38,212	\$30,569	\$0
City of Davenport	\$6,190,000	\$2,625,000	\$460,000	\$2,200,000	\$1,760,000	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$4,690,000	\$3,752,000	\$13,000	\$0	\$0	\$0
Quad Cities Total	\$36,395,643	\$2,869,108	\$19,581,582	\$7,119,770	\$5,695,816	\$13,000	\$38,212	\$30,569	\$0

Refer to Annual Element pages for details.

Project Location Maps

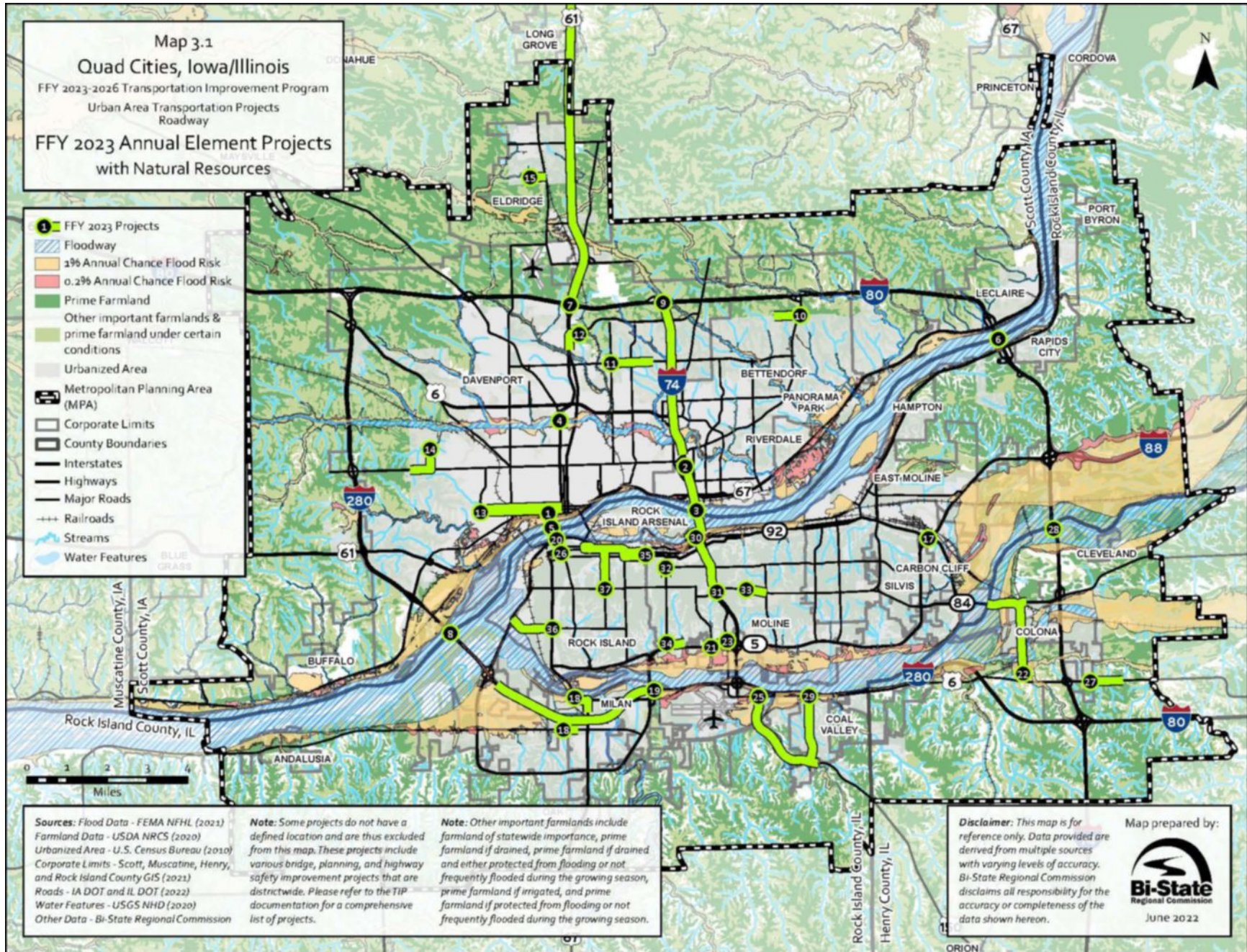
The following maps are included in this document to provide a visual representation of the distribution of programmed projects for FFY 2023. The distribution of project locations is shown on three different maps (Maps 3.1, 3.2, and 3.3). The information represented on these maps is intended to aid in the evaluation of project proximity and distribution with regards to several factors. Map 3.1 demonstrates **the location of the region's natural resources**: Prime and other important farmland, streams and rivers, and floodplain boundaries. **Map 3.2 display's information regarding environmental justice** considerations such as: density of impoverished populations and air monitoring locations. Finally, Map 3.3 presents the location of programmed projects in relation to historical and cultural resources such as schools, historic locations, and parks and recreational areas.

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

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

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

MAP 3.1



Map 3.1
Quad Cities, Iowa/Illinois
 FFY 2023-2026 Transportation Improvement Program
 Urban Area Transportation Projects
 Roadway
**FFY 2023 Annual Element Projects
 with Natural Resources**

- FFY 2023 Projects
- Floodway
- 1% Annual Chance Flood Risk
- 0.2% Annual Chance Flood Risk
- Prime Farmland
- Other important farmlands & prime farmland under certain conditions
- Urbanized Area
- Metropolitan Planning Area (MPA)
- Corporate Limits
- County Boundaries
- Interstates
- Highways
- Major Roads
- Railroads
- ~ Streams
- ~ Water Features

Sources: Flood Data - FEMA NFHL (2021)
 Farmland Data - USDA NRC (2020)
 Urbanized Area - U.S. Census Bureau (2010)
 Corporate Limits - Scott, Muscatine, Henry, and Rock Island County GIS (2021)
 Roads - IA DOT and IL DOT (2022)
 Water Features - USGS NHD (2020)
 Other Data - Bi-State Regional Commission

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

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

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

Map prepared by:

