

Transportation Planning Work Program FY 2023 – Addendum



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



Final Revisions Approved

October 25, 2022



TRANSPORTATION PLANNING WORK PROGRAM ADDENDUM

FOR THE

QUAD CITIES IOWA/ILLINOIS

METROPOLITAN PLANNING AREA

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

FINAL REVISIONS

Approved October 25, 2022



Chair, Transportation Policy Committee
Original TPWP Approval June 28, 2022

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

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

with the assistance of:

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

The preparation of this report was financed in part through federal funds provided by the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration. The findings, opinions, and conclusions expressed in this report are not necessarily those of these agencies. In accordance with Federal Law and policy, Bi-State Regional Commission is an equal opportunity employer and provider, and is prohibited from discriminating on the basis of race, color, national origin, age, disability, religion, sex, and familial status. (Not all prohibited bases apply to all programs.)

ABSTRACT

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

AUTHOR: Bi-State Regional Commission

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

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

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

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Mike Thoms, Mayor³
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Village of Coal Valley, Illinois
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¹ The Policy Committee voting is restricted to one vote for each voting member. Voting members may authorize an alternate, with the stipulation that alternates of elected officials also be an elected representative of the appropriate jurisdiction.

² Chair, Transportation Policy Committee

³ Vice-Chair, Transportation Policy Committee

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

Transportation Technical Committee¹

Brent Morlok, City Engineer²
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Darla Hugaboom
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Dan Nyugen
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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.

4. SUMMARY OF PLANNING ACTIVITIES/WORK TASKS

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

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

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

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

The *FY2023 Transportation Planning Work Program* is divided into four major categories: 1) Program Support and Administration; 2) General Development and Comprehensive Planning; 3) Long-Range Transportation Planning; and 4) Short-Range Transportation Planning. A brief description of each category outlines the work elements that are included in each task. Funding levels from each source (IL and IA PL and IL and IA FTA Section 5305d funding) are identified by the percentages following each numbered work activity. The targeted percentages are based on each work activities' percent of the total available transportation planning funds. In 2019, Illinois DOT merged planning targets into a combined PL and FTA amount, and is reflected accordingly below.

FY2022 Transportation Planning Work Program activities that have not been completed via the Illinois DOT-Bi-State Regional Commission Planning Agreement through June 30, 2022 are shown to be extended through December 31, 2022 as part of the continuing, coordinated and comprehensive transportation planning process. These follow the same four major categories outlined for the FY2023 and prior FY2022 programs.

A general summary of categories follows:

PROGRAM SUPPORT AND ADMINISTRATION:

- Transportation Planning Work Program Development

Section 4 – Summary of Planning Activities/Work Tasks

- Management and Operations
- Public Information, Citizen Participation, and Public Participation Process Development

GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING:

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

LONG-RANGE TRANSPORTATION PLANNING:

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

SHORT-RANGE TRANSPORTATION PLANNING:

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

1.0 Program Support and Administration (5%)

Status

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

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

Bi-State's public information function includes a strong emphasis in community relations, citizen participation, and technical assistance. Numerous communities and groups have used Bi-State as

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

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

Objectives

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

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

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

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

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

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

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

Major Action Steps and End Products

- ◆ Revise, when necessary, the FY2023 TPWP and develop the FY2024 TPWP
 - Revise FY2023 TPWP (as needed, includes revisions needed to utilize remaining FY2022 Illinois planning funding)
 - Develop FY2024 TPWP (February-June)

