

# Transportation Improvement Program

## Quad Cities: Davenport-Moline-Rock Island Urbanized Area



**FFY 2026-29**

**Approved June 24, 2025**

Effective Date: October 1, 2025 to  
September 30, 2026





# FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE  
QUAD CITIES, IOWA/ILLINOIS METROPOLITAN PLANNING AREA



Chair, Transportation Policy Committee

June 24, 2025

\*\*Effective Date: October 1, 2025 to September 30, 2026\*\*

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<sup>2</sup> Chair, Transportation Technical Committee.

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<sup>4</sup> 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 2026-2029. A copy of the 2025 Annual Element is included as a historical reference. Many of the FFY 2026-2029 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. 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)

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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 21<sup>st</sup> 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 IIJA 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. There are maps provided in this document to represent where projects are located based on data for Complete Streets, High Injury Network, and Pavement

Condition. The Quad Cities MPO has supported the respective Iowa and Illinois states' and Bettendorf Transit, CitiBus, and MetroLINK transit systems' targets. Please see the LRTP and Performance Measures webpage for current targets: <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/lrtp-and-pms/pm-performance-measures>. The Quad Cities MPO performance measures technical addendum to long range transportation plan provides a compilation of the most recent targets and outlines the federal performance measures program more fully. It is intended to be updated periodically, and support of the states' and transit systems targets are taken to the Transportation Policy Committee based on the cycle of required target-setting at the state and transit system level. While there are a number of federally prescribed performance measures for transportation system performance management, it is recognized that assessing other activities will aid in performance progress for the metropolitan area. What does "support" mean? For safety, the MPO has produced a *Quad Cities Strategic Highway Safety Plan (2021)* for local jurisdictions to use to identify crash hot spots or corridors where either engineering, enforcement, emergency response or education may be applied. The plan outlines emphasis areas where crash reductions efforts can be focused. The federal safety goal applies to all roads, and the local traffic safety plan will be useful in determining crash reduction priorities to reduce fatalities and serious injuries. The MPO participates in a long-standing Community Awareness of Roadway Safety (CARS) group that meets regularly to discuss traffic safety and coordination. Group discussions between the DOTs and local officials on proactive solutions to higher crash density corridors or hot spots will help bring projects forward as priorities, and toward implementation. Improvement at intersections and within corridors where transit routes occur will also aid transit traffic safety. For road improvements, the MPO has an established STBG programming process to evaluate projects based on safety, congestion, and pavement conditions. Safety is recognized in the ranking of projects.

For condition and reliability, local jurisdictions may cooperate on projects that are within their respective jurisdiction, and on the non-interstate NHS routes. The MPO also supports local governments in the metro area with grant applications for planning and 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**

Safety targets have been set for Iowa and Illinois DOTs, and the respective transit systems (Bettendorf Transit, CitiBus and MetroLINK) traffic and transit safety performance measures related to reducing fatalities and serious injuries. The Quad Cities MPO supported each states' and transit systems' respective performance targets for the five highway-related safety performance measures in January 2023: 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

## *Introduction*

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. The Quad Cities MPO supported the respective transit systems’ safety targets, and supports pursuit of grants that can aid transit safety and safer streets to convey passengers onboard as well as in transit to bus stops or transit facilities.

## *Pavement and Bridge*

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

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

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

## *System and Freight Reliability*

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

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

involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the respective freight investment plans and programmed in the STIP are based on priorities outlined in these documents.

### **Transit Asset Management**

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

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

### **TIP Process**

This FFY 2026-2029 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.

## *Introduction*

### 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, when there is a major change in project scope, 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.

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](http://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 4,611 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. Out of the 4,611 miles of functionally classified roads, only 1,745 miles are eligible for federal funding.

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.

### 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). There are two regional systems operating in the Quad Cities MPO and within the Bi-State

## *Transportation Improvements*

Region, including River Bend Transit and RIM rural transit. 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 2028. Table 2.1 shows a summary of funds that were and are expected to be available from FFY2018-2028 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 2023 to program funds through FFY 2027. A new solicitation is anticipated to begin in September 2026 with awards by the end of the calendar year. Table 4.1 outlines unmet needs that indicate there are more needs than funding is available. 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 2019 – 2029**

	ILLINOIS	IOWA
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	\$4,744,204
FFY 2024	\$2,362,079	\$4,680,020
FFY 2025	\$2,405,319	\$4,740,299
FFY 2026*	\$2,489,833	\$4,948,293
FFY 2027*	\$2,489,833	\$5,039,000
FFY 2028*	\$2,489,833	\$5,039,000
FFY 2029*	\$2,489,833	\$5,039,000
<b>TOTAL</b>	<b>\$23,541,665</b>	<b>\$50,675,098</b>

\* Includes funds based on targeted funding levels.

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

MPO ILQC Federal Aid – Surface Transportation Block Grant (STBG) Program					
	2025	2026	2027	2028	2029
STBG Target		\$2,489,833	\$2,489,833	\$2,489,833	\$2,489,833
Total Available for Programming		\$7,367,098	\$4,717,696	\$3,848,274	\$6,338,106
Total STBG Programmed		\$5,139,235	\$3,359,254	\$0	\$0
STBG Balance	\$4,877,266	\$2,227,863	\$1,358,441	\$3,848,274	\$6,338,106

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

MPO IAQC Federal Aid - Surface Transportation Block Grant (STBG) Program					
	2025	2026	2027	2028	2029
STBG Target		\$4,948,293	\$5,039,000	\$5,039,000	\$5,039,000
Total Available for Programming		\$12,623,139	\$8,988,205	\$13,950,205	\$10,855,548
Total STBG Programmed		\$8,673,934	\$77,000	\$8,133,657	\$0
STBG Balance	\$7,674,846	\$3,949,205	\$8,911,205	\$5,816,548	\$10,855,548

**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)
30 <sup>th</sup> Street (9 <sup>th</sup> Ave to 18 <sup>th</sup> Ave) – Rock Island	\$1,652,690	2019	2023	2025
1 <sup>st</sup> Street (East 1 <sup>st</sup> Ave to US150) – Coal Valley	\$859,235	2019	2023	2026
*19 <sup>th</sup> Avenue (7 <sup>th</sup> St to 16 <sup>th</sup> St) – Moline	\$1,208,584	2021	2024	2025
*IL92 (15 <sup>th</sup> St to 24 <sup>th</sup> St) – Rock Island	\$2,600,000	2021	2025	2026
*16 <sup>th</sup> Street (Avenue of the Cities to 19 <sup>th</sup> Avenue) – Moline	\$1,217,698.30	2024	2026	2027
*County Highway 78 (RI/Milan Pkwy) (E 1 <sup>st</sup> Street/Airport Road south to US 67) – Rock Island County	\$1,680,000	2024	2026	
*31 <sup>st</sup> Avenue (11 <sup>th</sup> -17 <sup>th</sup> Streets) – Rock Island	\$2,141,556	2024	2027	

REMAINING PROGRAMMED PROJECTS – IOWA QUAD CITIES	Federal Share of Project	Policy Approval (CY)	Original Program Year (FFY)	Revised Program Year (FFY)
3 <sup>rd</sup> and 4 <sup>th</sup> Streets (Telegraph Rd to Harrison) – Davenport***	\$7,259,388	2019	2023	2024 & 2025
*US 67 (Ewing St. to Chestnut St) – LeClaire	\$3,762,094	2021	2024	2025
*Central Avenue (14 <sup>th</sup> St to Pius Lane) – Bettendorf	\$1,837,500	2021	2024	2026
*W Central Park Ave. (Lincoln to Fairmount St) – Davenport	\$2,782,257	2021	2025	2026
*Eastern Avenue (Bridge over Duck Creek) – Davenport	\$2,040,710	2021	2025	2026
*Maplecrest Road (18 <sup>th</sup> to 29 <sup>th</sup> St) – Bettendorf	\$2,013,467	2024	2026	
*West 53 <sup>rd</sup> Street (Brady St to Welcome Way (Excluding the Welcome Way and Brady St intersections), Welcome Way to Candle Creek, NW Blvd to Pine St) – Davenport	\$8,133,657	2024	2027	2028

\* These projects received between 58-79% of their eligible STBG federal share as a set amount

\*\*\*DA-23-01 3<sup>rd</sup> Street and DA-23-04 4<sup>th</sup> Street were split into two separate projects in CY2023 and extended in CY2024 to E. River Drive for striping and the extension is to be paid locally

**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 2023 resulting in funds being programmed through 2028. 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) BY FEDERAL FISCAL YEAR**

Illinois Quad Cities	2025	2026	2027	2028	2029
TASA Target	\$346,294	\$346,294	\$346,294	\$346,294	\$346,294
Total Available for Programming	\$1,807,116	\$263,690	\$609,984	\$956,278	\$1,302,572
Total TASA Programmed	\$1,889,720	\$0	\$0	\$0	\$0
<b>TASA Balance</b>	<b>-\$82,604</b>	<b>\$263,690</b>	<b>\$609,984</b>	<b>\$956,278</b>	<b>\$1,302,572</b>