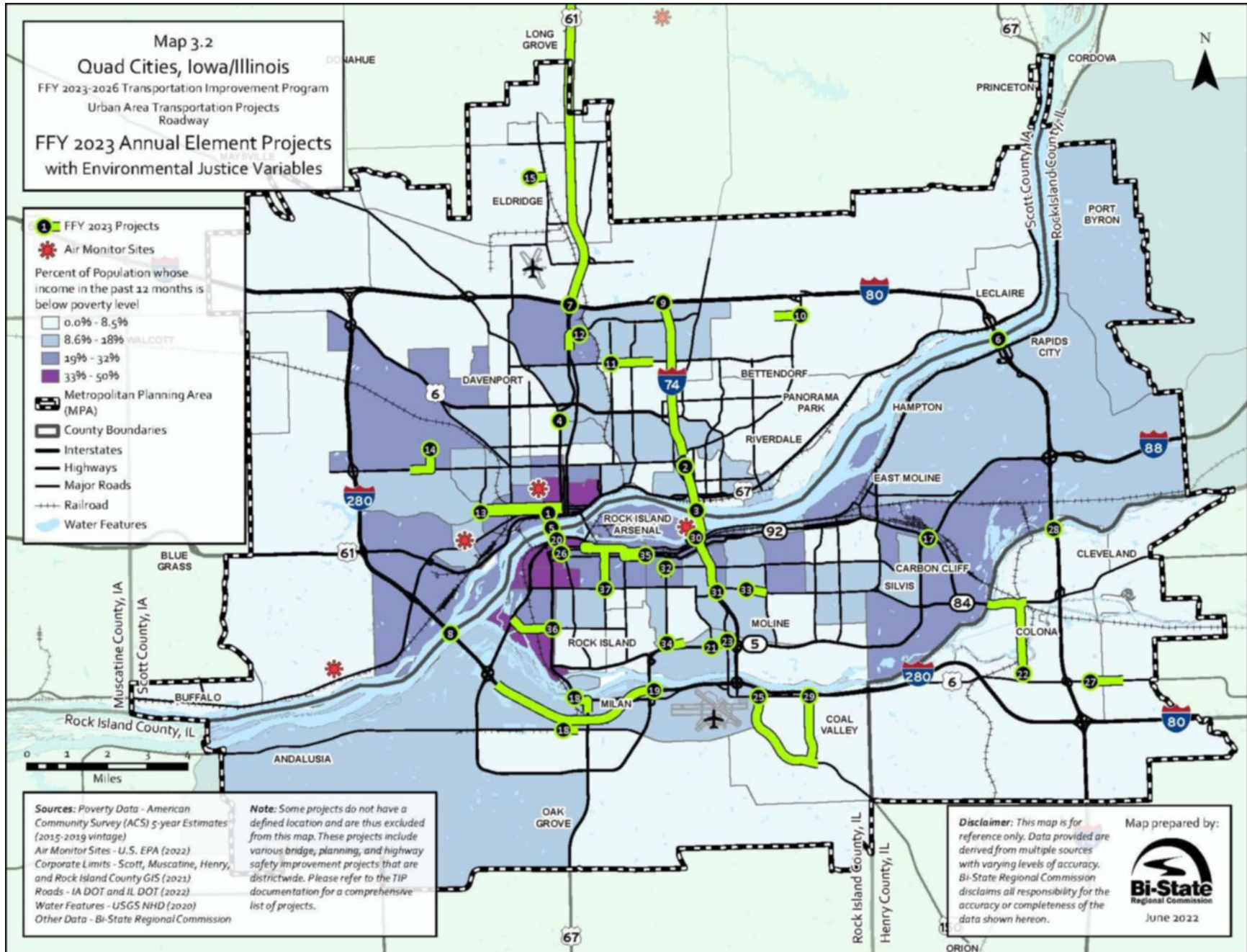
 June 2022

MAP KEY – FFY 2023 PROJECTS

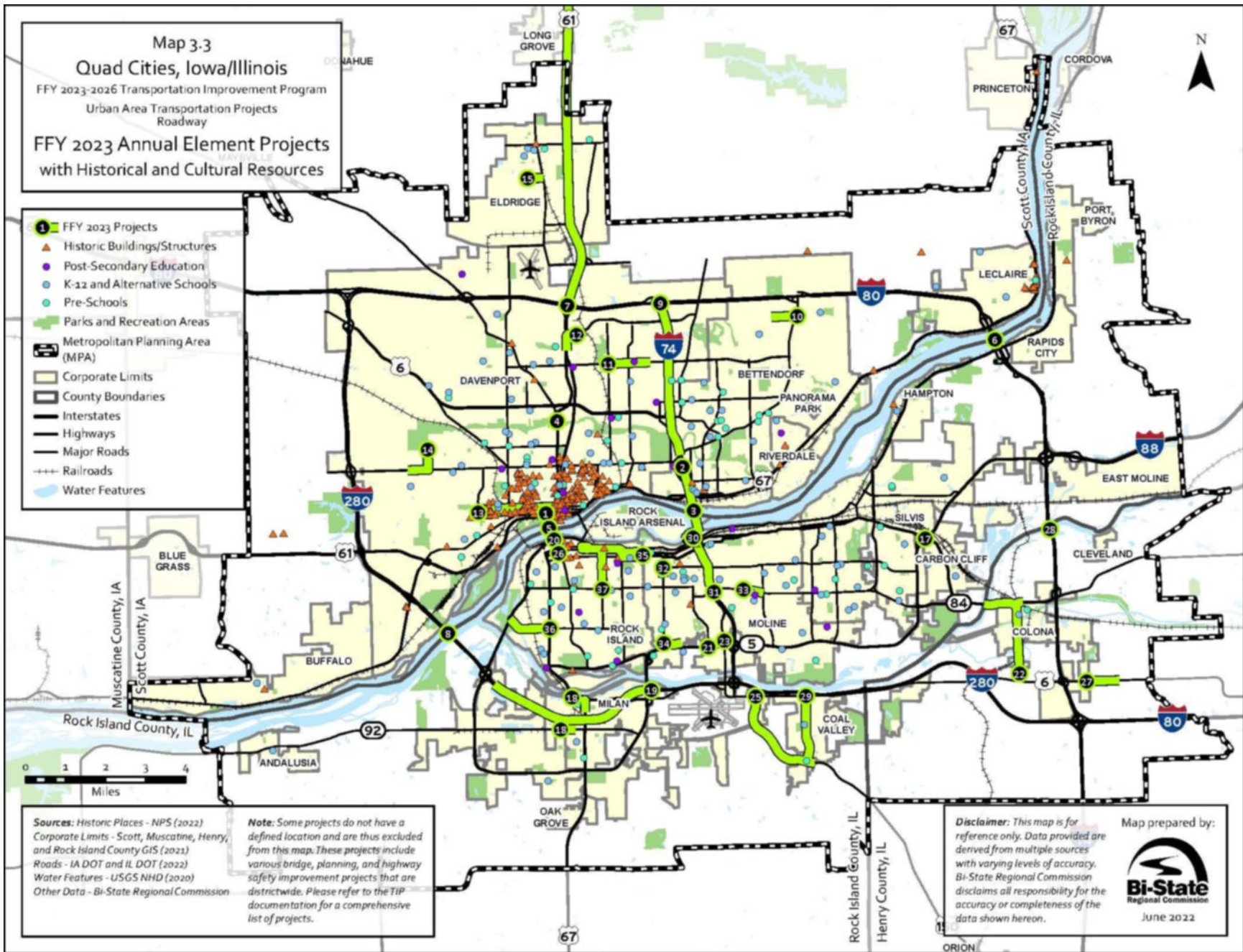
KEY NUMBER	PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	STATE # (IA TPMS #)
STATE OF IOWA - IA					
1	IA-20-15	US 67	Mississippi River in Davenport	Bridge Painting	38024
2	IA-22-08	I-74	In Bettendorf and Davenport (Central Section)	Bridge Replacement, Bridge Removal, Landscaping	38155
3	IA-23-01	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	38129
4	IA-23-02	IA 461	Duck Creek 0.4 Miles S of US 6 in Davenport (NB)	Bridge Replacement	39347
5	IA-23-04	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	38023
6	IA-23-05	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	38131
7	IA-23-07	US 61	N of I-80 to 0.3 Miles S of Wapsipinicon	Culvert Replacement, Right of Way	39349
8	IA-23-08	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	38135
9	IA-23-09	I-74	I-80 to Middle Road	Safety Improvements	52685
CITY OF BETTENDORF - BE					
10	BE-21-01	Forest Grove Dr. & Middle Rd	International Dr to east of Middle Rd on Forest Grove Dr and north of Competition Dr to south of Forest Grove Dr on Middle Rd	Reconstruction	36969
CITY OF DAVENPORT - DA					
11	DA-20-01	53rd St	Eastern Ave - Elmore Circle	Reconstruction	38564
12	DA-21-01	Brady St. and Veteran's Memorial Pkwy.	From 59th St to Existing Path on VMP	Shared-Use Trail Construction	36970
13	DA-23-01	3rd & 4th St	Telegraph Rd to Harrison St	Resurfacing	39481
14	DA-23-02	Locust	Duck Creek Trail at Emeis Park to Wisconsin Ave	10' Multi-Use Trail	39482
CITY OF ELDRIDGE - EL					
15	EL-22-01	Townsend Farms	S 5th St to S 1st St	Multi-use Path	39480
CITY OF PRINCETON - PR					
16	PR-23-01	US 67	PE I & II	Preliminary Engineering for Separated Trail along US 67	50894
STATE OF ILLINOIS - IL					
17	IL-22-05	IL 5 / IL 84 / IL 92	IL 84/IL 92 Interchange in Silvis & Carbon Cliff	Lighting	
18	IL-22-07	Districtwide	US 67: Big Island Rd to W 5th Ave in Milan; Andalusia Rd: W 8-1/2 St to W 4th St in Milan	ADA Improvements	

KEY NUMBER	PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	STATE # (IA TPMS #)
19	IL-23-01	I-280	E of IL 92 to 0.1 mi E of Milan Beltway	Resurfacing	
20	IL-23-04	US 67	IL 92, RR & Mississippi River in Rock Island	Bridge Preservation, Painting	
21	IL-23-05	IL 5	E of 16th St to 0.3 mi E of I-74 in Moline	Resurfacing/Bridge Repair	
22	IL-23-06	IL 84	IL 84: Rock River at Rock Island Co Line to 0.2 mi N of US 6 & Cleveland Rd: IL 84 to 0.2 mi E	Reconstruction/Land Acquisition	
23	IL-23-07	27th St	27th St: Stream 0.2 mi N of John Deere Rd & 39th Ave: W edge of 27th St in Moline	Culvert Replacement	
24	IL-23-08	Various	Districtwide	Highway Safety Improvement Program Projects	
25	IL-23-09	US 150	US 6 to E of E 3rd St in Coal Valley	Resurfacing	
26	IL-23-10	US 67	2nd Ave to 5th Ave in Rock Island	ADA Improvements	
27	IL-23-11	US 6	0.3 mi W to 0.5 mi E of Osco Rd	Intersection	
28	IL-24-03	I-80	Rock River	Bridge Deck Replacement (PE)	
CITY OF COAL VALLEY - CV					
29	CV-23-01	1st St	Coal Valley	Resurfacing	
CITY OF MOLINE - MO					
30	MO-16-04	Mississippi River Trail/ 19th St	17th Street to W of ROW line for new I-74 Bridge; then S. connecting to existing trail/ AoC to MRT	Trail Construction	
31	MO-21-02	19th St		Trail Construction	
32	MO-23-01	7th St	12th - 16th Avenues	Resurfacing	
33	MO-23-02	Ave of the Cities	34th - 41st Streets	Resurfacing	
34	MO-23-03	36th Ave	7th - 13th Streets	Bike Trail	
CITY OF ROCK ISLAND - RI					
35	RI-18-01	IL92 - East Section	24th Street to Moline	Relocating IL92 from 7th Ave	
36	RI-21-01	31st Avenue	RI Pkwy to 11th St.	Resurfacing	
37	RI-23-01	30th St	5th Ave to 18th Ave	Resurfacing	
BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)					
38	TP-22-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	IA Share: 16066

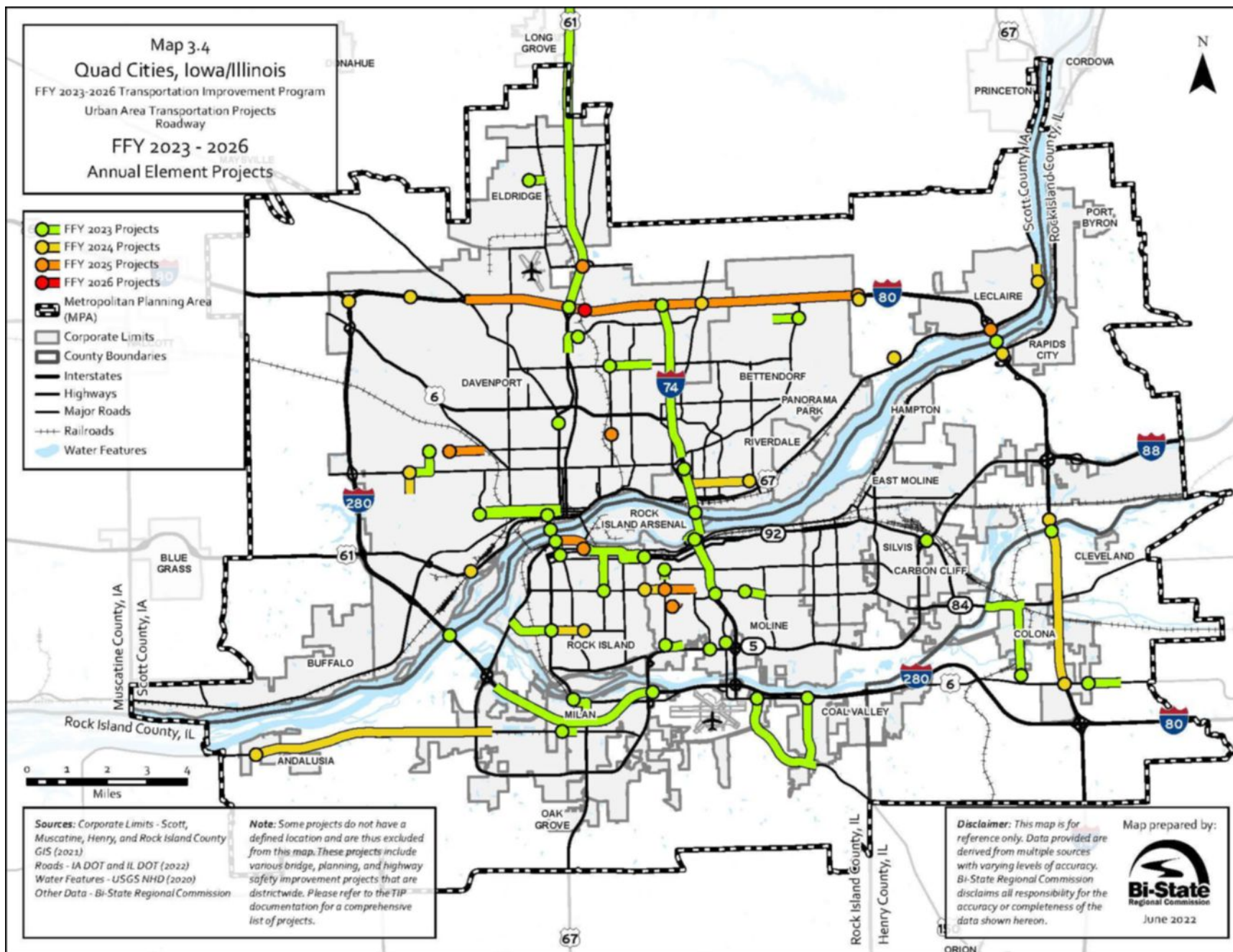
MAP 3.2



MAP 3.3



MAP 3.4



CODE EXPLANATION

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

Plan Justification

LRP30	Project identified in 2021 - 2030 Priority of 2050 Long-Range Plan
LRP50	Project identified in 2031 - 2050 Priority of 2050 Long-Range Plan
MAINT	Projects designed to prolong the life of the existing roadway (system preservation) without expanding capacity
OTHER	Other
CMP	Transportation projects that improve the operating efficiency of the existing transportation system