Section 4 – Summary of Planning Activities/Work Tasks

- ◆ Prepare and submit budgets, grant applications, agreements, assurances, and other documentation to the funding sources that support transportation planning activities of the Bi-State Regional Commission (July-August, Feb-June)
- ◆ Prepare Illinois FHWA-PL and FTA Section 5305d contract (April-June)
- ◆ Prepare Iowa FHWA-PL and FTA Section 5305d contract (April-June)
- ◆ Prepare and submit financial and work program status reports (monthly, includes FY2022 end of year reporting)
- ◆ Prepare monthly and/or quarterly and annual closeout reports for the transportation planning funding programs (as scheduled, includes FY2022)
- ◆ Provide staff support for Bi-State Regional Commission and Transportation Policy and Technical Committees (as scheduled)
- ◆ Provide staff support and conduct committee, advisory group, and task force meetings (as needed, includes filling positions vacated in FY2022)
- ◆ Provide new member orientation (as needed)
- ◆ Coordinate transportation program activities with governmental entities and the general public (on-going, includes activities in progress, carrying over from FY2022)
- ◆ Maintain communications lists/databases (continuous)
- ◆ Maintain graphic and mapping services (continuous, includes activities in progress, carrying over from FY2022)
- ◆ Prepare programs report to Commission (monthly, includes those carried over from FY2022)
- ◆ Prepare meeting reports (as scheduled, includes those carried over from FY2022)
- ◆ Prepare annual report (as scheduled)
- ◆ Prepare and revise *Public Officials Directory* and master mailing/communications database (biannual publishing and continuous mailing list updates)
- ◆ Administer agency policies related to transportation, such as Title VI, non-discrimination, and equal opportunity policies (on-going) and update to incorporate changes in staffing and other federal requirements, such as Federal Transit Administration elements
- ◆ Maintain Bi-State website (on-going, includes activities in progress carrying over from FY2022)
- ◆ Provide information to the general public concerning transportation planning activities
- ◆ Continue public relations through intergovernmental meetings and business chambers (on-going)
- ◆ Encourage citizen participation and expand involvement as needed (continuous)
- ◆ Prepare media/news releases (as needed)
- ◆ Work toward implementation of recommendations in *2020 MPO Certification Review Report* (ongoing for implementation, includes activities carrying over from FY2022)
- ◆ Evaluate and revise *Public Participation Process* as needed and review the Regional Transportation Advisory Group and Regional Transit Interest and Advisory Group communications database to ensure representatives of all modes of transportation, including rail, trail, roadway, transit, air, river navigation and freight, and human services coordination interests are represented and consulted on the public participation plan (continuous)

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$20,620	+FY2022 Carryover \$8,749 (101 hours)
IA DOT PL	16,332	
IA FTA 5305d	3,763	
State/Local/Other	<u>10,179</u>	
Total	\$59,733	(459.5 FY23 employee hours)

Previous Work in FY2022

Twelve monthly Commission meetings were staffed. • Held 10 Technical and 10 Policy Committees’ meetings (July 2021-June 2022). • Media information was prepared and disseminated. • Staff meetings were held and time sheets were reviewed for accuracy. • Staff supervision, including HSTP regional transit coordinator position, training, and performance reviews were continued. • Hired 1 planner and 1 planning assistant/intern. • Fiscal reports were prepared and budgets reviewed. • Monitored implementation of FY2022 TPWP and facilitated revision. • Facilitated grant agreements. • Developed FY 2023 agency budget and prepared FY2023 TPWP. • Continued computer system troubleshooting and system planning implementation. • Monitored federal regulations related to FAST and IJA reauthorization. • Facilitated implementation of FAST and IJA programs, status on prior remaining projects and guidance on compliance. • Monitor follow-up needs related to 2020 Certification Review and administrative implementation of recommendations. • Continued public information opportunities – mailing lists/communications database, *Public Officials Directory*, website platform and other electronic media, and data/graphics technologies.

2.0 General Development and Comprehensive Planning (20%)

Status

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

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

Other activities addressed in this component include modal issues dealing with rail, air, water, freight and trails. Interdisciplinary public safety and security coordination are another aspect to ensure a reliable and effective transportation network. Forecasts also play a role in establishing

growth patterns and land use changes. Further, along with land use changes are environmental and social considerations.