Iowa Quad Cities	2025	2026	2027	2028	2029
TASA Target	\$446,046	\$471,374	\$488,000	\$488,000	\$488,000
Total Available for Programming	\$2,570,705	\$1,988,392	\$723,926	\$1,211,926	\$606,301
Total TASA Programmed	\$1,053,687	\$1,752,466	\$0	\$1,093,625	\$0
<b>TASA Balance</b>	<b>\$1,517,018</b>	<b>\$235,926</b>	<b>\$723,926</b>	<b>\$118,301</b>	<b>\$606,301</b>

**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)
SILVIS – 10th St. Avenue of the Cities to Crosstown Ave. (TASA)	\$529,640	2019	2025
MOLINE – 36th Ave Shared-Use Path	\$259,175	2023	2025
MOLINE – Morgan Park Trail Phase I & II	\$1,100,905	2025 & 2026	2025

REMAINING MPO PROGRAMMED PROJECTS - IOWA	ALTERNATIVES FUNDS	ORIGINAL PROGRAM YEAR (FFY)	REVISED PROGRAM YEAR (FFY)
DAVENPORT – Brady Street (59 <sup>th</sup> St – Veterans Memorial Parkway) Shared Use Path	\$530,917	2021	2024
ELDRIDGE – Townsend Farms Trail	\$284,800	2022	2024
DAVENPORT – West Loop Trail Phase I	\$522,770	2023	2025
DAVENPORT - West Loop Phase II	\$554,350	2024	2026
BETTENDORF – East Side of Middle Rd Trail from Hopewell to Forest Grove	\$526,500	2025	2026
LECLAIRE – Trail Construction on West Side of 35 <sup>th</sup> St from 195 <sup>th</sup> St to Wisconsin St	\$671,616	2026	
DAVENPORT – Goose Creek Trail, Kimberly Rd to 39 <sup>th</sup> St	\$1,093,625	2028	

**Carbon Reduction Program (CRP)**

Under IIJA, the Quad Cities, Iowa/Illinois is designated to receive a portion of the CRP funds, which are available through the States of Illinois and Iowa for eligible projects that reduce transportation pollutants from on-road sources. CRP funds may be spent on traffic monitoring/control, advanced truck stop electrification, pedestrian/bicycle/non-motorized transportation facilities, congestion management, Intelligent Transportation System, energy efficient street and traffic lights, deployment of alternative fuels vehicles/infrastructure, diesel engine retrofits, public transit, and reduction of freight impacts on the environment/communities. Selected projects should align with each respective State’s Carbon Reduction Strategy. States submitted their Carbon Reduction Strategies in November 2023, which are available for viewing on the respective DOT websites. The Bi-State Regional Commission has delegated the authority for programming these CRP funds to the Transportation Policy Committee as a role of transportation programming. The Policy Committee has directed the Transportation Technical Committee to develop and implement a process through which candidate projects for CRP funding are submitted as needed, then evaluated and prioritized in relation to each other. The resulting evaluation assists the Policy Committee in determining which projects should be selected to receive CRP funding.

An evaluation procedure, adopted by the Transportation Policy Committee, allows for the ranking of each project based on 5 categories. The CRP ranking sheet is included in the Appendix B. Additionally, the Technical Committee will periodically review the document to assure it correlates with current technical standards. Solicitation for CRP projects was conducted in Winter 2023 for funds being programmed through 2028. Iowa CRP funds were revised to reflect IIJA change. Illinois CRP numbers

were revised to reflect the current target number. Projected CRP funding for the MPO is detailed in Table 2.7. Table 2.8 lists the CRP funds programmed to date. Three solicitations were held between 2023 and 2024. Iowa has one project programmed, and Illinois has three projects programmed. Future calls for projects will depend on if the program is renewed.

**TABLE 2.7  
QUAD CITIES FEDERAL AID-TRANSPORTATION CARBON REDUCTION PROGRAM (CRP) BY  
FEDERAL FISCAL YEAR**

MPO IL QC Federal Aid – Carbon Reduction Program					
Federal Fiscal Year	2025	2026	2027	2028	2029
CRP Target		\$312,165	\$312,165	\$312,165	\$312,165
Total Available for Programming		\$449,330	\$761,495	\$330,528	\$642,693
Total CRP Programmed		\$0	\$743,132	\$0	\$0
CRP Balance	\$137,165	\$449,330	\$18,363	\$330,528	\$642,693

MPO IA QC Federal Aid – Carbon Reduction Program					
Federal Fiscal Year	2025	2026	2027	2028	2029
CRP Target	\$435,122	\$440,272	\$449,000	\$449,000	\$449,000
Total Available for Programming	\$1,302,729	\$1,743,001	\$648,001	\$1,097,001	\$1,546,001
Total CRP Programmed	\$0	\$1,544,000	\$0	\$0	\$0
CRP Balance	\$1,302,729	\$199,001	\$648,001	\$1,097,001	\$1,546,001

**TABLE 2.8  
CARBON REDUCTION PROGRAM (CRP) REMAINING MPO PROGRAMMED PROJECTS**

REMAINING MPO PROGRAMMED PROJECTS - ILLINOIS	CRP FUNDS	ORIGINAL PROGRAM YEAR (FFY)	REVISED PROGRAM YEAR (FFY)
MOLINE – 15 <sup>th</sup> St and 16 <sup>th</sup> Ave	\$175,000	2025	
ROCK ISLAND – 18th Avenue & 17th Street Intersection (PE for Roundabout)	\$649,126	2027	
ROCK ISLAND – Intersection Analysis Master Plan (PE)	\$94,006	2027	

REMAINING MPO PROGRAMMED PROJECTS - IOWA	CRP FUNDS	ORIGINAL PROGRAM YEAR (FFY)	REVISED PROGRAM YEAR (FFY)
DAVENPORT – Veterans Memorial Parkway and Eastern Avenue (Roundabout)	\$1,544,000	2026	

### ***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 versus 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 other various grant programs.

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/iowa-dot-grants-programs-funding-guide/future-programs/five-year-highway-program>. Table 2.9 shows Iowa DOT's Five-Year Program Funding. The graphic that follows is Iowa DOT's Transportation Funding for FFY2026.

**TABLE 2.9  
IOWA DOT FIVE YEAR PROGRAM FUNDING**

Iowa DOT Five Year Program Funding (\$ millions)					
<b>Revenues</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>TOTAL</b>
Primary Road Fund	\$839.5	\$837.5	\$842.0	\$848.1	\$3,367.1
TIME-21	\$135.0	\$135.0	\$135.0	\$135.0	\$540.0
Miscellaneous	\$25.0	\$25.0	\$25.0	\$25.0	\$100.0
Federal Aid	\$524.0	\$515.3	\$515.3	\$515.3	\$2,069.9
<b>Total</b>	<b>\$1,523.5</b>	<b>\$1,512.8</b>	<b>\$1,517.3</b>	<b>\$1,523.4</b>	<b>\$6,077.0</b>
<b>Statewide Allocations</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>TOTAL</b>
Operations & Maintenance Budget (PRF)	\$439.2	\$444.5	\$456.7	\$469.3	\$ 1,809.7
Back of the Program Line Items and Rail Hwy.	\$221.7	\$224.7	\$230.4	\$231.4	\$908.2
<b>Total</b>	<b>\$660.9</b>	<b>\$669.2</b>	<b>\$687.1</b>	<b>\$700.7</b>	<b>\$ 2,717.9</b>
<b>Funds Available For ROW/Construction</b>	<b>\$862.6</b>	<b>\$843.6</b>	<b>\$830.2</b>	<b>\$822.7</b>	<b>\$3,359.1</b>

Source Iowa DOT revenue estimates and allocations used in the creation of the Iowa DOT's Transportation Improvement Program (Five Year Program).

### 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 2.10. 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 2.10 are the annual operations and maintenance efforts of the three Quad Cities Area fixed-route transit systems based on the FFY2026-2029 Annual Element pages.