Federal, State and Local Funding Sources

C-STEP	County-State Traffic Engineering Program
CBBB	Corridor & Borders Bridge Discretionary
CBP	City Bridge Program
CMAQ	Congestion Mitigation and Air Quality Program
SWAP-CMAQ	CMAQ to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
CON	County - General
CTY	City – General
DEMO	Demonstration Funding
ENH	Enhancement Funds
ENH-set	Enhancement Funds – set
FAU	Federal Aid - Urban
FBD	Ferry Boat Discretionary
FEMA	Federal Emergency Management Agency
FM	Farm To Market
FTA	Federal Transit Administration
GF	General Fund
GOB	General Obligation Bonds
HBP	Highway Bridge Program
SWAP-HBP	HBP to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
HSIP	Highway Safety Improvement Program
SWAP-HSIP	HSIP to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
IA	Iowa
ICAAP	Iowa Clean Air Attainment Program
IL	Illinois
IM	Interstate Maintenance
ITEP	Illinois Transportation Enhancement Program
JARC	Job Access and Reverse Commute Program
LOC	Local - General
MFT	Motor Fuel Tax
NATL. CORR	Natural Corridor Planning and Development
NHPP	National Highway Performance Program
NHS	National Highway System
P & D	Planning and Development
PL	Planning

Federal, State and Local Funding Sources continued

PRF	State Primary Road Fund
PRV	Private Interest
RCP	Railroad-Highway Grade Crossing Program
RISE	Revitalize Iowa's Sound Economy Program
RR	Railroad
RR-safety	Railroad Safety
RUT	Road Use Tax
SA	Special Assessment
SEC 5303	Federal Transit Administration Planning Funds
SEC 5307	Federal Transit Administration Operational/Capital Funds
SEC 5309	Federal Transit Administration Discretionary Funds
SEC 5310	Federal Transit Administration Paratransit Funds
SEC 5316	Job Access and Reverse Commute (JARC)
SEC 5317	New Freedoms
SIB	State Infrastructure Bank
SRTS	Safe Routes to School
SRT	State Recreational Trails Program
STA	State Assistance
STIM	American Recovery & Reinvestment Act Stimulus Funds
STP	Surface Transportation Program
STBG	Surface Transportation Block Grant Program
SWAP-STBG	STBG to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
TASA	Transportation Alternatives Set-Aside Program
TIF	Tax Increment Financing
TSP	Traffic Safety Program
U-STEP	Urban-State Traffic Engineering Program

STATUS OF FFY 2022
ANNUAL ELEMENT

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES	STATUS
STATE OF IOWA - IA														
IA-21-19	US6	0.1 MI E of IA 461 to W of Elmore Ave in Davenport	Culvert Replacement	MAINT	\$186,000	\$0		\$186,000	PRF			45278		Underway
IA-22-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$25,000	\$0		\$25,000	PRF	\$0		38023		Complete
IA-22-02	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131		Complete
IA-22-05	US 6	I-280 Interchange in Davenport	Bridge Rehab	MAINT	\$1,274,000	\$1,019,200	NHPP	\$254,800	PRF	\$0		38020		Underway
IA-22-06	IA 22	Dodge Creek 1.1 MI S of Co Rd Y48	Bridge Deck Overlay	MAINT	\$415,000	\$0		\$415,000	PRF	\$0		38021		Underway
IA-22-07	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$50,000	\$0		\$50,000	PRF	\$0		38129		Complete
IA-22-08	I-74	In Bettendorf and Davenport (Central Section)	Bridge Replacement, Bridge Removal, Landscaping	L RTP	\$56,214,000	\$47,781,900	NHPP	\$8,432,100	PRF			38155		Underway
IA-22-09	US 67	Mississippi River in Davenport (State Share)	Bridge Rehabilitation	MAINT	\$1,000,000	\$800,000	STBG	\$200,000	PRF	\$0		39350		Illinois Lead
IA-22-10	I-74	N of I-80 to 0.6 MI S of US 6/Kimberly Rd Interchange	Pavement Rehab	MAINT	\$3,720,000	\$3,348,000	NHPP	\$372,000	PRF	\$0		45421		Underway
IA-22-11	US 67	From 8th St to Ewing St in LeClaire	Pavement Rehab	MAINT	\$510,000	\$0		\$510,000	PRF	\$0		48526		Underway
IA-22-12	IA 461	In Davenport, from 59th St to S of I-80	Pavement Rehab	MAINT	\$700,000	\$0		\$700,000	PRF			48528		Underway
IA-22-13	US 67	In Davenport, S of Mound St	Pave	MAINT	\$600,000	\$0		\$600,000	PRF			48557		Underway
IA-22-14	Mississippi River	Lower Pool of Lock & Dam 14, near River Mile 491.9	Mooring Cell Construction	OTHER	\$2,000,000	\$1,600,000	NHFP	\$400,000	SIB			49735		USACOE Managed
IA-22-15	US 61	Ramps at Mt. Joy and Long Grove Interchanges	Pavement Rehab	MAINT	\$3,200,400	\$256,320	NHPP	\$640,080	PRF			50931		Let in June
Total					\$69,994,400	\$54,805,420		\$12,884,980		\$0				

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT

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CITY OF BETTENDORF - BE														
BE-21-01	Forest Grove Dr. & Middle Rd	International Dr to east of Middle Rd on Forest Grove Dr and north of Competition Dr to south of Forest Grove Dr on Middle Rd	Reconstruction	L RTP45	\$11,730,327	\$500,000	ICAAP			\$6,049,327	LOC	36969		Let - April 2022
						\$5,181,000	STBG							
CITY OF DAVENPORT - DA														
DA-21-02	Elm St	Over CP Railroad between Eastern Ave and Mound St	Bridge Replacement	MAINT	\$2,470,525	\$1,000,000	STBG-HBP			\$1,470,525	LOC	44724		
			Total		\$2,470,525	\$1,000,000		\$0		\$1,470,525				
CITY OF ELDRIDGE - EL														
EL-20-01	First St & LeClaire Rd Intersect	1st St, S of High School to N of Wade St, On LeClaire Rd, W of 2nd St to E of Vet Lot	Reconstruction	MAINT	\$3,486,897	\$2,724,829	STBG			\$762,068	CTY	36968		Under Construction
CITY OF LECLAIRE - LE														
LE-15-01	Territorial Rd.	Over McCarty Creek near 277th Ave	Bridge Replacement (#007152)	MAINT	\$1,602,220	\$1,000,000	BRM-SWAP	\$0		\$602,220	CTY	38442		Construction Fall 2022
LE-20-01	Territorial Rd.	Over McCarty Creek 0.3 miles east of 277th Ave	Bridge Replacement (#007154)	MAINT	\$1,674,778	\$1,000,000	BRM	\$0		\$674,778	CTY	39553		Construction Summer 2022
			Total		\$3,276,998	\$2,000,000		\$0		\$1,276,998				
STATE OF ILLINOIS - IL														
IL-18-19	US 67	At 3rd St W	Traffic Signal Modernization	CMP	\$300,000	\$240,000	STP Urb > 200k	\$60,000	STA			2-51003-0000		
IL-18-22	Andalusia Rd	IL 92 & Ridgewood Rd in Rock Island	Traffic Signal	CMP	\$500,000	\$400,000	STP Urb > 200k	\$100,000	STA			2-51003-0100		
IL-20-09	US 67	IL 92, RR & Mississippi River in Rock Island	Bridge Repair	OTHER	\$2,000,000	\$800,000	STP	\$200,000	STA			2-22410-0100		
IL-21-02	174/ US 6	MISSISSIPPI RIVER TO 0.9 MIS OF AVENUE OF THE CITIES IN MOLINE	Landscaping	L RTP	\$1,530,000	\$1,354,000	NHPP	\$176,000	STA			2-10381-0500		
IL-21-11	I-280	IL 92 Interchange in Milan	Lighting	OTHER	\$525,000	\$473,000	NHPP	\$52,000	STA					

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IL-21-13	IL84	At BNSF RR - 0.4 Mi N of IL92 in East Moline	RR Crossing Improvement (new gates, cantilevers, LED lights)	MAINT	\$300,000	\$150,000	RR-Protect							
						\$150,000	RR-Hazard							
IL-21-22	IL 92	IL 84 (N) in Silvis to 48th St in Moline	Reconstruction (PE)		\$2,000,000	\$1,600,000	NHPP	\$400,000	STA			2-98500-0002		
IL-22-01	Various	Highway Safety Improvement Program Projects	Safety Improvements	OTHER	\$27,000	\$24,000	HSIP	\$3,000	STA			2-97460-1224		
IL-22-04	I-80	At I-74	PE II		\$1,400,000	\$1,260,000	NHPP	\$140,000	STA			2-20078-0102		
IL-22-06	Districtwide	US 150: W 3rd St to 114th St in Coal Valley; IL 92: 1st St in Andalusia	ADA Improvements	OTHER	\$1,010,000	\$372,000 / \$436,000	STP-Urban / STP-Rural	\$202,000	STA					
IL-22-08	Andalusia Rd	0.4 mi E of IL 92 (N) to US 67 in Milan	Resurfacing		\$1,650,000	\$1,320,000	STP	\$330,000	STA			2-06720-0200		
IL-22-09	I-80	0.8 mi N of I-88/IL 5 Interchange to Henry Co Line	Crack & Joint Sealing	MAINT	\$250,000	\$225,000	NHPP	\$25,000	STA					
IL-22-10	I-80	Weigh Stations 1.4 mi S of IL84	Repairs and Pavement Patching	MAINT	\$1,200,000	\$1,080,000	NHPP	\$120,000	STA					
IL-22-11	I-80	Mississippi River	Bridge Cleaning	MAINT	\$200,000	\$90,000	NHPP	\$10,000	STA			0-01270-2000		
IL-22-12	Various	Mississippi River	Bridge Cleaning	MAINT	\$150,000	\$60,000	NHPP	\$15,000	STA			0-01270-2001		
IL-22-13	Various	Rock River	Bridge Cleaning	MAINT	\$110,000	\$99,000	NHPP	\$11,000	STA			0-01270-2002		
IL-22-14	Various	Rock River	Bridge Cleaning	MAINT	\$85,000	\$68,000	STP	\$17,000	STA			0-01270-2003		
IL-22-15	Various	Districtwide	Bridge Cleaning	MAINT	\$230,000	\$207,000	NHPP	\$23,000	STA			2-26004-0000		
IL-22-16	Various	Districtwide	Bridge Deck Sealing	MAINT	\$260,000	\$208,000	STP	\$52,000	STA			2-93010-1001		