Objectives

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

Major Action Steps and End Products

- ◆ Maintain current and accurate records and mapping on socio-economic, employment, and land use data, and other data sets that support transportation planning (as requested from individual jurisdictions) in the Bi-State area (continuous), and provide data support for LRTP development (cyclical) and other transportation planning documents and grants (on-going, includes activities carrying over from FY2022)
- ◆ Integrate decennial Census and updates of American Community Survey data as available into the Bi-State documents/reports data on agency website (continuous, includes activities carrying over from FY2022)
- ◆ Conduct follow-up for Census programs/data releases, monitor status, and provide coordination for Census Transportation Planning Products (CTPP) data usage and development, and utilize other available data sets that support transportation planning (as scheduled and requested)
- ◆ Facilitate urbanized area boundary review process as part of 2020 Census (includes carrying over from FY2022).
- ◆ Provide technical assistance in the land use and environmental services area, including comprehensive land use planning, housing and transportation relationships, development ordinances (e.g. zoning, subdivision, etc.), and environmental assessments and their impact on the transportation system (as requested, includes activities carried over from FY2022)
- ◆ Provide technical assistance in the interdisciplinary public safety and security efforts among the two states, multiple counties and multiple municipalities, and a federal military installation and assist with coordination of intergovernmental agreements and resources (as requested, includes activities carrying over from FY2022)
- ◆ Investigate general transportation issues as they occur in various transportation modes such as rail, air, water navigation, and intermodal issues (as needed)
- ◆ Monitor status of passenger rail transportation service and facilities, and provide technical and coordination assistance among local governments
- ◆ Continue to monitor status of National Ambient Air Quality Standards (NAAQS), climate change and resilience, hazard mitigation, including COVID recovery, stormwater management, and greenhouse gas reduction dialog and their impact on transportation planning (continuous, includes activities carrying over from FY2022)
- ◆ Inform freight interests of planning activities through the Regional Transportation Advisory Group communications, local chambers' industry logistics interests, and business members (as needed)

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$82,479	+FY2022 Carryover \$34,996 (665 hours)
IA DOT PL	65,328	
IA FTA 5305d	15,053	
State/Local/Other	<u>40,715</u>	
Total	\$238,571	(3,058 FY23 employee hours)

Previous Work in FY2022

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

3.0 Long-Range Transportation Planning (37%)

Status

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

Objectives

Identify multi-modal long-range transportation needs.

Major Action Steps and End Products

- ◆ Conduct transportation system analyses (as needed, includes activities carrying over from FY2022)

Section 4 – Summary of Planning Activities/Work Tasks

- ◆ Maintain transportation system inventory through various media (continuous, includes activities carrying over from FY2022)
- ◆ Provide technical assistance to participating governmental entities (continuous)
- ◆ Coordinate with state and local traffic counting programs to be used in the update of the metropolitan area Average Daily Traffic mapping (as needed)
- ◆ Conduct traffic studies and determine their impact on the long-range transportation plan (LRTP) (as requested, includes carrying over from FY2022)
- ◆ Assist with Mississippi River Crossing Study implementation, including assistance with the implementation of the unfunded sections of I-74 Corridor, legislative and funding needs for other metro bridge needs, and other related bridge coordination issues, including opportunities for rail/highway major investment study on Mississippi River in metro area (on-going, includes work carrying over from I-74 and I-80 as well as the Centennial Bridge/U.S.67)
- ◆ Assist with other studies identified in the long-range transportation plan (as requested, includes activities carrying over from FY2022)
- ◆ Continue training on modeling programs/best practices through conferences/workshops/webinars/meetings and work with the DOTs and model user groups (as scheduled)
- ◆ Continue in-house analysis capabilities for alternatives analyses (as requested, includes activities carrying over from FY2022)
- ◆ Maintain travel demand model network, databases, and software (continuous)
- ◆ Review planning area boundary with 2020 redesignation process and Traffic Analysis Zones (TAZs) for Census and/or other changing conditions and refine them (as needed)
- ◆ Implement *Connect QC 2050: Quad Cities Long Range Transportation Plan* (as needed)
- ◆ Monitor long range transportation planning issues, examining the multi-modal facets of the Quad Cities transportation system (as needed, includes activities carrying over from FY2022); and monitor for consistency with the current transportation act requirements if revisions, amendments, and/or administrative modifications are necessary, and/or implications of reauthorization (as needed, includes activities carrying over from FY2022)
- ◆ Continue to conduct public information process related to long range planning (continuous, includes final publication of LRTP document)
- ◆ Assist in problem identification and appropriate solutions regarding long range plan projects among the various modes of transportation for the movement of goods and people (as requested, includes activities carrying over from FY2022)
- ◆ Continue to facilitate the regional freight plan implementation and efforts to enhance freight planning capacity within the agency, including coordination with the freight forum stakeholders group (includes activities carrying over from FY2022) and working with stakeholders in trucking, rail and maritime sectors.
- ◆ Assist with efforts to maintain and preserve the transportation system to support network sustainability (as needed, includes activities carrying over from FY2022)
- ◆ Continue to work on planning elements' issues of the LRTP including, safety, security, ITS, air quality, sustainability, livability, climate change and extreme weather adaption, hazards mitigation/resilience, congestion management, maintenance and operations, environmental justice/effects, human services coordination with transportation providers, and performance measures (continuous, includes activities carrying over from FY2022)