**TABLE 2.10  
FORECASTED OPERATIONS & MAINTENANCE TOTAL EXPENDITURE DOLLARS**

QUAD CITIES URBANIZED AREA - FEDERAL AID SYSTEM (IOWA ONLY)				
	2026	2027	2028	2029
City Operations	\$4,864,505	\$5,059,085	\$5,261,448	\$5,471,906
City Maintenance	\$1,031,261	\$1,072,511	\$1,115,412	\$1,160,028
IA DOT's O&M Estimates	\$4,792,819	\$4,850,656	\$4,983,790	\$5,121,289
<b>TOTAL OPERATIONS &amp; MAINTENANCE</b>	<b>\$10,688,585</b>	<b>\$10,982,252</b>	<b>\$11,360,650</b>	<b>\$11,753,223</b>

Source: IA DOT: 2024 "City Street Finance Report"

QUAD CITIES URBANIZED AREA - TRANSIT				
	2026	2027	2028	2029
Transit Operations	\$37,703,097	\$37,765,000	\$37,244,725	\$37,286,961
Transit Maintenance	\$4,154,818	\$2,571,159	\$2,579,909	\$2,584,909
<b>TOTAL OPERATIONS &amp; MAINTENANCE</b>	<b>\$41,857,915</b>	<b>\$40,336,159</b>	<b>\$39,824,634</b>	<b>\$39,871,870</b>

Source: Bettendorf Transit, Davenport CitiBus and MetroLINK

FORECASTED NON-FEDERAL AID REVENUES (IOWA ONLY)				
	2026	2027	2028	2029
City Street Fund	\$107,576,016	\$111,879,057	\$116,354,219	\$121,008,388

Source: IA DOT: 2024 "City Street Finance Report"

**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. Funding suballocated to the fixed route public transit systems under the Quad Cities MPO are shown in Table 2.11.

- **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

- 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. Section 5339c refers to the Low or No Emission Vehicle Program. Eligible projects include purchase of zero-emission or low-emission transit buses and other bus facility maintenance items. 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 2.11  
QUAD CITIES FEDERAL TRANSIT ADMINISTRATION FUNDING, FFY 2025**

TRANSIT SYSTEM	TOTAL 5307 FUND ALLOCATION FFY 2025
Bettendorf Transit	\$589,761
Davenport CitiBus	\$1,825,906
MetroLINK	\$4,029,880
TOTAL – Quad Cities Urbanized Area	\$6,445,547

TRANSIT SYSTEM	TOTAL 5310 FUND ALLOCATION FFY 2025
Bettendorf Transit	\$61,116
Davenport Citibus	\$158,753
MetroLINK	\$194,115
TOTAL – Quad Cities Urbanized Area	\$413,984

TRANSIT SYSTEM	TOTAL 5339 FUNDS ALLOCATION FFY 2025
Bettendorf Transit	\$53,090
Davenport Citibus	\$161,482
MetroLINK	\$346,331
TOTAL – Quad Cities Urbanized Area	\$560,903

TRANSIT SYSTEM	TOTAL 5337 FUNDS ALLOCATION FFY 2025
Bettendorf Transit	\$0
Davenport Citibus	\$0
MetroLINK	\$277,818
TOTAL – Quad Cities Urbanized Area	\$277,818

As part of federal requirement outlined in the Infrastructure Investment and Jobs Act (IIJA), a minimum of 1% (\$64,455 in FFY 2025) of 5307 funding must be expended on transit improvement 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 2026 annual element, \$690,000 is programmed toward these types of projects. This amount is sufficient to fulfill the minimum requirement. Additionally, no more than 10% (\$644,555 in FFY 2025) of ADA 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 2026 annual element, \$250,993 is programmed in compliance with this cap.

MetroLINK is the only transit system to receive 5337 funding. MetroLINK uses this funding to operate their passenger ferry boats.

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 2026-2029 ANNUAL ELEMENTS**



### 3. FFY 2026-2029 ANNUAL ELEMENTS

The following tables identify the four annual elements of the FFY 2026-2029 Transportation Improvement Program. A final version of FFY 2025 Annual Element is included as a reference and showcases the current status of those projects. 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 67% of the programmed FFY 2026 going toward maintenance projects. Approximately 18% of the FFY2026 funds are related to expansion projects.

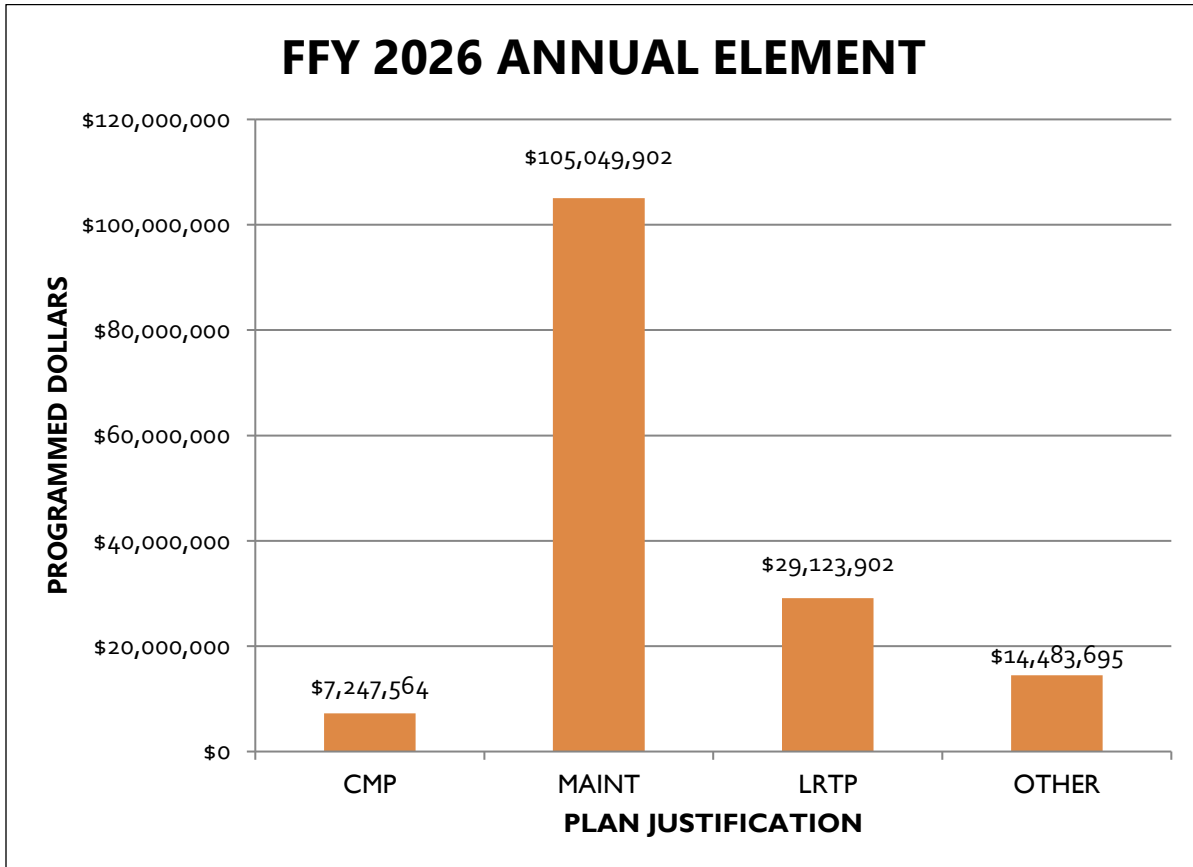
Transit projects are identified by project number, description, and project type (operating, capital, or planning). Although no reference to the long range plan is noted, all projects listed that use federal or state funds must be listed in the long range plan.

Preceding the annual elements, Table 3.1 summarizes FFY 2026 roadway projects by federal, state, and local sources and by which justification category they belong. Table 3.2 summarizes FFY2026 roadway projects by federal, state, and local sources and by jurisdiction. Table 3.3 summarizes FFY2026-2029 transit projects by federal and state sources and by which project type they belong. Table 3.4 summarizes funding in the FFY2026-2029 annual elements by type and source.

The tables are followed by a Map Key for FFY2026 projects and a series of maps with FFY 2026 project locations. 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 FFY2026 and their potential environmental and social impact on the metropolitan area.

**TABLE 3.1  
ROADWAY PROJECT FUNDING SUMMARY BY PLAN JUSTIFICATION  
FFY 2026 ANNUAL ELEMENT**

PLAN JUSTIFICATION	TOTAL	FEDERAL	STATE	LOCAL
Congestion Management Process (CMP)	\$7,247,564	\$5,864,512	\$0	\$1,383,051
Maintenance (MAINT)	\$105,049,902	\$84,982,319	\$12,956,850	\$7,110,733
Long Range Plan (LRP), Expansion Projects	\$29,123,902	\$19,612,949	\$3,600,000	\$5,910,953
Other*	\$14,483,695	\$11,591,156	\$4,000	\$2,888,539
<b>Total Quad Cities</b>	<b>\$155,905,063</b>	<b>\$122,050,937</b>	<b>\$16,560,850</b>	<b>\$17,293,276</b>



Note: Totals are for projects listed in the FFY-2026 Roadway Element only. Transit Projects are not included. Unmet Needs Projects are not included.