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2022 ANNUAL ELEMENT

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IL-22-17	Various	Districtwide	Signing	OTHER	\$1,142,000	\$1,028,000	HSIP	\$114,000	STA					
IL-22-18	N 1800th Ave	At BNSF RR - DOT Crossing #065654N in Colona Township	RR Crossing Improvements: automatic flashing light signals & gates	MAINT	\$325,000	\$325,000	HSIP							
IL-22-19	IL 84	Over the Green River at the South Edge of Colona	Bridge Painting	MAINT	\$448,000	\$358,000	STP	\$90,000	STA					
IL-22-20	IL 92	Over Hills Creek 0.1 mi E of 115th St in Andalusia	Bridge Painting	MAINT	\$100,000	\$80,000	STP	\$20,000	STA					
IL-22-21	I-74	Mississippi River Bridge	Construction Engineering	OTHER	\$21,180,000	\$18,744,000	NHPP	\$2,436,000	STA					
IL-23-06	IL 84	IL 84: Rock River at Rock Island Co Line to 0.2 mi N of US 6 & Cleveland Rd: IL 84 to 0.2 mi E	Reconstruction/ Land Acquisition	MAINT	\$539,000	\$431,000	STP	\$108,000	STA					
Total					\$37,461,000	\$30,774,000		\$4,704,000		\$0				
CITY OF EAST MOLINE - EM														
EM-22-01	Great River Trail	Ben Butterworth Pky - Campbell's Island Causeway	Resurfacing	MAINT	\$575,000	\$575,000	ARPA			\$0	LOC			
CITY OF ROCK ISLAND - RI														
RI-18-03	20th Street	7th to 18th Avenues	Resurfacing	MAINT	\$1,600,000	\$0		\$0		\$1,600,000	CTY			
RI-22-02	RI Parkway/85th Avenue Intersection	RI Parkway at 85th Avenue West, Approximately 600 feet North and South of Intersection	Safety Improvements	OTHER	\$2,431,503	\$984,750	HSIP			\$1,446,753	CTY			
CITY OF SILVIS - SL														
SL-21-01	10th Street	Avenue of the Cities - Crosstown Avenue	Trail Construction	OTHER	\$662,050	\$529,640	TASA			\$132,410	LOC			
BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)														
TP-22-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$868,870	\$695,096	PL	\$0		\$173,774	LOC	IA Share: 16066		Complete

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2022 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES	STATUS
BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)												
BS-22-01	Transit Planning	P	\$76,246	\$60,997	SEC 5303/ 5305d			\$15,249	LOC	IA Share: 2203		
BETTENDORF TRANSIT - BT												
BT-22-01	Transit Operations	O	\$819,545	\$131,127	SEC 5307	\$94,116	STA	\$594,302	LOC	985		Ongoing
BT-22-02	Preventative Maintenance	C	\$186,718	\$149,374	SEC 5307	\$0		\$37,344	LOC	987		Ongoing
BT-22-03	ADA Paratransit	O	\$249,829	\$35,152 \$50,609	SEC 5307 SEC 5310	\$146,916	STA	\$17,152	LOC	3787		Ongoing
BT-22-04	Transit Planning	P	\$33,951	\$27,161	SEC 5307	\$0		\$6,790	LOC	993		Ongoing
BT-22-05	ADP Software	C	\$16,320	\$13,056	SEC 5307	\$0		\$3,264	LOC	5657		Authorized/Let in October, 2022. Current contract expires 11/27/22.
TOTAL			\$1,306,363	\$406,479		\$241,032		\$658,852				
DAVENPORT CITIBUS - CB												
CB-22-01	Transit Operations	O	\$5,135,817	\$850,000	CARES/CRRSA /ARP	\$500,000	STA	\$3,785,817	LOC	979		Ongoing
CB-22-02	ADA Paratransit	O	\$622,854	\$115,000	SEC 5310	\$0		\$507,854	LOC	981		Ongoing
CB-22-03	JARC Projects	O	\$152,982	\$0	SEC 5310	\$0		\$152,982	LOC	3022		Ongoing
CB-22-04	Bus Amenities	C	\$60,000	\$48,000	SEC 5307	\$0		\$12,000	LOC	2595		Ongoing
CB-22-05	Preventative Maintenance	C	\$792,227	\$530,000	CARES/CRRSA /ARP	\$0		\$262,227	LOC	980		Ongoing
CB-22-06	Low Floor Buses (3)	C	\$1,355,670	\$1,084,536	SEC 5307			\$271,134	LOC	6587		Ongoing
TOTAL			\$8,119,550	\$2,627,536		\$500,000		\$4,992,014				
METROLINK - ML												
ML-20-25	Centre Station Renovations	C	\$2,500,000			\$2,500,000	REBUILD	\$0				Ongoing
ML-22-01	Transit Operations	O	\$19,504,778	\$0		\$12,678,106	STA	\$6,826,672	LOC			Ongoing
ML-22-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC			Not Awarded Yet
ML-22-03	Transit Enhancements	C	\$120,000	\$96,000	5307	\$0		\$24,000	LOC			Not Awarded Yet
ML-22-04	MSE	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC			Not Awarded Yet
ML-22-05	ADP Hardware	C	\$12,000	\$9,600	5307	\$0		\$2,400	LOC			Not Awarded Yet
ML-22-06	ADP Software	C	\$10,000	\$8,000	5307	\$0		\$2,000	LOC			Not Awarded Yet
ML-22-08	Replace (2) 30-40' Buses	C	\$1,347,852	\$0	5339/Low-No/Bus&BusFacil/5307	\$1,347,852	REBUILD	\$0				Ongoing
ML-22-09	Electric Bus Chargers (2)	C	\$5,000,000			\$5,000,000	REBUILD		LOC			Ongoing
ML-22-10	Electric Bus Battery Leases	C	\$155,304	\$124,243	CRRSA	\$0		\$31,061	LOC			Ongoing
ML-22-11	Ferryboat Preventive Maintenance	C	\$22,499	\$22,499	5307/TDCs	\$0						Ongoing
TOTAL			\$30,284,933	\$1,550,342		\$21,525,958		\$7,208,633				

FFY 2023 ANNUAL ELEMENT

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STATE OF IOWA - IA													
IA-20-15	US 67	Mississippi River in Davenport	Bridge Painting	MAINT	\$3,000,000	\$2,400,000	NHPP	\$600,000	PRF			38024	ILDOT Lead
IA-22-08	I-74	In Bettendorf and Davenport (Central Section)	Bridge Replacement, Bridge Removal, Landscaping	L RTP	\$2,360,000	\$2,124,000	NHPP	\$236,000	PRF			38155	IADOT Lead
IA-23-01	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$50,000	\$0		\$50,000	PRF	\$0		38129	IADOT Lead
IA-23-02	IA 461	Duck Creek 0.4 Miles S of US 6 in Davenport (NB)	Bridge Replacement	MAINT	\$4,389,000	\$3,511,200	NHPP	\$877,800	PRF	\$0		39347	
IA-23-04	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023	
IA-23-05	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131	
IA-23-07	US 61	N of I-80 to 0.3 Miles S of Wapsipinicon	Culvert Replacement, Right of Way	MAINT	\$911,000	\$0		\$911,000	PRF	\$0		39349	
IA-23-08	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135	
IA-23-09	I-74	I-80 to Middle Road	Safety Improvements	MAINT	\$1,000,000	\$900,000	HSIP	\$100,000	PRF			52685	
Total					\$11,885,000	\$8,935,200		\$2,949,800		\$0			
CITY OF BETTENDORF - BE													
BE-21-01	Forest Grove Dr. & Middle Rd	International Dr to east of Middle Rd on Forest Grove Dr and north of Competition Dr to south of Forest Grove Dr on Middle Rd	Reconstruction	LRTP45	\$11,730,327	\$500,000	ICAAP			\$6,049,327	LOC	36969	Let - April 2022
						\$5,181,000	STBG						

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CITY OF DAVENPORT - DA													
DA-20-01	53rd St	Eastern Ave - Elmore Circle	Reconstruction	MAINT	\$5,400,000	\$3,706,878	STBG			\$1,693,122	CTY	38564	
DA-21-01	Brady St. and Veteran's Memorial Pkwy.	From 59th St to Existing Path on VMP	Shared-Use Trail Construction	OTHER	\$775,063	\$530,917	STBG-TAP			\$244,146	LOC	36970	
DA-23-01	3rd & 4th St	Telegraph Rd to Harrison St	Resurfacing	MAINT	\$9,074,235	\$7,259,388	STBG	\$0		\$1,814,847	CTY	39481	
DA-23-02	Locust	Duck Creek Trail at Emeis Park to Wisconsin Ave	10' Multi-Use Trail	L RTP	\$654,463	\$522,770	TASA	\$0		\$131,693	CTY	39482	West Loop Trail Phase I
Total					\$9,728,698	\$7,782,158		\$0		\$1,946,540			
CITY OF ELDRIDGE - EL													
EL-22-01	Townsend Farms	S 5th St to S 1st St	Multi-use Path	L RTP	\$356,000	\$284,800	TASA	\$0		\$71,200	CTY	39480	
CITY OF PRINCETON- PR													
PR-23-01	US 67	PE I & II	Preliminary Engineering	OTHER	\$234,593	\$187,674	TASA	\$0		\$46,919	LOC	50894	