- ◆ Update the regional ITS Architecture document for necessary revisions and new technology deployment (July-June, includes carrying over review, adoption and final publication and website posting from FY2022)
- ◆ Complete Congestion Management Process (CMP) LRTP Addendum for revisions and update as appropriate (as needed, includes carrying over final publication and website posting from FY2022)
- ◆ Collect and present socio-economic data and model input for 2055 model update, including input for base and horizon years; and investigate and review best practices/opportunities for employment data and its alignment with the Iowa Standardized Model Structure parcel-based data (on-going, includes base year parcel data collection carrying over from FY2022)
- ◆ Monitor travel demand model needs for 2050 plan implementation and future plan update, including network and parameter verification and software needs
- ◆ Utilize household travel survey data and other resources to prepare travel forecasts and analysis; and look at alternative sources or opportunities to update travel data (as needed)
- ◆ Review 2050 LRTP public input process and timeline and develop strategies for 2055 LRTP update and potential outreach tools; continue modal data collection for 2055 modeling with 2020 base year and review consultation process with resource agencies into the future plan development
- ◆ Prepare revisions Transit Development Plan (update cycle to satisfy guidance for Iowa’s Passenger Transportation Plans and Illinois’ Human Services Transportation Plans) and facilitate allocations and decisions related to core funding programs (as needed, includes activities carrying over from FY2022)
- ◆ Work on 2055 plan update related to safety, modal issues, and other items referenced in reauthorization of the federal transportation act and look ahead to elements that may become part of future plans

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$152,585	+FY2022 Carryover \$64,743 (1,081 hours)
IA DOT PL	120,857	
IA FTA 5305d	27,849	
State/Local/Other	<u>75,332</u>	
Total	\$441,356	(5,352 employee hours)

Previous Work in FY2022

Staff continued to address river crossing needs and served inquiries. • Continued coordination related to I-74 Mississippi River corridor reconstruction phases not yet complete and attended related meetings, such as advisory committee; and monitored I-80 corridor and bridge replacement studies, other long-term Mississippi and Rock River crossing needs. Looked for implementation opportunities for Mississippi River rail bridges and Illinois 92 corridor studies. • Monitored issues from modeler’s users groups to apply to recommendations of travel model enhancements as part of Iowa Standardized Model Structure implementation. • Attended Transportation Research Board national conference for data analysis and modeling capacity

building. • Participated in statewide long range (freight, rail, transit), corridor or community transportation planning meetings. • Continued conversations on port statistical area and modal freight improvements. • Facilitated 2050 LRTP technical corrections. Prepared document for publication. • Facilitated Performance Measures target setting to incorporate into PM addendum to the 2050 Quad Cities Long Range Transportation Plan. • Began Developing Congestion Management Process update for addendum to 2050 LRTP. • Monitored and assessed strategies to address performance management requirements, including attending freight data, transit and safety peer exchanges on data availability, safety plans and transit asset management. • Assisted with long range plan implementation for various projects. • Continued work on area connections to the American Discovery Trail (ADT), Mississippi River Trail (MRT), Grand Illinois Trail (GIT), and wayfinding/signing issues (area wide and trail). • Trail development efforts included serving funding inquires, routing analysis, general public presentations, and attending related coordination meetings. • Continued efforts toward passenger transportation and human services coordination planning and implementation, meetings, and conferences. • Examined regional transit development plan projects in relation to the LRTP and assisted with implementation. • Regional ITS Architecture plan update to completed in CY2022. • Continued to work on planning elements of the LRTP including, safety, security, ITS, air quality, sustainability, livability/community wellness, climate change/adaption, hazards mitigation/resilience, congestion management, maintenance and operations, environmental justice/effects, human services coordination with transportation providers, and performance measurements. • Extreme weather resiliency and durability pilot used as part of STBG evaluation process to assess metro area vulnerabilities to the transportation system, and gaining knowledge of climate related impacts and research. • Addressed 508 compliance requires for the Extreme Weather Resilience Pilot Report, and participated in a peer exchange.

4.0 Short-Range Transportation Planning (38%)

Status

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

Objectives

Assist local governments in evaluating transportation system performance.