\*DA-24-10; not counted towards totals

**TABLE 3.2  
ROADWAY PROJECT FUNDING SUMMARY BY JURISDICTION:  
FFY 2026 ANNUAL ELEMENT**

	TOTAL COST	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
State of Illinois	\$24,941,000	\$20,507,000	\$4,434,000	\$0
Village of Coal Valley	\$1,074,044	\$859,235	\$0	\$214,809
City of East Moline	\$9,999,758	\$7,999,806	\$0	\$1,999,952
City of Moline	\$4,635,064	\$3,770,512	\$0	\$864,551
City of Rock Island	\$3,562,500	\$2,850,000	\$0	\$712,500
Rock Island County	\$2,400,000	\$1,680,000	\$0	\$720,000
<b>Total Illinois</b>	<b>\$46,612,366</b>	<b>\$37,666,554</b>	<b>\$4,434,000</b>	<b>\$4,511,812</b>
State of Iowa	\$71,381,000	\$59,254,150	\$12,126,850	\$0
City of Bettendorf	\$6,785,595	\$4,377,467	\$0	\$2,408,128
City of Davenport	\$21,035,200	\$16,046,317	\$0	\$4,988,883
City of LeClaire	\$10,090,902	\$4,706,449	\$0	\$5,384,453
<b>Total Iowa</b>	<b>\$109,292,697</b>	<b>\$84,384,383</b>	<b>\$12,126,850</b>	<b>\$12,781,464</b>
<b>Total Quad Cities</b>	<b>\$155,905,063</b>	<b>\$122,050,937</b>	<b>\$16,560,850</b>	<b>\$17,293,276</b>

Includes projects along collectors, arterial, or freeway/expressway functional classification within the Quad Cities: Davenport-Iowa/Illinois Urbanized Area. Unmet Needs Projects are not included.

\*DA-24-10; not counted towards totals

**TABLE 3.3  
TRANSIT PROJECT FUNDING SUMMARY BY PROJECT TYPE  
FFY 2026-2029 ANNUAL ELEMENTS**

	Operations			Capital			Planning		
	Total Cost	Federal Share	State Share	Total Cost	Federal Share	State Share	Total Cost	Federal Share	State Share
<b>FFY-2026</b>									
City of Bettendorf	\$1,403,097	\$730,143	\$270,000	\$129,500	\$103,600	\$0	\$17,500	\$14,000	\$0
City of Davenport	\$5,500,000	\$1,000,000	\$500,000	\$9,342,445	\$6,320,460	\$320,000	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$55,019,265	\$40,386,644	\$13,903,930	\$0	\$0	\$0
<b>Quad Cities Total</b>	<b>\$35,903,097</b>	<b>\$1,730,143</b>	<b>\$19,620,000</b>	<b>\$64,491,210</b>	<b>\$46,810,704</b>	<b>\$14,223,930</b>	<b>\$17,500</b>	<b>\$14,000</b>	<b>\$0</b>
<b>FFY-2027</b>									
City of Bettendorf	\$1,465,000	\$561,900	\$275,000	\$160,750	\$128,600	\$0	\$20,000	\$16,000	\$0
City of Davenport	\$5,500,000	\$1,000,000	\$500,000	\$4,000,000	\$2,120,000	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$1,914,909	\$1,531,927	\$382,982	\$0	\$0	\$0
<b>Quad Cities Total</b>	<b>\$35,965,000</b>	<b>\$1,561,900</b>	<b>\$19,625,000</b>	<b>\$6,075,659</b>	<b>\$3,780,527</b>	<b>\$382,982</b>	<b>\$20,000</b>	<b>\$16,000</b>	<b>\$0</b>
<b>FFY-2028</b>									
City of Bettendorf	\$1,444,725	\$554,844	\$280,000	\$169,500	\$135,600	\$0	\$21,003	\$16,802	\$0
City of Davenport	\$5,500,000	\$1,000,000	\$500,000	\$4,000,000	\$2,120,000	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$1,914,909	\$1,531,927	\$382,982	\$0	\$0	\$0
<b>Quad Cities Total</b>	<b>\$35,944,725</b>	<b>\$1,554,844</b>	<b>\$19,630,000</b>	<b>\$6,084,409</b>	<b>\$3,787,527</b>	<b>\$382,982</b>	<b>\$21,003</b>	<b>\$16,802</b>	<b>\$0</b>
<b>FFY-2029</b>									
City of Bettendorf	\$1,486,961	\$575,013	\$285,000	\$174,500	\$139,600	\$0	\$22,053	\$17,642	\$0
City of Davenport	\$5,500,000	\$1,000,000	\$500,000	\$4,000,000	\$2,120,000	\$0	\$0	\$0	\$0
MetroLINK	\$29,000,000	\$0	\$18,850,000	\$1,914,909	\$1,531,927	\$382,982	\$0	\$0	\$0
<b>Quad Cities Total</b>	<b>\$35,986,961</b>	<b>\$1,575,013</b>	<b>\$19,635,000</b>	<b>\$6,089,409</b>	<b>\$3,791,527</b>	<b>\$382,982</b>	<b>\$22,053</b>	<b>\$17,642</b>	<b>\$0</b>

Refer to Annual Element pages for details.

**TABLE 3.4  
FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM  
SUMMARY OF PROGRAMMED FEDERAL FUNDS**

Area/Source	FFY-2026		FFY-2027		FFY-2028		FFY-2029	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
<b>ILLINOIS</b>								
Hazard & Safety Improvements Program (HSIP)	\$613,564	\$557,512	\$557,000	\$501,000	\$1,784,000	\$1,606,000	\$0	\$0
National Highway Performance Program (NHPP)	\$8,500,000	\$7,350,000	\$10,500,000	\$4,950,000	\$336,508,000	\$162,207,000	\$0	\$0
Surface Transportation Block Grant Program (STBG)	\$6,724,044	\$5,139,235	\$5,441,439	\$3,359,255	\$0	\$0	\$0	\$0
Transportation Alternatives Set Aside (TASA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Carbon Reduction Program (CRP)	\$0	\$0	\$1,750,970	\$743,132	\$0	\$0	\$0	\$0
Illinois Transportation Enhancement Program (ITEP)	\$3,750,000	\$3,000,000	\$4,000,000	\$3,000,000	\$0	\$0	\$0	\$0
Surface Transportation Program (STP)	\$16,400,000	\$13,120,000	\$6,500,000	\$5,200,000	\$47,025,000	\$37,620,000	\$0	\$0
Surface Transportation Program (STP) - Rural	\$0	\$0	\$250,000	\$138,000	\$0	\$0	\$0	\$0
Surface Transportation Program (STP) - Urban	\$0	\$0	\$250,000	\$62,000	\$0	\$0	\$0	\$0
Safe Routes to School (SRTS)	\$625,000	\$500,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0
Discretionary Funds	\$42,779,758	\$21,613,139	\$38,706,469	\$29,582,654	\$0	\$0	\$0	\$0
Section 5307	\$37,554,265	\$19,246,635	\$1,914,909	\$1,531,927	\$1,914,909	\$1,531,927	\$1,914,909	\$1,531,927
Section 5310	\$365,000	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0
Section 5339	\$17,110,000	\$6,774,676	\$0	\$0	\$0	\$0	\$0	\$0
Section 5337	\$460,000	\$460,000	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL ILLINOIS</b>	<b>\$134,881,631</b>	<b>\$78,053,198</b>	<b>\$70,120,787</b>	<b>\$49,317,968</b>	<b>\$387,231,909</b>	<b>\$202,964,927</b>	<b>\$1,914,909</b>	<b>\$1,531,927</b>

Table 3.4 (Continued)

Area/Source	FFY-2026		FFY-2027		FFY-2028		FFY-2029	
	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL	TOTAL	FEDERAL
<b>IOWA</b>								
Surface Transportation Block Grant Program (STBG)	\$17,304,217	\$12,782,734	\$1,092,000	\$873,600	\$17,611,428	\$13,429,657	\$0	\$0
National Highway Performance Program (NHPP)	\$64,901,000	\$54,893,350	\$0	\$0	\$75,929,000	\$68,323,100	\$70,000,000	\$63,000,000
Transportation Alternatives Set Aside (TASA)	\$2,865,297	\$1,752,466	\$0	\$0	\$2,168,898	\$1,093,625	\$0	\$0
Iowa Transportation Alternatives Program (TAP)	\$1,014,833	\$1,014,833	\$0	\$0	\$0	\$0	\$0	\$0
Carbon Reduction Program (CRP)	\$1,930,000	\$1,544,000	\$0	\$0	\$0	\$0	\$0	\$0
Highway Bridge Program (Bridge Formula Program) (HBP)	\$5,960,000	\$4,200,000	\$0	\$0	\$0	\$0	\$0	\$0
Hazard & Safety Improvements Program (HSIP)	\$280,000	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0
Hazard & Safety Improvements Program (HSIP) - SWAP	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
Federal Aid SWAP-HBP	\$1,980,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary Funds	\$13,704,641	\$7,625,000	\$10,618,000	\$8,494,400	\$2,168,898	\$1,093,625	\$0	\$0
Section 5307	\$8,900,097	\$2,256,093	\$10,395,750	\$3,051,500	\$10,385,228	\$3,052,246	\$10,433,514	\$3,077,255
Section 5307/ARPA	\$875,000	\$380,000	\$0	\$0	\$0	\$0	\$0	\$0
Section 5310	\$1,278,097	\$211,650	\$1,300,000	\$215,000	\$1,250,000	\$215,000	\$1,250,000	\$215,000
Section 5339	\$6,742,445	\$5,320,460	\$1,400,000	\$560,000	\$1,400,000	\$560,000	\$1,400,000	\$560,000
<b>TOTAL IOWA</b>	<b>\$127,755,627</b>	<b>\$92,552,586</b>	<b>\$24,805,750</b>	<b>\$13,194,500</b>	<b>\$110,913,452</b>	<b>\$87,767,253</b>	<b>\$83,083,514</b>	<b>\$66,852,255</b>
<b>AREA-WIDE PROJECTS</b>								
Planning Funds (PL) (Illinois and Iowa Combined)	\$1,103,330	\$867,060	\$1,103,330	\$867,060	\$1,103,330	\$867,060	\$1,103,330	\$867,060
Section 5303/5305d (Iowa FTA)	\$102,834	\$82,267	\$102,834	\$82,267	\$102,834	\$82,267	\$102,834	\$82,267
<b>TOTAL AREA-WIDE PROJECTS</b>	<b>\$1,206,164</b>	<b>\$949,327</b>	<b>\$1,206,164</b>	<b>\$949,327</b>	<b>\$1,206,164</b>	<b>\$949,327</b>	<b>\$1,206,164</b>	<b>\$949,327</b>