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STATE OF ILLINOIS - IL													
IL-22-05	ILL 5 / ILL 84 / ILL 92	IL 84/IL 92 Interchange in Silvis & Carbon Cliff	Lighting	OTHER	\$325,000	\$260,000	NHPP	\$65,000	STA				
IL-22-07	Districtwide	US 67: Big Island Rd to W 5th Ave in Milan; Andalusia Rd: W 8-1/2 St to W 4th St in Milan	ADA Improvements	OTHER	\$1,600,000	\$800,000 / \$480,000	STP-Urban / STP-Rural	\$320,000	STA				
IL-23-01	I-280	E of IL 92 to 0.1 mi E of Milan Beltway	Resurfacing	MAINT	\$11,000,000	\$9,900,000	NHPP	\$1,100,000	STA				
IL-23-04	US 67	IL 92, RR & Mississippi River in Rock Island	Bridge Preservation, Painting	MAINT	\$6,000,000	\$2,400,000	NHPP	\$600,000	STA				Iowa share 50%
IL-23-05	ILL 5	E of 16th St to 0.3 mi E of I-74 in Moline	Resurfacing/Bridge Repair	MAINT	\$1,700,000	\$1,360,000	NHPP	\$340,000	STA				
IL-23-06	ILL 84	IL 84: Rock River at Rock Island Co Line to 0.2 mi N of US 6 & Cleveland Rd: IL 84 to 0.2 mi E	Reconstruction/Land Acquisition	MAINT	\$2,461,000	\$1,967,000	STP	\$494,000	STA				
IL-23-07	27th St	27th St: Stream 0.2 mi N of John Deere Rd & 39th Ave: W edge of 27th St in Moline	Culvert Replacement	MAINT	\$1,200,000	\$960,000	STP	\$240,000	STA				
IL-23-08	Various	Districtwide	Highway Safety Improvement Program Projects	OTHER	\$3,613,000	\$3,251,000	HSIP	\$362,000	STA				
IL-23-09	US 150	US 6 to E of E 3rd St in Coal Valley	Resurfacing	MAINT	\$1,400,000	\$1,120,000	STP	\$280,000	STA			2-30127-0100	
IL-23-10	US 67	2nd Ave to 5th Ave in Rock Island	ADA Improvements	OTHER	\$250,000	\$200,000	STP	\$50,000	STA				
IL-23-11	US 6	0.3 mi W to 0.5 mi E of Osco Rd	Intersection	CMP	\$464,000	\$418,000	HSIP	\$46,000	STA			2-20268-0000	
IL-24-03	I-80	Rock River	Bridge Deck Replacement (PE)	MAINT	\$400,000	\$360,000	NHPP	\$40,000	STA			2-20312-0002	
			Total		\$30,413,000	\$22,196,000		\$3,937,000		\$0			
CITY OF COAL VALLEY - CV													
CV-23-01	1st St	(E. 1st Ave. - US 150)	Resurfacing	MAINT	\$1,074,044	\$859,235	STBG	\$0		\$214,809	CTY		
CITY OF MOLINE - MO													
MO-16-04	Mississippi River Trail/ 19th St	17th Street to W of ROW line for new I-74 Bridge; then S. connecting to existing trail/ AoC to MRT	Trail Construction	OTHER	\$466,700	\$373,360	TASA			\$93,340	MFT		

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MO-21-02	19th St		Trail Construction	OTHER	\$3,298,567	\$1,974,350	ITEP			\$1,324,217	MFT		
MO-23-01	7th St	12th - 16th Avenues	Resurfacing	L RTP	\$540,000	\$432,000	STBG	\$0		\$108,000	MFT		
MO-23-02	Ave of the Cities	34th - 41st Streets	Resurfacing	L RTP	\$636,000	\$508,800	STBG	\$0		\$127,200	MFT		
MO-23-03	36th Ave	7th - 13th Streets	Bike Trail	L RTP	\$323,972	\$259,175	TASA	\$0		\$64,797	MFT		
			Total		\$5,265,239	\$3,547,685		\$0		\$1,717,554			
CITY OF ROCK ISLAND													
RI-18-01	IL92 - East Section	24th Street to Moline	Relocating IL92 from 7th Ave	L RTP	\$5,500,000	\$0		\$0		\$5,500,000	CTY		
RI-21-01	31st Avenue	RI Pkwy to 11th St.	Resurfacing	MAINT	\$2,000,000	\$1,600,000	STBG	\$0		\$400,000	LOC		
RI-23-01	30th St	5th Ave to 18th Ave	Resurfacing	L RTP	\$2,300,000	\$1,840,000	STBG	\$0		\$460,000	CTY		
			Total		\$9,800,000	\$3,440,000		\$0		\$6,360,000			
BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)													
TP-23-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	PL	\$1,048,704	\$838,963	PL/FTA	\$0		\$209,741	LOC	IA Share: 16066	
TP-23-02	Iowa Quad Cities Urbanized Area	Iowa Quad Cities Urbanized Area	Pavement Condition Data Collection	OTHER	\$77,000			\$77,000	STBG SWAP				

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2023 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)											
BS-23-01	Transit Planning	P	\$94,083	\$75,266	5303/ 5305d			\$18,817	LOC	IA Share: 2203	
BETTENDORF TRANSIT - BT											
BT-23-01	Transit Operations	O	\$844,132	\$336,851	5307	\$96,315	STA	\$410,966	LOC	985	
BT-23-02	Preventative Maintenance	C	\$192,320	\$153,856	5307	\$0		\$38,464	LOC	987	
BT-23-03	ADA Paratransit	O	\$257,948	\$36,206	5307	\$151,948	STA	\$17,667	LOC	3787	
				\$52,127	5310						
BT-23-04	Transit Planning	P	\$34,969	\$27,976	5307	\$0		\$6,993	LOC	993	
BT-23-05	ADP Software	C	\$17,952	\$14,362	5307	\$0		\$3,590	LOC	5657	
BT-23-06	ADP Hardware	C	\$5,100	\$4,080	5307	\$0		\$1,020	LOC	10209	
	TOTAL		\$1,352,421	\$625,458		\$248,263		\$478,700			
DAVENPORT CITIBUS - CB											
CB-23-01	Transit Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC	979	O&M were split out per FTA as administrative modification
CB-23-02	ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC	981	
CB-23-03	JARC Projects, Sat Sub Service, IP Route	O	\$240,000	\$0	5307	\$0		\$240,000	LOC	3022	
CB-23-06	Bus Shelters	C	\$150,000	\$120,000	5339	\$0		\$30,000	LOC	6539	
CB-23-07	Radio Upgrade	C	\$350,000	\$280,000	5307	\$0		\$70,000	LOC	10210	
CB-23-08	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC		O&M were split out per FTA as administrative modification
	TOTAL		\$7,490,000	\$3,665,000		\$460,000		\$3,365,000			

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2023 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
METROLINK - ML											
ML-20-17	Replace Village of East Davenport Ferryboat Landing	C	\$1,500,000	\$1,200,000	5307 Ferry	\$0		\$300,000	LOC		
ML-20-24	OMC Expansion	C	\$5,000,000			\$5,000,000		\$0			
ML-21-07	Replace 2 LD buses and 2 mini-vans	C	\$274,000	\$219,200	5310	\$54,800		\$0			
ML-22-12	Replace (5) 30-40' Buses	C	\$3,164,148	\$0	5339/Low-No/Bus&BusFacil/5307	\$0		\$3,164,148	LOC		
ML-22-13	Automated Yard & ADAS Bus Project	C	\$6,050,000	\$4,840,000	5339/5307	\$1,210,000	REBUILD				
ML-23-01	Transit Operations	O	\$19,504,778	\$0		\$12,678,106	STA	\$6,826,672	LOC		
ML-23-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC		
ML-23-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-23-04	MSE	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-23-05	ADP Hardware	C	\$12,000	\$9,600	5307	\$0		\$2,400	LOC		
ML-23-06	ADP Software	C	\$10,000	\$8,000	5307	\$0		\$2,000	LOC		
ML-23-07	Shelters & Shelter Repairs	C	\$20,000	\$16,000	5307/5339	\$0		\$4,000	LOC		
ML-23-08	Replace (1) 30-40' Buses	C	\$750,000	\$600,000	5307/Low-No/5339	\$0		\$150,000	LOC		
ML-23-09	Electric Bus Battery Leases	C	\$155,304	\$124,243	5307/5339	\$0		\$31,061	LOC		
ML-23-10	Preventive Maintenance Ferry	C	\$37,500	\$30,000	5307	\$0		\$7,500	LOC		
ML-23-11	Two Expansion Medium Duty Buses	C	\$150,000	\$120,000	5310	\$30,000	STA				
ML-23-12	New Ferry East Moline	C	\$1,850,000	\$1,850,000	5307 Ferry	\$0		\$0	TDC		
ML-23-13	(15) Expansion Buses	C	\$17,212,500	\$17,212,500	5339/Low-No/Bus&BusFacil/5307	\$0			TDC		
ML-23-14	Solar Panel Expansion	C	\$2,000,000	\$2,000,000	5339/Low-No/Bus&BusFacil/5307	\$0			TDC		
TOTAL			\$59,352,730	\$29,559,543		\$18,972,906		\$10,820,281			

FFY 2024 ANNUAL ELEMENT

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2024 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
STATE OF IOWA - IA													
IA-24-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023	
IA-24-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$50,000	\$0		\$50,000	PRF	\$0		38129	
IA-24-03	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131	
IA-24-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135	
IA-24-05	I-80	Utica Ridge Rd 3.3 MI E of US 61	Bridge Deck Overlay	MAINT	\$155,000	\$0		\$155,000	PRF	\$0		45257	
IA-24-06	I-80	Wisconsin Ave 1.4 MI W of IA 130	Bridge Deck Overlay	MAINT	\$410,000	\$0		\$410,000	PRF	\$0		45304	
IA-24-07	I-280	I-280 EB over I-280 WB at I-80 Interchange	Bridge Deck Overlay	MAINT	\$588,000	\$0		\$588,000	PRF	\$0		45308	
IA-24-08	IA 461	DME RR 1.0 MI E of IA 22 in Davenport	Bridge Deck Overlay	MAINT	\$1,867,000	\$1,493,600	NHPP	\$373,400	PRF	\$0		45432	
IA-24-09	Z30 (Wells Ferry Rd)	On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 6-T78N-R5E)	Bridge Replacement	MAINT	\$870,000	\$609,000	STBG	\$261,000	FM			37470	Scott County STBG Project programmed \$652,500
IA-24-10	Z30 (Wells Ferry Rd)	On Z30 (Wells Ferry Rd) over Spencer Creek (Sec. 8-T78N-R5E)	Bridge Replacement	MAINT	\$870,000	\$600,000	Federal Earmark Grant	\$270,000	FM			31021	
Total					\$4,985,000	\$2,702,600		\$2,282,400		\$0			
CITY OF BETTENDORF - BE													
BE-24-01	Central Avenue	14th St to 150 ft. W of Pius Lane	Resurfacing	MAINT	\$2,450,000	\$1,715,000	STBG			\$735,000	LOC	49800	
CITY OF DAVENPORT - DA													
DA-24-01	Wisconsin Avenue	Locust St to W. 11th St	10' Trail Construction	OTHER	\$692,937	\$554,350	TASA			\$138,587	CTY	50895	
CITY OF LECLAIRE - LE													
LE-24-01	US 67	Ewing St to Chestnut St	Reconstruction	MAINT	\$5,016,125	\$3,511,288	STBG			\$1,504,837	CTY	49803	