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

Major Action Steps and End Products

- ◆ Maintain FFY2022-2025 Transportation Improvement Program (TIP) through September 30, 2022 and Illinois listing of Federally Obligated Projects (as needed, includes projects requiring revisions, as work carrying over from FY2022)
- ◆ Maintain FFY 2023-2026 Transportation Improvement Program (TIP) and prepare FFY 2024-2027 TIP that list projects receiving federal funds and provide for public participation in the process (update March-June, then continuous monitoring the

remainder of the timeframe, includes ILDOT 5-Year Program edits provided after June 30, 2022, as work carrying over from FY2022)

- ◆ Provide technical assistance related to the transportation network to participating governmental entities (as requested, includes activities carrying over from FY2022)
- ◆ Evaluate progress of congestion management process implementation (formerly transportation system management-TSM) and deployment of specific techniques for possible use in reducing non-recurring congestion (on-going)
- ◆ Provide assistance to local governments with planning, programming, and meeting requirements for the state and federal transportation programs (as requested, includes activities carrying over from FY2022)
- ◆ Conduct congestion management process activities as needed (on-going)
- ◆ Conduct evaluation processes for programming of federal transportation funds (such as Surface Transportation Block Grant, Transportation Alternatives Set-Aside, Carbon Reduction Program, etc.), along with public participation (as needed, includes activities carrying over from FY2022)
- ◆ Evaluate transportation data (as needed, includes activities carrying over from FY2022)
- ◆ Provide technical assistance in non-motorized – bicycle facilities and pedestrian – planning (continuous, includes activities carrying over from FY2022)
- ◆ Provide technical assistance in transit planning to transit systems and work on human services coordination related to transportation mobility, utilizing the Regional Transit Interest and Advisory Group for public information and advisory input into passenger transportation (includes activities carrying over from FY2022)
- ◆ Assist transit operators in preparing for and responding to the recommendations of FTA's Triennial Reviews (as they are conducted)
- ◆ Update, maintain, and determine appropriate distribution of Section 5307 capital and other designated and/or direct recipient funds or allocations (e.g. 5310 and 5339) to the Quad Cities MPO (October – March, as needed remainder of year, includes activities carrying over from FY2022)
- ◆ Facilitate FTA subrecipient supplemental agreements with fixed-route transit systems to facilitate projects related to the appropriate funding programs (includes activities carrying over from FY2022).
- ◆ Assist in documentation for grant applications (as requested, includes activities carrying over from FY2022)
- ◆ Assist in preparation for and totaling of random sampling of ridership for FTA Section 15 reports for National Transit Database (NTD) reporting (as requested)
- ◆ Prepare or assist with Title VI compliance reports (as needed), and update Title VI document (on 3-year cycle)
- ◆ Document planning justification for projects included in Annual Element (TIP) (March–June, as needed remainder of the year)
- ◆ Assist in general planning needs and special studies of systems (as requested, includes activities carrying over from FY2022)
- ◆ Assist in transit route analysis and coordinated marketing efforts with transit providers; and coordinate QC Rideshare carpooling marketing and outreach with transit providers (as requested)
- ◆ Maintain a listing of transportation providers in the Bi-State Region (as needed)
- ◆ Address planning issues related to special needs and diverse populations