Refer to Annual Element pages for details.

\*DA-24-10; not counted towards totals

## Project Location Maps

The following maps are included in this document to provide a visual representation of the distribution of programmed projects for FFY 2026. 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 displays information regarding areas with population below the poverty level. 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

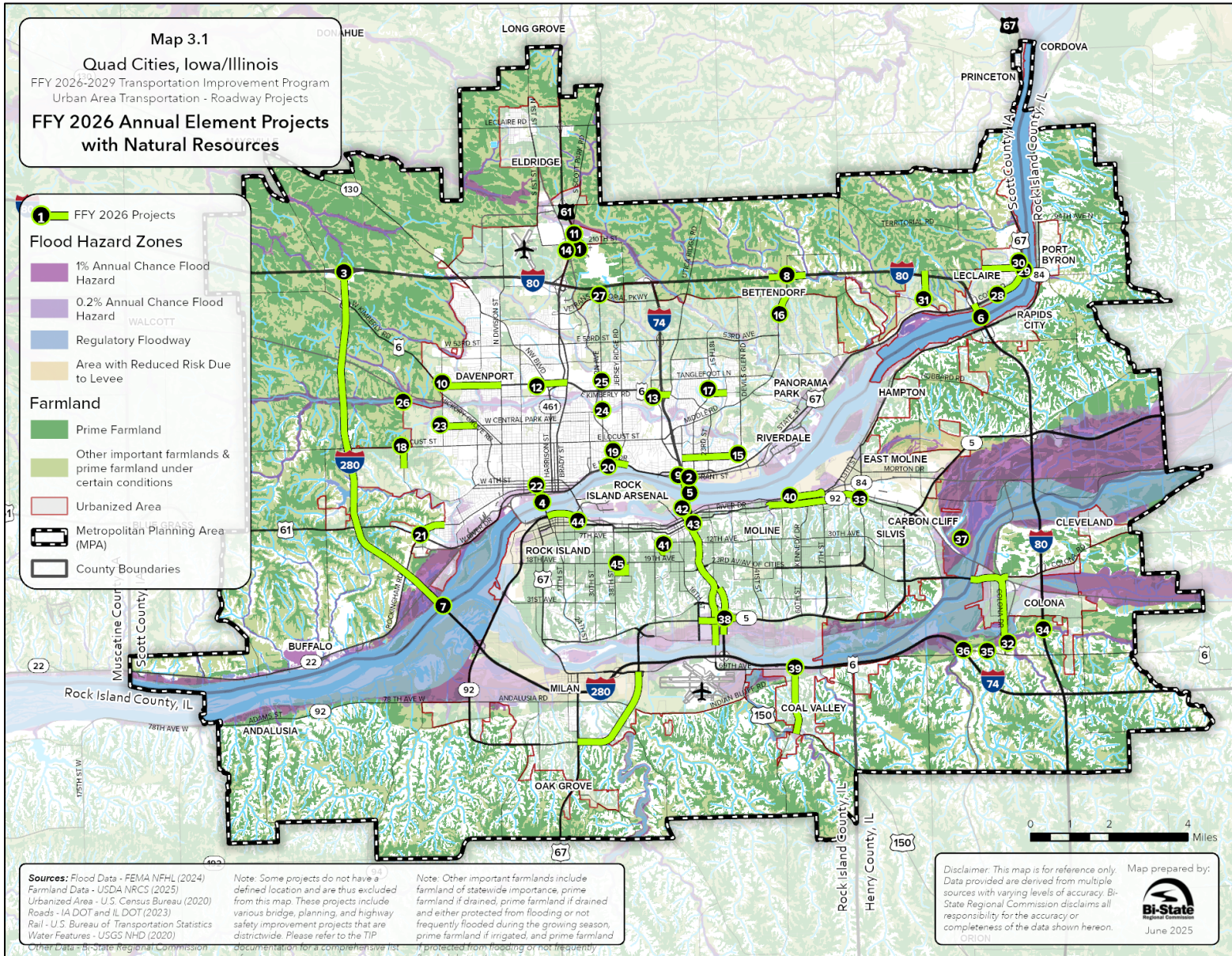
Additionally, there are three maps to show a visual representation of FFY26-29 programmed projects that are on or contribute to the Complete Street Priority Network, on the High Injury Network, or on a low-rated pavement condition segment. There are approximately 15 miles of projects programmed on the Complete Streets Priority Network or include components like transit, shared-use paths, bike lanes, and sidewalks. Appendix B references the Complete Streets policy adopted by the Transportation Policy Committee. For the High Injury Network, there are approximately 52.24 miles of projects on the network. As for pavement condition data, there are approximately 40.6 miles of projects that are on a low-rated pavement condition segment. Lastly, Map 3.7 shows the location of all projects listed in the annual elements from FFY26-29.

### MAP KEY – FFY 2026 PROJECTS

KEY NUMBER	PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	STATE # (IA TPMS #)
<b>STATE OF IOWA - IA</b>					
1	IA-25-07	US 61	210th St 1.1 Mi N of I-80 (Ramp)	Bridge Rehabilitation	48599
2	IA-25-10	I-74	Site (Wetland Bank) Not Yet Identified	Wetland Mitigation	55746
3	IA-25-11	I-280	I-80 to Mississippi River	Pavement Markings	57876
4	IA-26-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	38023
5	IA-26-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	38129
6	IA-26-03	I-80	Mississippi River in Le Claire (State Share)	Bridge Cleaning	38131
7	IA-26-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	38135
8	IA-26-07	I-80	1 mi W of Middle Rd to 1 mi E of Middle Rd - Bettendorf	Bridge Replacement & Culvert Extension	52487
9	IA-26-08	I-74	Mississippi River in Bettendorf (EB & WB)	Lighting	57874
10	IA-26-09	US 6	Fairmount St to Division St	Pavement Rehabilitation	57877
11	IA-26-10	US 61	Co Rd F55 Interchange 1.1 mi N of I-80	Paving	57878
12	IA-26-11	US 6	Gaines St. to Brady St.	Pavement Rehabilitation	57879
13	IA-26-12	US 6	Elmore Ave in Davenport to Utica Ridge Rd in Bettendorf	Pavement Widening	57880
14	IA-28-07	US 61	210th St 1.1 mi N of I-80 (NB/SB)	Paving	55686
<b>CITY OF BETTENDORF - BE</b>					
15	BE-24-01	Central Avenue	14th St to 150 ft. W of Pius Lane	Resurfacing	49800
16	BE-25-01	East Side of Middle Rd	Hopewell Ave to Forest Grove	Recreational Trail Construction - 10' sep. path	55808
17	BE-26-01	Maplecrest Rd	18th to 29th St	Reconstruction	54992
<b>CITY OF DAVENPORT - DA</b>					
18	DA-24-01	Wisconsin Avenue	Locust St to W. 11th St	10' Trail Construction	50895
19	DA-24-02	E 13th St	OVER I.C.E RR	Bridge Replacement	54798
20	DA-24-03	River Drive and Mound Street	River Drive and Mound Street	Raise and reconstruct approximately 1,700 linear feet of East River Drive near the intersection of Mound Street by 2.5 feet	55827
21	DA-24-04	Rockingham Road	Between Highway 61 and S. Fairmount Street	Rehabilitation of approximately 3,600 linear feet	55828
22	DA-24-07	2nd Street & Gaines Street	2nd Street & Gaines Street	Raise and reconstruct the intersection by 2 feet	55832
23	DA-25-01	W Central Park Avenue	Lincoln Ave to Fairmount St	Resurfacing	49801
24	DA-25-02	Eastern Avenue	Bridge over Duck Creek	Bridge Replacement	49802
25	DA-25-03	Eastern Avenue	Southern Bridge over Goose Creek	Replacement	55806
26	DA-26-01	Wisconsin Ave	Over Duck Creek (FHWA Structure 3170)	Bridge Replacement	57314