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2024 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
STATE OF ILLINOIS - IL													
IL-21-03	I 80	Rock River to US 6	New Bridge Deck, Resurfacing, Patching	MAINT	\$8,600,000	\$7,740,000	NHPP	\$860,000	STA			2-51000-0100	
IL-23-06	ILL 84	IL 84: Rock River at Rock Island Co Line to 0.2 mi N of US 6 & Cleveland Rd: IL 84 to 0.2 mi E	Reconstruction/Land Acquisition	MAINT	\$1,000,000	\$800,000	STP	\$200,000	STA				
IL-24-01	Various	Highway Safety Improvement Program Projects	Safety Improvements	OTHER	\$4,182,000	\$3,764,000	HSIP	\$418,000	STA			2-97460-1226	
IL-24-02	IL 92	115th St (W) in Andalusia to 0.4 mi E of IL 92 (N)	Resurfacing	MAINT	\$5,000,000	\$4,000,000	STP	\$1,000,000	STA			2-07860-0100	
IL-24-04	ILL 84	IL 84: Rock River at Rock Island Co Line to 0.2 mi N of US 6 & Cleveland Rd: IL 84 to 0.2 mi E	Reconstruction	MAINT	\$10,000,000	\$8,000,000	STP	\$2,000,000	STA			2-30062-0100	
IL-24-05	ILL 84	IL 84: Rock River at Rock Island Co Line to 0.2 mi N of US 6 & Cleveland Rd: IL 84 to 0.2 mi E	Reconstruction (CE)	MAINT	\$1,000,000	\$800,000	STP	\$200,000	STA			2-30062-0107	
IL-24-06	I-80	Mississippi River, ILL 84, & RR	Bridge Replacement Phase II	MAINT	\$17,000,000	\$6,800,000	NHPP	\$1,700,000	STA			2-45800-0203	
IL-24-07	I-80	Rock River	Bridge Deck Overlay	MAINT	\$4,000,000	\$3,600,000	NHPP	\$400,000	STA			2-20312-0000	
			Total		\$50,782,000	\$35,504,000		\$6,778,000		\$0			
CITY OF MOLINE - MO													
MO-24-01	19th Avenue	Rock Island to 7th St	Resurfacing	MAINT	\$1,265,436	\$885,805	STBG			\$379,631	CTY		
			Total		\$1,265,436	\$885,805		\$0		\$379,631			
CITY OF ROCK ISLAND - RI													
RI-22-01	31st Avenue	11th St. to 24th Street	Resurfacing	MAINT	\$1,900,000	\$0				\$1,900,000	CTY		
BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)													
TP-24-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,048,704	\$838,963	PL/FTA	\$0		\$209,741	LOC	IA Share: 16066	

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2024 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)											
BS-24-01	Transit Planning	P	\$94,083	\$75,266	5303/ 5305d			\$18,817	LOC	IA Share: 2203	
BETTENDORF TRANSIT - BT											
BT-24-01	Transit Operations	O	\$869,456	\$139,113	5307	\$98,559	STA	\$631,784	LOC	985	
BT-24-02	Preventative Maintenance	C	\$198,090	\$158,472	5307	\$0		\$39,618	LOC	987	
BT-24-03	ADA Paratransit	O	\$266,332	\$37,292	5307	\$157,152	STA	\$18,197	LOC	3787	
				\$53,691	5310						
BT-24-04	Transit Planning	P	\$36,018	\$28,815	5307	\$0		\$7,203	LOC	993	
BT-24-05	ADP Software	C	\$18,491	\$14,793	5307	\$0		\$3,698	LOC	5657	
BT-23-06	Bus Replacement	C	\$750,000	\$245,475	5307	\$0		\$131,341	LOC	6079	
				\$373,184	5339						
	TOTAL		\$2,138,387	\$1,050,835		\$255,711		\$831,841			
DAVENPORT CITIBUS - CB											
CB-24-01	Transit Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC	979	O&M were split out per FTA as administrative modification
CB-24-02	ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC	981	
CB-24-03	JARC Projects, Sat Sub Service, IP Route	O	\$240,000	\$0	5307	\$0		\$240,000	LOC	3022	
CB-24-04	Purchase two (3) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC	6540	
CB-24-05	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC		O&M were split out per FTA as administrative modification
	TOTAL		\$8,390,000	\$4,385,000		\$460,000		\$3,545,000			
METROLINK - ML											
ML-24-01	Transit Operations	O	\$19,504,778	\$0		\$12,678,106	STA	\$6,826,672	LOC		
ML-24-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC		
ML-24-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-24-04	MSE	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-24-05	ADP Hardware	C	\$12,000	\$9,600	5307	\$0		\$2,400	LOC		
ML-24-06	ADP Software	C	\$10,000	\$8,000	5307	\$0		\$2,000	LOC		
ML-24-07	Shelters & Shelter Repairs	C	\$20,000	\$16,000	5307/5339	\$0		\$4,000	LOC		
ML-24-08	Replace (1) 30-40' Buses	C	\$750,000	\$600,000	5307/Low-No/5339	\$0		\$150,000	LOC		
ML-24-09	Electric Bus Battery Leases	C	\$155,304	\$124,243	5307/5339	\$0		\$31,061	LOC		
ML-24-10	Ferryboat Preventive Maintenance	C	\$37,500	\$30,000	5307	\$0		\$7,500	LOC		
ML-24-11	Replace (3) Light Duty Buses & 2 Medium Duty Buses	C	\$300,000	\$240,000	5310	\$60,000	STA				
	TOTAL		\$22,452,082	\$2,357,843		\$12,738,106		\$7,356,133			

FFY 2025 ANNUAL ELEMENT

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2025 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
STATE OF IOWA - IA													
IA-25-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023	
IA-25-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$50,000	\$0		\$50,000	PRF	\$0		38129	
IA-25-03	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131	
IA-25-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135	
IA-25-05	IA 461	Duck Creek 0.3 MI S of US 6 in Davenport (SB)	Bridge Replacement	MAINT	\$3,642,000	\$2,913,600	NHPP	\$728,400	PRF	\$0		48420	
IA-25-06	I-80	E of IA 130 in Davenport to CO RD Z30 (EB)	Pavement Rehab	MAINT	\$7,151,000	\$6,435,900	NHPP	\$715,100	PRF	\$0		38166	
IA-25-07	US 61	210th St 1.1 Mi N of I-80 (Ramp)	Bridge Rehabilitation	MAINT	\$1,905,000	\$1,524,000	NHPP	\$381,000	PRF	\$0		48599	
IA-25-08	I-80	Mississippi River in LeClaire (State Share)	Right-of-Way	MAINT	\$10,000	\$0		\$10,000	PRF			48610	
IA-25-09	I-80	1 mi W of Middle Rd to 1 mi E of Middle Rd - Bettendorf	Bridge Replacement & Culvert Extension	MAINT	\$45,760,000	\$38,896,000	NHPP	\$6,864,000	PRF			52487	
Total					\$58,693,000	\$0		\$8,923,500		\$0			
CITY OF DAVENPORT - DA													
DA-25-01	W Central Park Avenue	Lincoln Ave to Fairmount St	Resurfacing	MAINT	\$3,709,676	\$2,596,773	STBG			\$1,112,903	CTY	49801	
DA-25-02	Eastern Avenue	Bridge over Duck Creek	Bridge Replacement	MAINT	\$2,720,946	\$865,348	STBG			\$1,855,598	CTY	49802	
Total					\$6,430,622	\$3,462,121		\$0		\$2,968,501			
STATE OF ILLINOIS - IL													
IL-25-01	Various	Highway Safety Improvement Program Projects	Safety Improvements	OTHER	\$4,182,000	\$3,764,000	HSIP	\$418,000	STA			2-97460-1227	
CITY OF MOLINE - MO													
MO-24-02	19th Avenue	7th St to 16th St	Resurfacing	MAINT	\$1,510,730	\$1,057,511	STBG			\$453,219	CTY		
MO-25-01	25th Avenue	10th St Place to 12th St Place	Shared-Use Trail Construction	OTHER	\$429,525	\$343,620	TASA			\$85,905	MFT		
					\$1,940,255	\$1,401,131		\$0		\$539,124			
CITY OF ROCK ISLAND													
RI-25-01	IL 92	15th St to 24th St	Reconstruction	MAINT	\$3,250,000	\$2,275,000	STBG			\$975,000	CTY		
BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)													
TP-25-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,048,704	\$838,963	PL/FTA	\$0		\$209,741	LOC	IA Share: 16066	

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2025 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)											
BS-25-01	Transit Planning	P	\$94,083	\$75,266	5303/ 5305d			\$18,817	LOC	IA Share: 2203	
BETTENDORF TRANSIT - BT											
BT-25-01	Transit Operations	O	\$895,540	\$143,286	5307	\$100,849	STA	\$651,405	LOC	985	
BT-25-02	Preventative Maintenance	C	\$204,032	\$163,226	5307	\$0		\$40,806	LOC	987	
BT-25-03	ADA Paratransit	O	\$274,987	\$38,410 \$55,302	5307 5310	\$162,533	STA	\$18,742	LOC	3787	
BT-25-04	Transit Planning	P	\$37,099	\$29,679	5307	\$0		\$7,420	LOC	993	
BT-25-05	ADP Software	C	\$19,046	\$15,237	5307	\$0		\$3,809	LOC	5657	
	TOTAL		\$1,430,704	\$445,140		\$263,382		\$722,182			
DAVENPORT CITIBUS - CB											
CB-25-01	Transit Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC	979	O&M were split out per FTA as administrative modification
CB-25-02	ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC	981	
CB-25-03	JARC Projects, Sat Sub Service, IP Route	O	\$240,000	\$0	5307	\$0		\$240,000	LOC	3022	
CB-25-04	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC		O&M were split out per FTA as administrative modification
	TOTAL		\$6,990,000	\$3,265,000		\$460,000		\$3,265,000			
METORLINK - ML											
ML-25-01	Transit Operations	O	\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC		
ML-25-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC		
ML-25-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-25-04	MSE	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-25-05	ADP Hardware	C	\$100,000	\$80,000	5307	\$0		\$20,000	LOC		
ML-25-06	ADP Software	C	\$100,000	\$80,000	5307	\$0		\$20,000	LOC		
ML-25-07	Shelters & Shelter Repairs	C	\$25,000	\$20,000	5307/5339	\$0		\$5,000	LOC		
ML-25-08	Purchase (3) 30-40' Buses	C	\$2,700,000	\$2,160,000	107/Low-No/53:	\$0		\$540,000	LOC		
ML-25-09	Ferryboat Preventive Maintenance	C	\$37,500	\$30,000	5307	\$0		\$7,500	LOC		
ML-25-10	Replace (5) Medium Duty Buses & (1) Light Duty Bus & (1) Minivan	C	\$434,000	\$347,200	5310	\$86,800	STA				
	TOTAL		\$34,059,000	\$4,047,200		\$18,936,800		\$11,075,000			