Section 4 – Summary of Planning Activities/Work Tasks

- ◆ Monitor ADA implementation (on-going)
- ◆ Include local transit agencies, social service agencies, welfare recipients, and low-income people, in conjunction with the regional transit development planning process, and facilitate transit mobility coordination with passenger transportation providers (on-going)
- ◆ Address environmental justice issues by continuing outreach to low income areas, limited English proficiency groups, and minorities and assess impact through use of current census data as part of Title VI update and other outreach efforts (on-going)
- ◆ Address safety/security and drug/alcohol testing planning (as needed, includes activities carrying over from FY2022)
- ◆ Assist cities, counties, transit operators, and not-for-profit transportation providers in complying with regulations regarding drug and alcohol testing requirements by coordinating and facilitating meetings and contracting needs of the Bi-State Drug and Alcohol Testing Consortium (on-going, includes activities carrying over from FY2022)
- ◆ Continue to meet with safety and emergency response representatives in the Quad Cities and Bi-State Region for communications and incident management, along with the multi-disciplinary safety teams (on-going, includes activities carrying over from FY2022)
- ◆ Prepare crash analyses and provide technical assistance in traffic safety and security efforts (as needed, includes activities carrying over from FY2022)
- ◆ Review and utilize strategic traffic safety plan for Quad Cities (on-going) and update on an established cycle (includes activities carrying over from FY2022) to address Safe Streets and Roads For All action plan and implementation criteria
- ◆ Assist with congestion management process activities for the urbanized area and implement projects that are feasible (on-going)
- ◆ Investigate appropriate ITS activities to assist in congestion and emission reduction (as needed)
- ◆ Participate in ITS planning and deployment of technologies to improve transportation efficiency and operations (as needed), including deployment related to the Mississippi and Rock River bridges, and as funding becomes available (on-going)
- ◆ Staff the Bi-State Region Air Quality Task Force and support their activities, and administer transit (QCTransit.com website maintenance and outreach), rideshare (QC Rideshare website dashboard maintenance and outreach), and air quality related education programs (as scheduled)
- ◆ Staff the Bi-State Regional Trails Committee to facilitate trail network development and pedestrian needs

Funding Sources and Amounts

IL DOT PL/FTA 5303d	\$156,709	+FY2022 Carryover \$66,492 (1,214 hours)
IA DOT PL	124,123	
IA FTA 5305d	28,601	
State/Local/Other	<u>77,358</u>	
Total	\$453,283	(5,907 FY23 employee hours)

Previous Work in FY2022

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

5. BUDGET INFORMATION AND PROGRAM REVISIONS

Direct Salary and Fringe Benefit Costs

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

Direct Other Costs

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

Indirect Costs

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

Disadvantaged Business Enterprise (DBE)

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

Annual Audit

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

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

Rationale Utilized to Apportion Funds

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

TPWP Revisions

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

Waiver of Approvals

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

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

Revision and Approval Procedures

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

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

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

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

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

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

The following table shows the estimated total Bi-State Regional Commission (BSRC) budget by funding sources for the fiscal year July 1, 2022 through June 30, 2023. This budget reflects the funding for those agency activities that will be under contract during all or a portion of the fiscal year.

BSRC Source of Funds Summary FY2023

Local Membership Support	\$	404,564
Other Local Income	\$	400,992
EDA Planning/RJA Grant	\$	160,000
CDBG/IDPH	\$	0
IA DED (IEDA)	\$	16,176
IA FTA 5311 & RPA9 STP /IL Regional Transit Planning	\$	82,166
FHWA PL-IA	\$	400,673
FHWA PL-IL/FTA 5305d-IL & SPR	\$	861,117
FTA 5305d-IA	\$	75,093
Misc./Federal Contracts	\$	10,000
IL Comprehensive Regional Planning	\$	159,098
	\$	<u>2,351,155</u>

Special Projects Planning Justification

Quad Cities Traffic Safety Summit

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

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

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

Section 5 – Budget Information and Program Revisions

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

Quad Cities Metropolitan Road and Bridge Construction Web-based Mapping

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

Bi-State Region Freight Plan Addendum

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

SUMMARY OF TRANSPORTATION PLANNING FUNDING IN FY2023

	MPO			Transit FTA 5307***	Other Federal	State/ Local/ Other	Total	Total Employee Hours†
	IL DOT PL/FTA 5303d	IA DOT PL*	IA FTA 5305d					
1.0 Program Support and Administration (5%)	\$20,620	\$16,332	\$3,763	\$0	\$0	\$10,179	\$50,894	459.5
2.0 General Dev. and Comprehensive Planning (20%)	\$82,479	\$65,328	\$15,053	\$0	\$0	\$40,715	\$203,575	3,058
3.0 Long Range Transportation Planning (37%)	\$152,585	\$120,857	\$27,849	\$0	\$0	\$75,322	\$376,613	5,352
4.0 Short Range Transportation Planning (38%)	\$156,709	\$124,123	\$28,601	\$0	\$0	\$77,358	\$386,791	5,907
Bi-State Region Freight Plan Addendum	\$40,000	\$60,000	\$0	\$0	\$0	\$25,000	\$125,000	—
Quad Cities Traffic Safety Summit	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000	—
MRPEIWI Web Mapping & Database**	\$0	\$0	\$0	\$0	\$27,400	\$6,850	\$34,250	—
Quad Cities Road and Bridge Construction Mapping and Web Access **	\$0	\$0	\$0	\$0	\$0	\$24,000	\$24,000	—
City of Bettendorf - Bettendorf Transit	\$0	\$0	\$0	\$27,976	\$0	\$6,994	\$34,970	—
City of Davenport - CitiBus Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	—
Rock Island Co. Metropolitan Mass Transit District- MetroLINK ***	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	—
TOTAL FY 2023	\$452,393	\$386,640	\$75,266	\$127,976	\$27,400	\$301,418	\$1,371,093	