KEY NUMBER	PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	STATE # (IA TPMS #)
27	DA-26-02	Veterans Memorial Parkway and Eastern Avenue	Veterans Memorial Parkway and Eastern Avenue	Construction of Roundabout	58020
<b>CITY OF LECLAIRE - LE</b>					
v	LE-25-01	Mississippi River Trail	Eagle Ridge Road to May Street	Trail Construction	55809
29	LE-25-02	Wisconsin Street	Cody Road to 15th Street	Reconstruction	55810
30	LE-25-03	US 67	Midblock crosswalk between Jones St and Ewing St	Rapid Flashing Beacon	55898
31	LE-26-01	West Side of 35th St	195th St to Wisconsin St	Add 10' Trail & Construct Pedestrian Bridge	55814
<b>STATE OF ILLINOIS - IL</b>					
32	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	
33	IL-26-01	IL 92	IL 84 (N) in Silvis to 48th St in Moline	Reconstruction (PE)	
34	IL-26-02	I-80	Mineral Creek 2.9 mi E of I-74	Bridge Replacement	
35	IL-26-04	US 6	Turner Creek 0.4 mi W of ILL 84 (N)	Bridge Replacement	
36	IL-26-06	I-74/I-280	Over US 6, BN RR & Briar Bluff Rd	Bridge Preservation	
37	IL-26-07	Various	Highway Safety Improvement Program Projects	Safety Improvements	
38	IL-26-08	IL 5 & I-74	IL 5: 16th St to 0.2 mi W of 38th St & I-74: 0.9 Mi S of 23rd Ave (Ave of the Cities) in Moline to 0.5 mi S of ILL 5	Improvement – Tree Removal	
<b>CITY OF COAL VALLEY - CV</b>					
39	CV-23-01	1st St	(E. 1st Ave. - US 150)	Resurfacing	
<b>CITY OF EAST MOLINE - EM</b>					
40	EM-23-03	12th Ave.	(1st-7th Sts.) and 7th St. (15th-12th Aves.)	Reconstruction. Intersection. Sidewalks. Streetscaping.	
<b>CITY OF MOLINE - MO</b>					
41	MO-25-02	Sidewalks near Lincoln-Irving School	Various sidewalks on 10th St and 16th Ave	Sidewalk Replacement	
42	MO-25-03	Mississippi River to Rock River (MIRR Path)	19th/27th St	Shared-Use Path	
43	MO-26-01	City-Wide	City-Wide	Systematic intersection improvements-adding retro-reflective backplates to traffic signals and pedestrian signals	
<b>CITY OF ROCK ISLAND - RI</b>					
44	RI-25-01	IL 92	15th St to 24th St	Reconstruction	
45	RI-25-02	20th and 22nd Avenues	Between 38th and 44th Streets, and on 41st Street	Denkman School Sidewalk Improvements	
<b>ROCK ISLAND COUNTY - RC</b>					
46	RC-26-01	County Highway 78 (RI/Milan Pkwy)	E 1st St/Airport Rd south to US 67	Pavement Rehabilitation	


MAP 3.1



**Sources:** Flood Data - FEMA NFHL (2024)  
 Farmland Data - USDA NRCS (2025)  
 Urbanized Area - U.S. Census Bureau (2020)  
 Roads - IA DOT and IL DOT (2023)  
 Rail - U.S. Bureau of Transportation Statistics  
 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 these 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

**Disclaimer:** This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.  
 Map prepared by:  
  
 June 2025

# MAP 3.2

## Map 3.2 Quad Cities, Iowa/Illinois FFY 2026-2029 Transportation Improvement Program Urban Area Transportation - Roadway Projects FFY 2026 Annual Element Projects with Population Below the Poverty Level

**1** FFY 2026 Projects

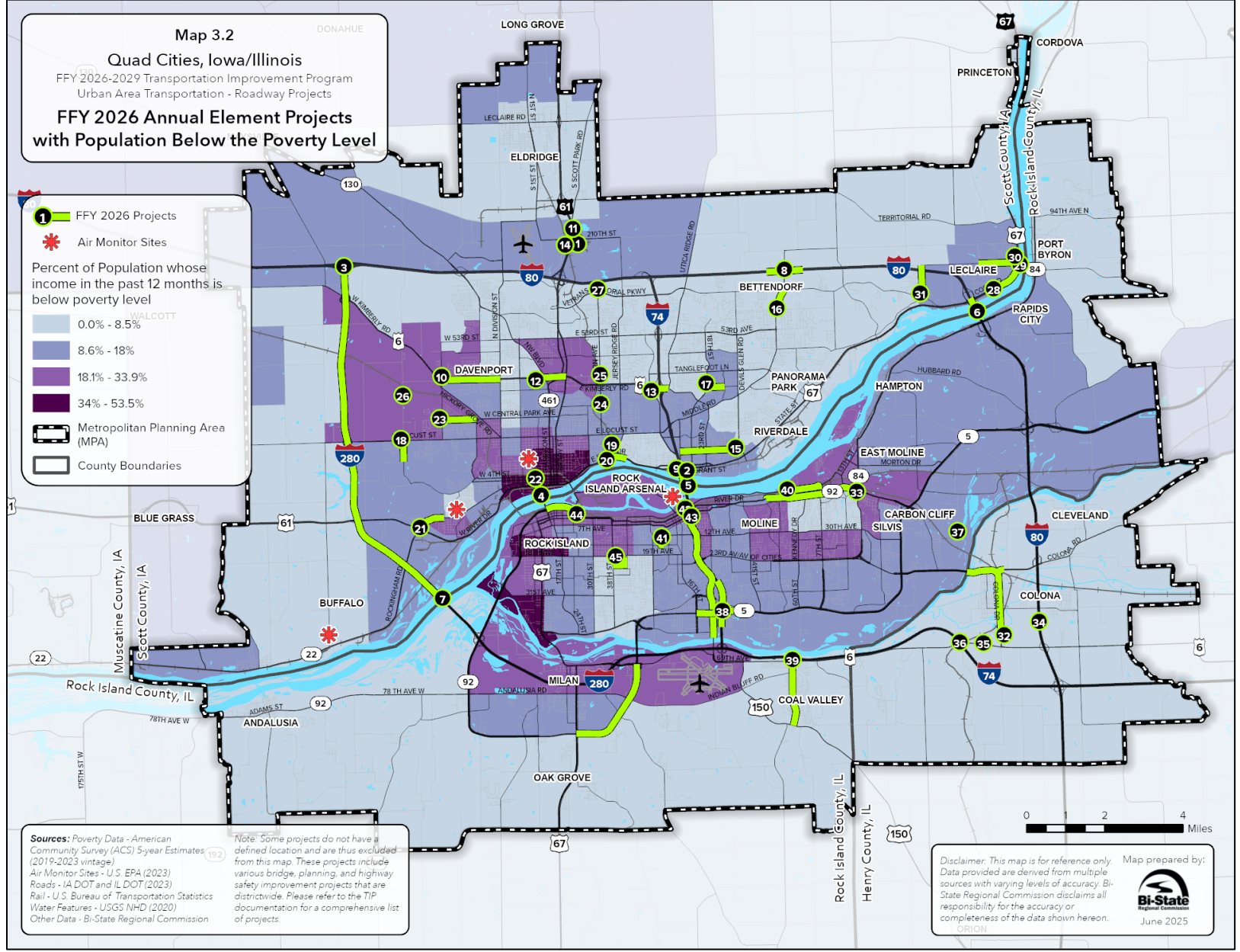
**\*** Air Monitor Sites

Percent of Population whose income in the past 12 months is below poverty level

- 0.0% - 8.5%
- 8.6% - 18%
- 18.1% - 33.9%
- 34% - 53.5%

Metropolitan Planning Area (MPA)

County Boundaries



**Sources:** Poverty Data - American Community Survey (ACS) 5-year Estimates (2019-2023 vintage)  
 Air Monitor Sites - U.S. EPA (2023)  
 Roads - IA DOT and IL DOT (2023)  
 Rail - U.S. Bureau of Transportation Statistics  
 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.