FFY 2026 ANNUAL ELEMENT

FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
ROADWAY FFY 2026 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
STATE OF IOWA - IA													
IA-26-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023	
IA-26-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$50,000	\$0		\$50,000	PRF	\$0		38129	
IA-26-03	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131	
IA-26-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135	
IA-26-05	I-80	Mississippi River in Le Claire (State Share)	Bridge Replacement	MAINT	\$50,000,000	\$45,009,000	NHPP	\$5,001,000	PRF			48610	
IA-26-06	I-80	RR 0.4 mi E of US 61	Bridge Deck Overlay	MAINT	\$1,320,000			\$1,320,000	PRF			52534	
BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)													
TP-26-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,048,704	\$838,963	PL/FTA	\$0		\$209,741	LOC	IA Share: 16066	

FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS
TRANSIT FFY 2026 ANNUAL ELEMENT

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)											
BS-26-01	Transit Planning	P	\$94,083	\$75,266	5303/ 5305d			\$18,817	LOC	IA Share: 2203	
BETTENDORF TRANSIT - BT											
BT-26-01	Transit Operations	O	\$922,406	\$147,585	5307	\$104,173	STA	\$670,648	LOC	985	
BT-26-02	Preventative Maintenance	C	\$210,153	\$168,122	5307	\$0		\$42,031	LOC	987	
BT-26-03	ADA Paratransit	O	\$283,237	\$39,562 \$56,961	5307 5310	\$167,409	STA	\$19,305	LOC	3787	
BT-26-04	Transit Planning	P	\$38,212	\$30,569	5307	\$0		\$7,643	LOC	993	
BT-26-05	ADP Software	C	\$19,617	\$15,694	5307	\$0		\$3,923	LOC	5657	
	TOTAL		\$1,473,625	\$458,493		\$271,582		\$743,550			
DAVENPORT CITIBUS - CB											
CB-26-01	Transit Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC	979	O&M were split out per FTA as administrative modification
CB-26-02	ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC	981	
CB-26-03	JARC Projects, Sat Sub Service, IP Route	O	\$240,000	\$0		\$0		\$240,000	LOC	3022	
CB-26-04	Purchase three (3) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC	6540	replace bus # 3504, 3505, 3506
CB-26-05	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC		O&M were split out per FTA as administrative modification
	TOTAL		\$8,390,000	\$4,385,000		\$460,000		\$3,545,000			
METROLINK - ML											
ML-26-01	Transit Operations	O	\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC		
ML-26-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC		
ML-26-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-26-04	MSE	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		
ML-26-05	ADP Hardware	C	\$100,000	\$80,000	5307	\$0		\$20,000	LOC		
ML-26-06	ADP Software	C	\$100,000	\$80,000	5307	\$0		\$20,000	LOC		
ML-26-07	Shelters & Shelter Repairs	C	\$25,000	\$20,000	5307/5339	\$0		\$5,000	LOC		
ML-26-08	Purchase (3) 30-40' Buses	C	\$2,700,000	\$2,160,000	107/Low-No/53	\$0		\$540,000	LOC		
ML-26-09	Ferryboat Preventive Maintenance	C	\$37,500	\$30,000	5307	\$0		\$7,500	LOC		
ML-26-10	Replace (1) Medium Duty Buses	C	\$65,000	\$52,000	5310	\$13,000	STA				
	TOTAL		\$33,690,000	\$3,752,000		\$18,863,000		\$11,075,000			

SECTION 4
TRANSPORTATION NETWORK PRIORITIES
UNMET NEEDS

4. TRANSPORTATION NETWORK PRIORITIES – UNMET NEEDS

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

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

TABLE 4.1
ROADWAY & TRAIL PRIORITIES – UNMET NEEDS

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
State of Iowa (Locally Initiated)					
City of Bettendorf					
City of Eldridge					
EL-UN-01	Blackhawk Trail	S 1st Street to Buttermilk Road	Extension of Blackhawk Trail	L RTP	\$6,647,241
City of Davenport					
DA-11-09	U.S. 61	River Drive to I-80	"Complete Streets" Reconstruction	OTHER	\$64,404,000
DA-12-01	53rd St.	Eastern & Spring Streets	Turn lanes & medians	TSM	\$765,000
DA-13-02	53rd St.	Brady St. to Utica Ridge Rd.	Replace 2 lanes (1977 Pavement)	MAINT	\$7,800,000
DA-14-01	Eastern Ave.	Over Duck Creek	Bridge Replacement	MAINT	\$1,570,000
DA-14-02	Utica Ridge Rd.	Forest Grove Rd. to N. City Limits	Reconstruction	LRP15	\$2,000,000
DA-UN-01	Eastern Ave.	Bridges over Goose Creek	Rehab 2 bridges N. of Kimberly Rd	MAINT	\$1,600,000
DA-UN-02	Wisconsin Ave.	Bridge over Duck Creek	Rehab	MAINT	\$750,000
DA-UN-03	Howell St Tunnel	Howell St to Pacific St	Reconstruction of Pedestrian Tunnel	MAINT	\$841,800
DA-UN-04	3rd and 4th St	Harrison to River Drive	Resurfacing and Bike Lanes	MAINT	\$12,116,023
Scott County					
SC-17-01	F65	I-280 to Y-48	Pavement Widening	CMP	\$180,000
City of LeClaire					
LE-UN-01	US 67	Ewing St to Chestnut St	Reconstruction	MAINT	\$4,913,563
LE-UN-02	Holland Street	US 67 to 26th St	Reconstruction - Rural to Urban	L RTP	\$8,238,000
LE-UN-03	Territorial Road	US 67 to 23rd St	Reconstruction - Rural to Urban	L RTP	\$7,029,000
State of Illinois (Locally Initiated)					
IL-13-10	IL-92 Relocation, Project 1	West Interchange at 11th St.	Construct New Interchange	LRP40	\$5,500,000
IL-13-11	IL-92 Relocation, Project 2	24th St. – 38th St.	Remove North Lane	LRP40	\$420,000

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
IL-13-12	IL-92 Relocation, Project 3	28th St. – 45th St.	6th & 7th Ave 2-Way Connect	LRP40	\$5,385,000
IL-13-13	IL-84/Colona Rd.	Rock River to I-80, Colona	Widen; 4 lanes, Interchange Reconstruction	LRP40	\$59,700,000
Rock Island County					
RC-11-01	Co. Hwy 6	IL-84 to 221st St. N.	Mill/Resurface & Culvert Replacement	MAINT	\$750,000
RC-16-01	Co. Hwy 49	317th St. N. and 303rd St. N.	HM Resurfacing, Replace Guardrail, Replace various AR culverts	MAINT	\$1,900,000
RC-16-02	Co. Hwy 4 (Barstow Rd.)	RR in Barstow to Osborne (2.5 mi.)	Raise Grade (Flood Prevention)	OTHER	\$2,000,000
RC-UN-01	Rock Island County	County Highway 52	Resurfacing, Intersection Impr, Drainage	OTHER	\$1,750,000
RC-UN-02	Rock Island County	County Highway 79	Resurfacing, Drainage Improvements	OTHER	\$1,500,000
RC-UN-03	Rock Island County	County Highway 16	Feasibility Study	OTHER	\$750,000
RC-UN-04	Rock Island County	County Highway 16	Preliminary Engineering	OTHER	\$1,250,000
City of East Moline					
EM-13-01	34th Ave	Kennedy Dr - 7th Street, East Moline	Patching & Overlay	MAINT	\$495,000
EM-UN-01	Archer Drive	42nd Avenue to 52nd Avenue	PCC Patching, Sidewalks	MAINT	\$520,000
EM-UN-02	4th Avenue	27th Street to IL 5/92	Resurfacing, Shoulders	MAINT	\$1,255,000
EM-UN-03	Great River Trail	Moline Corp Limits to Campbell's Island	Resurfacing, Shoulders	MAINT	\$825,000
EM-UN-04	12th Avenue	1st Street to 13th Street	Resurfacing, Sidewalks	MAINT	\$1,375,000
EM-UN-05	Great River Trail	East Moline Segment - 1st St. to Empire Park	Trail Resurfacing	MAINT	\$1,370,000
EM-UN-06	4th Avenue	25th St to IL 5	Resurfacing	MAINT	\$1,850,000
EM-UN-07	12th Avenue	1st Street to 7th St	Resurfacing, Sidewalks, Streetscaping	OTHER	\$6,824,016
EM-UN-08	7th Street	15th Ave to 12th Ave	Resurfacing, Sidewalks, Streetscaping	OTHER	\$1,500,698
EM-UN-09	15th Ave	6th Street - 13th Street	Resurfacing, Sidewalks, Streetscaping	OTHER	\$10,101,018
EM-UN-10	Bend Blvd	Bend Blvd	Streetscaping	OTHER	\$641,703
EM-UN-11	Bend Blvd	Extension of Bend Blvd	New Construction	OTHER	\$5,765,081
EM-11-04	Grand Illinois Trail	Crosstown Ave - 10th St to John Deere Expressway, Trail adjacent to JDE running north and east to 10th Ave, to Mansur Ave to State Street to S 1st Ave to 18th St, to N 2nd Ave, to IL 84 to 5th & 6th St to Hennepin Canal Trail	Trail Construction	LRTP	