* Uses Iowa carryover (c/o) funds: \$461,906 (\$75,266 5305d + \$146,636 IAPL c/o + \$240,004 IAPL target utilized of \$516,664 total available). IA DOT PL or FHWA Metropolitan Planning (PL) program funding is transferred to FTA 5305d program funding in a consolidated application. ** Carryover into FY23, only the remaining balance of unspent funding through agreements will be available for FY2023. See following page for Illinois planning funds from FY22 carried over from FY2023 through an agreement to December 31, 2022.)

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

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

SUMMARY OF TRANSPORTATION PLANNING FUNDING FROM FY2022 FOR FY2023 – ILLINOIS CARRYOVER ONLY

	MPO			Transit FTA 5307	Other Federal	State/ Local/ Other	Total	Total Employee Hours†
	IL DOT PL/FTA 5303d	IA DOT PL	IA FTA 5305d					
1.0 Program Support and Administration (5%)	\$8,749	\$0	\$0	\$0	\$0	\$2,187	\$10,936	101
2.0 General Dev. and Comprehensive Planning (20%)	\$34,996	\$0	\$0	\$0	\$0	\$8,749	\$43,745	665
3.0 Long Range Transportation Planning (37%)	\$64,743	\$0	\$0	\$0	\$0	\$16,186	\$80,929	1,081
4.0 Short Range Transportation Planning (38%)	\$66,492	\$0	\$0	\$0	\$0	\$16,623	\$83,115	1,214
TOTAL FY 2022	\$174,980	\$0	\$0	\$0	\$0	\$43,745	\$218,725	3,061

Carryover into FY23, only the remaining balance of unspent funding through agreements will be available for FY2023 to December 31, 2022.

† Note: Employee hours based on 1,800 hours per fiscal year. Hours to be updated.

**FY2023 URBAN TRANSPORTATION PLANNING WORK PROGRAM
SUMMARY OF HOURS BY PLANNING ACTIVITY (ADJUSTED 10/2022)**

Staff Title	1.0	2.0	3.0	4.0	Total
Executive Director	109	162	172	409	852
Assistant ED/Planning Director	258	295	467	712	1732
Finance Manager	19	0	0	81	100
Transportation/Traffic Engineer	0	0	1,660	0	1,660
Planner	0	98	0	352	450
Principal Planner	0	255	478	492	1,225
Accountant	73.5	0	0	0	73.5
Graphic Specialist	0	530	435	480	1,445
Graphic Specialist	0	480	321	263	1,064
Graphic Specialist	0	529	435	471	1,435
Planner	0	0	108	471	579
Planner	0	406	380	505	1,291
Planner	0	0	0	382	382
Planner	0	0	450	482	932
Accounting Technician	0	0	0	76	76
Word Processor	0	148	96	252	496
Accounting Technician	0	0	0	0	0
Intern	0	155	350	479	984
Total Hours	459.5	3,058	5,352	5,907	14,776.5

**FY2023 MPO TRANSPORTATION PLANNING PROGRAM
OBJECT CLASS BUDGET**

PL and 5305d Funds Only

	ILDOT PL/FTA	IADOT PL*	IA FTA 5305d	LOCAL/ OTHER	TOTAL
Personnel (Direct)	\$187,969	\$148,882	\$34,306	\$92,789	\$463,946
Fringe Benefits (52%)	\$97,744	\$77,419	\$17,839	\$48,251	\$241,253
Indirect Costs (38.4%)	\$109,713	\$86,900	\$20,024	\$54,159	\$270,796
Printing Costs	\$500	\$750	\$100	\$338	\$1,688
Training/Travel	\$4,500	\$3,000	\$67	\$1,892	\$9,459
Meetings	\$800	\$825	\$500	\$531	\$2,656
Direct Other Costs	\$51,167	\$68,864	\$2,430	\$30,615	\$153,076
-Consultant Services	\$40,000	\$60,000	\$0	\$25,000	\$125,000
-Equipment/Technology	\$3,101	\$798	\$1,381	\$1,320	\$6,600
-Data Tools Maintenance, Memberships & Subscriptions	\$8,066	\$8,066	\$1,049	\$4,295	\$21,476
Total	\$452,393	\$386,640	\$75,266	\$228,575	\$1,142,874