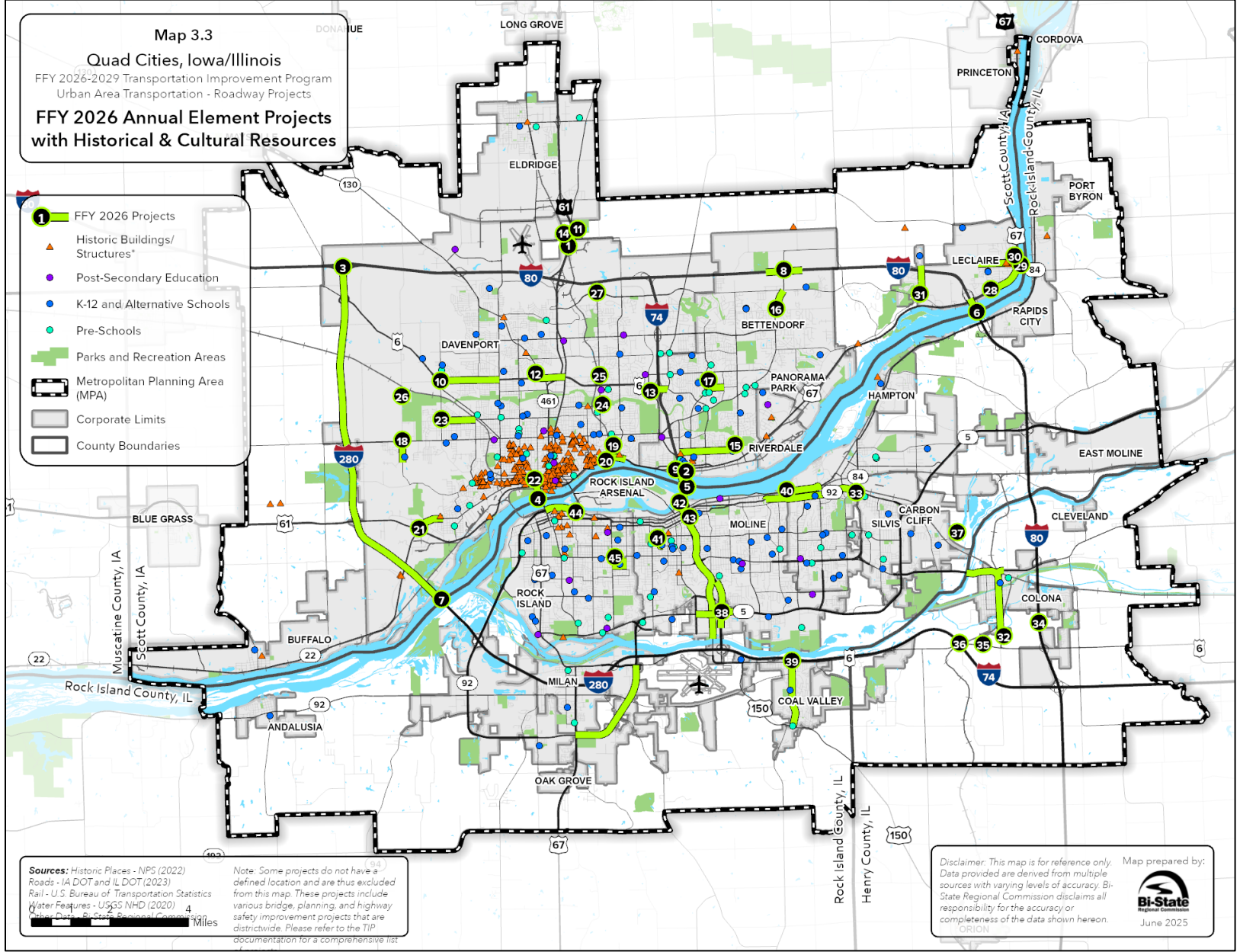
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Map prepared by:  
  
 June 2025

# MAP 3.3

**Map 3.3**  
**Quad Cities, Iowa/Illinois**  
 FFY 2026-2029 Transportation Improvement Program  
 Urban Area Transportation - Roadway Projects  
**FFY 2026 Annual Element Projects  
 with Historical & Cultural Resources**

- FFY 2026 Projects
- ▲ Historic Buildings/Structures\*
- Post-Secondary Education
- K-12 and Alternative Schools
- Pre-Schools
- Parks and Recreation Areas
- Metropolitan Planning Area (MPA)
- Corporate Limits
- County Boundaries



**Sources:** Historic Places - NPS (2022)  
 Roads - IA DOT and IL DOT (2023)  
 Rail - US Bureau of Transportation Statistics  
 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.*

0 1 2 3 4 Miles

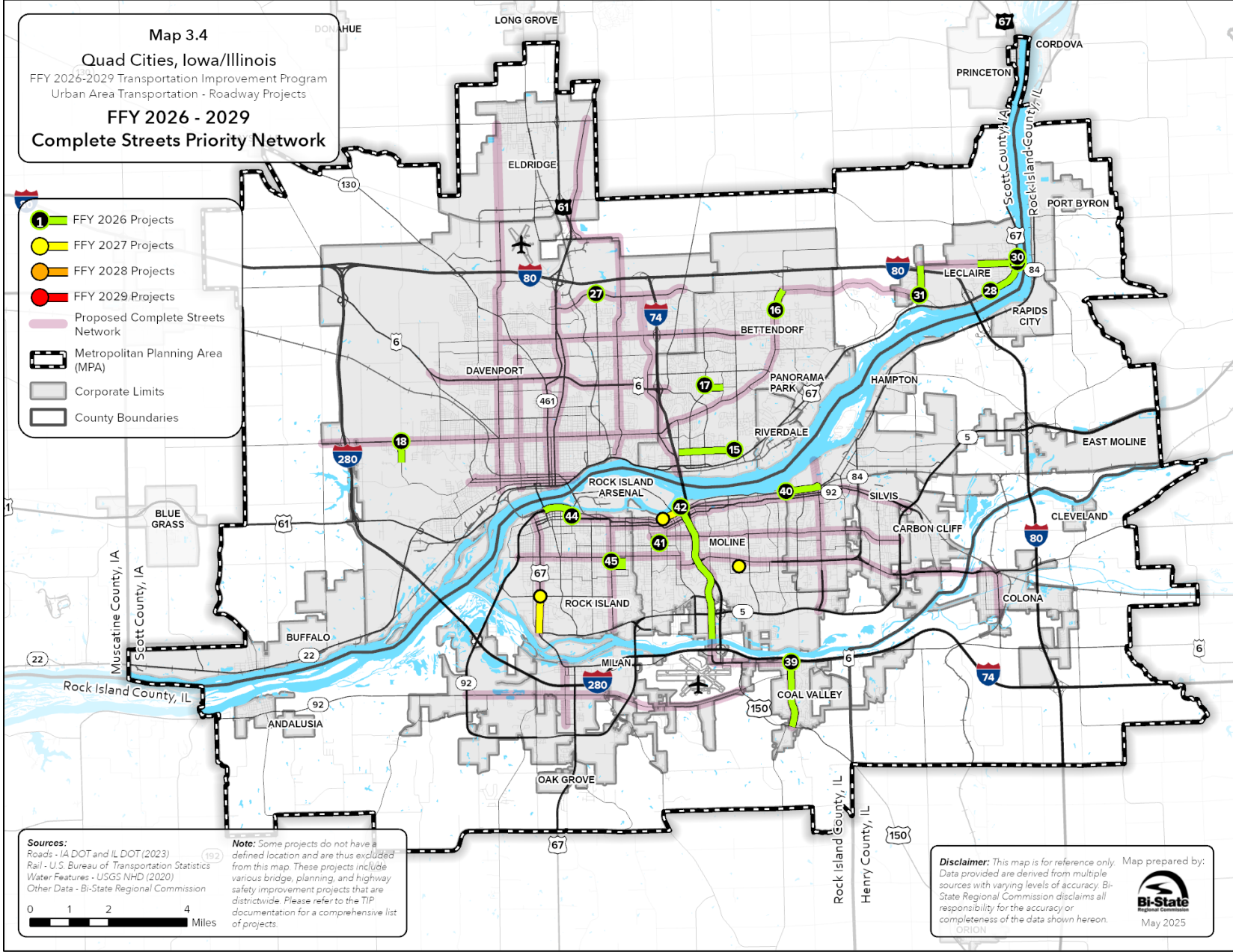
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Map prepared by:  
  
 June 2025

# MAP 3.4

**Map 3.4**  
**Quad Cities, Iowa/Illinois**  
 FFY 2026-2029 Transportation Improvement Program  
 Urban Area Transportation - Roadway Projects  
**FFY 2026 - 2029**  
**Complete Streets Priority Network**

- 1 FFY 2026 Projects
- 2 FFY 2027 Projects
- 3 FFY 2028 Projects
- 4 FFY 2029 Projects
- Proposed Complete Streets Network
- Metropolitan Planning Area (MPA)
- Corporate Limits
- County Boundaries



**Sources:**  
 Roads - IA DOT and IL DOT (2023)  
 Rail - U.S. Bureau of Transportation Statistics  
 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.