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
City of Moline					
MO-UN-01	16th Street	John Deere Road - 37th Ave	Resurfacing	MAINT	\$750,000
City of Rock Island					
RI-14-03	RI Parkway	Andalusia Rd. (IL-92) to U.S. 67	Resurfacing	MAINT	\$13,427,000
RI-13-01	31st St. W.	Andalusia Rd. – 85th Ave. W.	Reconstruction	LRP40	\$1,900,000
RI-13-02	14th St. W.	Ridgewood Rd. – 92nd Ave. W.t	Reconstruction	LRP40	\$4,400,000
RI-13-03	14th St. W.	92nd Ave. W. – 102nd Ave. W.	Reconstruction	LRP40	\$2,100,000
RI-13-04	35th St. W.	92nd Ave. W. – 106th Ave. W.	Reconstruction	LRP40	\$3,500,000
RI-13-05	35th St. W.	85th Ave. W. – 92nd Ave. W.	Reconstruction	LRP40	\$4,600,000
RI-13-06	85th Ave. W.	31st St. W. – 92nd Ave. W.	Reconstruction	LRP40	\$2,300,000
RI-13-07	38th St.	18th Ave. – Blackhawk Rd.	Resurfacing	LRP40	\$2,750,000
RI-13-08	1st Ave.	15th St. – 24th St.	Reconstruction	LRP40	\$640,000
RI-13-09	20th St.	7th Ave. – 18th Ave.	Resurfacing	MAINT	\$2,750,000
RI-13-10	Downtown Street Improvements	16th/23rd Streets and 2nd/3rd Ave.	Resurfacing & Reconstruction	MAINT	\$6,500,000
RI-13-11	IL-92 Relocation, Project 1	West Interchange at 11th St.	Construct New Interchange	LRP40	\$5,500,000
RI-13-12	IL-92 Relocation, Project 2	24th St. – 38th St.	Remove North Lane	LRP40	\$420,000
RI-13-13	IL-92 Relocation, Project 3	28th St. – 45th St.	6th & 7th Ave 2-Way Connect	LRP40	\$5,385,000
RI-UN-01	IL-92/24th St.	3rd Ave.	Pedestrian Tunnel/Walkway	OTHER	\$2,000,000
RI-UN-02	31st Ave	12th St - 24th St	Resurfacing	MAINT	\$2,000,000
RI-UN-03	44th St	7th Avenue - 18th Avenue	Resurfacing	MAINT	\$2,750,000
Cities of Andalusia, Carbon Cliff, Coal Valley, Colona, East Moline, Hampton, Milan, Port Byron, Rapids City & Silvis					
AN-13-01	1st St. and 4th Ave. W	1st St: Marina – 4th Ave. W.; 4th Ave. W.: 1st St. – Lion's Public Park	Sidewalk and Pedestrian Enhancement	OTHER	\$205,950
CC-13-01	Green Streets Phase III	Along 1st Ave., Carbon Cliff	Street Reconstruction - Permeable paver	MAINT	\$1,407,743.00
CV-13-01	U.S. 6	Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley	Engineering & ROW	LRP40	\$740,000
CV-13-03	Oak Glen Rd./W. 3rd St.	U.S. 150 to Village limits near 106th St., Coal Valley	Reconstruction	MAINT	\$5,500,000
CV-13-04	U.S. 6	Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley	Widening	LRP40	\$12,000,000

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
CV-13-05	Garrison Rd. (78th Ave. /W. 4th Ave.)	U.S. 150 (Moline) to 1st St., Coal Valley	Reconstruction	MAINT	\$2,500,000
RP-13-01	17th St.	11th Ave. to 1,732 North, Rapids City	Reconstruction- Milling & Resurfacing	MAINT	\$92,905
RP-13-02	Railroad Crossing	13th, 14th and 18th Streets, Rapids City	Reconstruction - Milling and Resurfacing	MAINT	\$17,850
RP-13-03	17th St.	Erosion Repairs 150 foot ditch, Rapids City	Excavate. Place riprap along 150' ditch	MAINT	\$12,500
RP-13-04	Boat Ramp at Mississippi River	Rapids City	Extend boat ramp * install concrete pad	MAINT	\$21,000
RP-13-05	Skate Park	Rapids City	Install concrete pad 62'x40'	OTHER	\$25,350
SL-13-02	Crosstown Ave.	1st to IL-5, Silvis	Bicycle Trail	LRP20	\$813,234
SL-11-01	10th St.	Avenue of the Cities to 29th Ave., Silvis	Paving & Stormwater	MAINT	\$1,200,000
SL-15-01	Route 92	1st St. to 17th St.	Patching and Resurfacing	MAINT	\$1,800,000
				TOTAL	\$358,290,675

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

TABLE 4.2
TRANSIT PRIORITIES – UNMET NEEDS

PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL COST
METROLINK			
ML-11-12	Rapid Transit Service Expansion, Vehicles	C	\$12,000,000
ML-11-13	Rapid Transit Service Expansion, Construction	C	\$4,780,000
TOTAL			\$16,780,000

APPENDICES

APPENDIX A

Transportation Improvement Program (TIP) – General Information

What is a TIP?

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

What is the Process?

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

Public Comment Opportunities?

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

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

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

Public Hearing

Quad Cities Area Transportation Improvement Program (TIP)

A public hearing will be held on Tuesday, June 28, 2022 at 12:00 p.m. at the Rock Island County Building, Room 317. Its purpose is to receive comments on the FFY 2023-2026 Transportation Improvement Program (TIP) for the Quad Cities, IA/IL Metro Area and to satisfy the Program of Projects (POP) public participation requirements of Bettendorf Transit, Davenport CitiBus, and Rock Island County Metropolitan Mass Transit District (MetroLINK). Comments will be accepted through June 28, 2022 at 12:00 p.m. TIP information is available by contacting Freddy Vasquez at fvasquez@bistateonline.org or (309) 793-6300. Persons requiring special material or presentation format should contact Mr. Vasquez on or before June 21, 2022.

A full copy of the current Transportation Improvement Program can be found at: <http://bistateonline.org/index.php/transportation/quad-cities-metro-planning/2012-11-13-20-10-34/quad-cities-metro-tip-transportation-improvement-program>. A draft plan update will be posted

Appendix A

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

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

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

In compliance with the provisions of the Fixing America's Surface Transportation (FAST) Act, the Metropolitan Planning Organization (MPO) Policy Committee for the Davenport, Iowa-Illinois Urbanized Area has approved the following public participation plan to engage interested parties and resource agencies in the transportation planning process.

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

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

Public Notification

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

Regional Transportation Advisory Committee

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

Appendix A

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	

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APPENDIX B

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

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

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

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

Transportation Alternatives (TA) Set-Aside Program Evaluation Form

Applicant/Jurisdiction: _____ Project:

QUAD CITIES, IA/IL TAP PROGRAM – RANKING SHEET

(See ranking definitions listed below.)

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

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

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

QUAD CITIES AREA COMPLETE STREETS POLICY

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

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

Adopted 10/28/2008 by Transportation Policy Committee.

APPENDIX C



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

OFFICERS:

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Robert Gallagher
VICE-CHAIR
Kippy Breeden
SECRETARY
Scott Sauer

TREASURER

Richard "Quijas" Brunk

MUNICIPAL REPRESENTATIVES:

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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
Drue 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 Schloemer
Bill Stoermer
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





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

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

1. Title 23 U.S.C. 134 & 135, 49 U.S.C. 5303 and 5304
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1 and 49 CFR part 21)
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects)
5. 23 CFR part 230, regarding implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
8. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender
9. Section 504 of the Rehabilitation Act of 1973 (49 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)]. (Note: Only for Metropolitan Planning Organizations with non-attainment and/ or maintenance areas within the metropolitan planning area boundary.)

Bi-State Regional Commission

Signature

Chair, Transportation Policy Committee

Title

June 28, 2022

Date

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

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

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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
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Eldridge, Fruitland, LeClaire,
Long Grove, McCausland,
Nichols, Princeton, Riverdale,
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Executive Director
Denise Bulat



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

CERTIFICATE OF COMPLIANCE

WITH THE

STATEMENT OF FINANCIAL CAPACITY ANALYSIS

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

Approved this 28th day of June 2022.

[Handwritten signature of Mike Matson]

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

- OFFICERS: CHAIR Robert Gallagher, VICE-CHAIR Kippy Breeden, SECRETARY Scott Sauer, TREASURER Richard "Quijas" Brunk, MUNICIPAL REPRESENTATIVES: City of Davenport, City of Rock Island, City of Moline, City of Bettendorf, City of East Moline, City of Muscatine, City of Kewanee, 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 Alado, 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 Willton, Michael Limberg, Mayor, Long Grove, COUNTY REPRESENTATIVES: Henry County, Mercer County, Muscatine County, Rock Island County, Scott County, PROGRAM REPRESENTATIVES: Ralph H. Heninger, Jerry Lack, Nathaniel Lawrence, Marcy Mendenhall, Eileen Roethler, Rick Schloemer, Bill Stoermer, Executive Director Denise Bulat



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

BI-STATE ACTIVITIES RELATED TO METROPOLITAN TRANSPORTATION PROCESS CERTIFICATION

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

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

FY2021 Transportation Planning Work Program:

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

2011 Title VI Program Reports for MetroLINK:

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

SUMMARY OF STATUTORY REQUIREMENTS

Metropolitan Planning

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

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

Statewide Planning

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

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

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

Title VI, Civil Rights Act of 1964

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

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

Disadvantaged Business Enterprises (DBE)

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

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

Americans with Disabilities Act of 1990 (ADA)

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

Older Americans Act

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

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

Section 324 of 23 U.S.C.

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

Rehabilitation Act of 19 73

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

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

Clean Air Act: Air-Pollution Prevention and Control

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

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

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

APPENDIX D

LOCAL FAU/STP PROJECTS: 1972-2019 – ILLINOIS

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

Appendix D

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

LOCAL FAU/STP PROJECTS: 1972-2020 – IOWA

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

Appendix D

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

ENHANCEMENT PROJECTS: 1992-2022 – ILLINOIS

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

ENHANCEMENT PROJECTS: 1992-2022 – IOWA

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

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

HIGHWAY PROJECTS

HIGH PRIORITY PROJECTS

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

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

PUBLIC LAW 109-59—AUG. 10, 2005

TRANSPORTATION IMPROVEMENTS

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

PUBLIC LAW 109-59—AUG. 10, 2005

*Bridge Replacement and Rehabilitation
(Section 1114)*

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

PUBLIC LAW 109-59—AUG. 10, 2005

*National Corridor Infrastructure Improvement
(Section 1302)*

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

2009 AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)

MPO ALLOCATION – Roadway/Trail/Other Projects

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

2009 AMERICAN RECOVERY & REINVESTMENT ACT (ARRA)

MPO ALLOCATION – Transit Projects

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

APPENDIX E

Funding Sources Primer

ROADWAY, TRAILS, AND OTHER

Local Distribution of Federal Transportation Assistance

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

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

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

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

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

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

The Iowa Clean Air Attainment Program (ICAAP) under the Federal Congestion Mitigation and Air Quality (CMAQ) improvement program and several non-DOT federal funding programs can assist the

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Quad Cities Metropolitan Area and Scott County vicinity in preserving healthy levels of ozone, particulates, and other pollutants.

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

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

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

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

Programs from Previous Transportation Laws

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

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

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

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

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

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

Recreational Trails Program (Federal: RTP, State: SRT): The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the United States

Department of Transportation's FHWA. [Federal transportation funds benefit recreation](#) including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

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

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

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

Transit Programs

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

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

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

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

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

MAP-21 expanded eligibility for using Urbanized Area Formula funds for operating expenses. This mechanism has been preserved in FAST and subsequently IIJA. Previously, only urbanized areas with populations below 200,000 could use Federal transit funding for operating expenses. Systems

Appendix E

operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their “attributable share” of funding for operating expenses.

Bus and Bus Facilities Program (5339): Distributed as formula funding for capital investments. Section 5339, replaces the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Matching requirements: 80% Federal and 20% Local

Enhanced Mobility of Seniors and Individuals with Disabilities (5310): Distributed by formula to designated metropolitan areas or by state for capital transit services to support purchase of vehicles to provide transportation services for persons who are elderly or with disabilities. Purpose is to provide increased mobility for elderly persons and persons with disabilities. Matching requirements: 80% Federal and 20% State or Local

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

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

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

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

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