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

**FY2022 IL CARRYOVER- URBAN TRANSPORTATION PLANNING WORK PROGRAM
SUMMARY OF HOURS BY PLANNING ACTIVITY**

Staff Title	1.0	2.0	3.0	4.0	Total
Executive Director	22	36	40	87	185
Assistant ED/Planning Director	55	51	59	176	341
Finance Manager	5	0	0	21	26
Transportation/Traffic Engineer	0	0	602	0	602
Planner	0	47	0	46	93
Principal Planner	0	48	47	235	330
Accountant	19	0	0	0	19
Graphic Specialist	0	61	59	78	198
Graphic Specialist	0	120	55	68	243
Graphic Specialist	0	129	0	0	129
Planner	0	0	27	35	62
Planner	0	102	49	223	374
Planner	0	0	0	91	91
Planner	0	0	62	35	97
Accounting Technician	0	0	0	32	32
Word Processor	0	37	19	51	107
Accounting Technician	0	0	0	0	0
Intern	0	34	62	36	132
Total Hours	101	665	1,081	1,214	3,061

**FY2022 ILLINOIS CARRYOVER ONLY MPO TRANSPORTATION PLANNING PROGRAM
OBJECT CLASS BUDGET
PL and 5305d Funds Only**

	ILDOT PL/FTA	IADOT PL*	IA FTA 5305d	LOCAL/ OTHER	TOTAL
Personnel (Direct)	\$79,616	\$0	\$0	\$19,904	\$99,520
Fringe Benefits (52%)	\$41,400	\$0	\$0	\$10,350	\$51,750
Indirect Costs (38.4%)	\$46,470	\$0	\$0	\$11,617	\$58,087
Printing Costs	\$700	\$00	\$0	\$175	\$875
Training/Travel	\$0	\$0	\$0	\$0	\$0
Meetings	\$187	\$0	\$0	\$47	\$234
Direct Other Costs	\$6,607	\$0	\$0	\$1,652	\$8,259
<i>-Consultant Services</i>	\$0	\$0	\$0	\$0	\$0
<i>-Equipment/Technology</i>	\$3,107	\$0	\$0	\$777	\$3,884
<i>-Data Tools Maintenance, Memberships & Subscriptions</i>	\$3,500	\$0	\$0	\$875	\$4,375
Total	\$174,980	\$0	\$0	\$43,745	\$218,725

* Uses Illinois carryover (c/o) funds in FY2023 through December 31, 2022.

**TRANSIT OPERATORS' USE OF FTA
SECTION 5307 FUNDS FOR PLANNING PURPOSES¹**

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

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

Transit Operators Planning Justification

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

City of Bettendorf

Program Support and Administration:

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

City of Davenport

No funding is being utilized for planning.

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

General Development and Comprehensive Planning

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

U.S. Department of Commerce, Economic Development Administration

1401 Constitution Ave., NW
Washington, DC 20230

CERTIFICATE OF INDIRECT COSTS

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

- (1) All costs included in this proposal dated March 18, 2022 to establish fixed indirect cost rates for July 1, 2022 through June 30, 2023 are allowable in accordance with the requirements of the Federal award(s) to which they apply and OMB Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (codified at 2 C.F.R. Part 200). Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.
- (2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently, and the Federal Government will be notified of any accounting changes that could affect the fixed rate.
- (3) The fixed indirect cost rate calculated within the proposal is 38.4%, which was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in applicable regulations.
- (4) All documentation supporting the indirect cost rate identified above must be retained by the Recipient. This rate should be reviewed and validated as part of the Recipient's annual financial audit.

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

Organization Name: Bi-State Regional Commission

Signature: _____

Carol Connors

Name of Authorized Official: Carol Connors

Title: Finance Director

Email Address and Phone: cconnors@bistateonline.org 309-793-6300, ext. 1125

Date of Execution: July 15, 2022

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