0 1 2 4 Miles

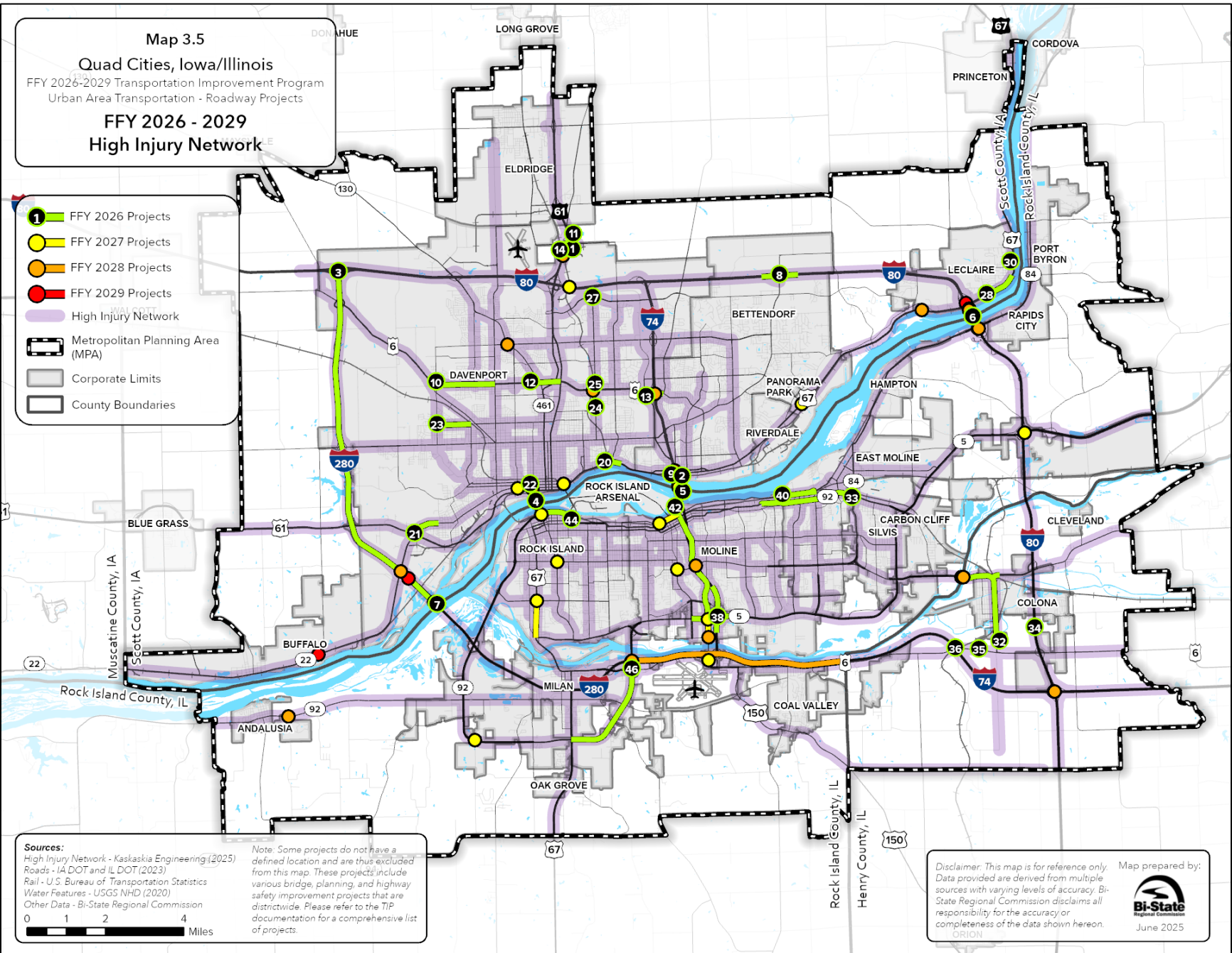
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 Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.  
 ORION

Map prepared by:  
**Bi-State**  
 Regional Commission  
 May 2025

# MAP 3.5

**Map 3.5**  
**Quad Cities, Iowa/Illinois**  
 FFY 2026-2029 Transportation Improvement Program  
 Urban Area Transportation - Roadway Projects  
**FFY 2026 - 2029**  
**High Injury Network**

- FFY 2026 Projects
- FFY 2027 Projects
- FFY 2028 Projects
- FFY 2029 Projects
- High Injury Network
- Metropolitan Planning Area (MPA)
- Corporate Limits
- County Boundaries



**Sources:**  
 High Injury Network - Kaskaskia Engineering (2025)  
 Roads - IA DOT and IL DOT (2023)  
 Rail - U.S. Bureau of Transportation Statistics  
 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.*

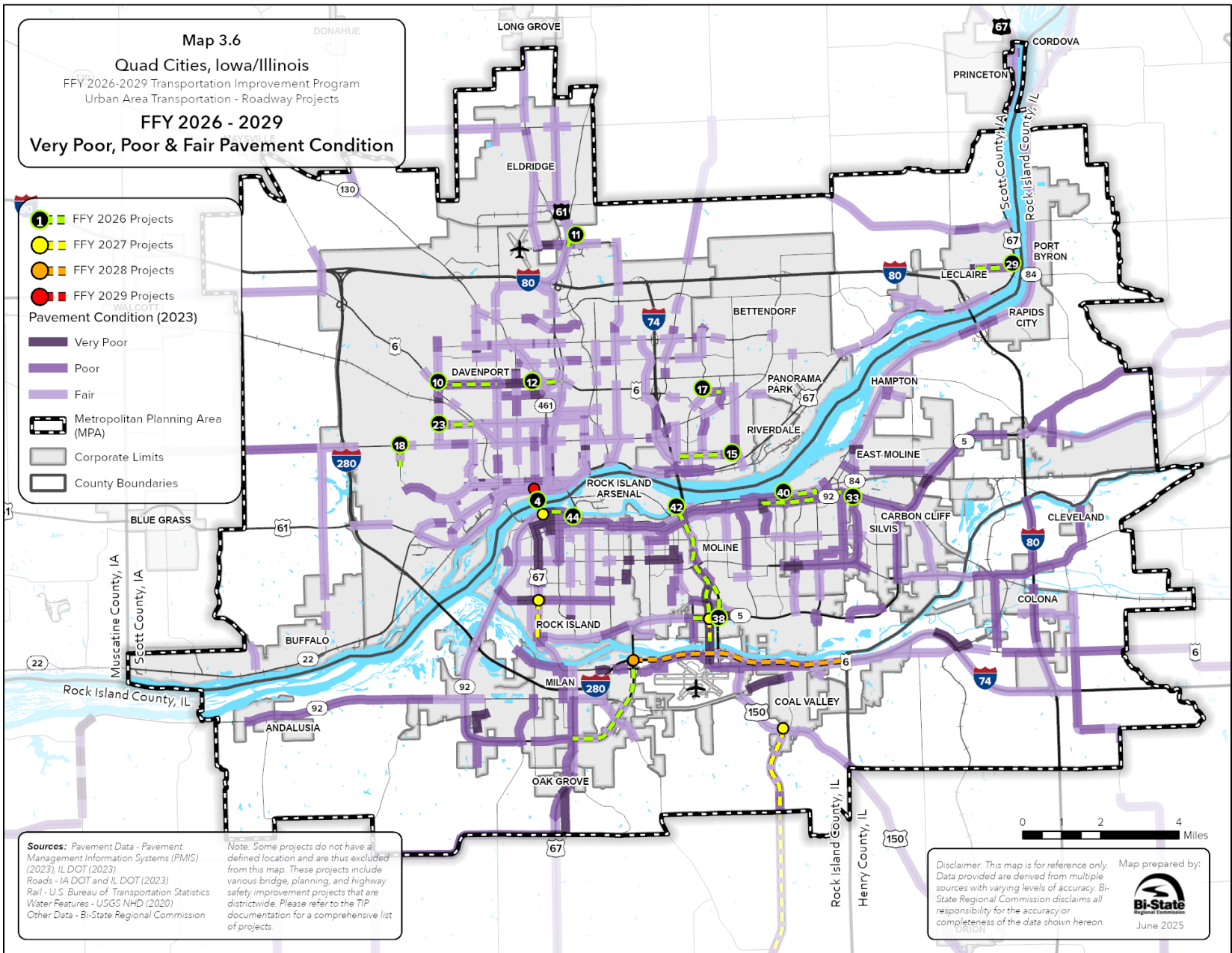


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 ORION  
 Map prepared by:  
  
 June 2025

# MAP 3.6

**Map 3.6**  
**Quad Cities, Iowa/Illinois**  
 FFY 2026-2029 Transportation Improvement Program  
 Urban Area Transportation - Roadway Projects  
**FFY 2026 - 2029**  
**Very Poor, Poor & Fair Pavement Condition**


-  FFY 2026 Projects
  -  FFY 2027 Projects
  -  FFY 2028 Projects
  -  FFY 2029 Projects
- Pavement Condition (2023)**
-  Very Poor
  -  Poor
  -  Fair
-  Metropolitan Planning Area (MPA)
  -  Corporate Limits
  -  County Boundaries

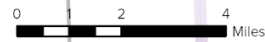


**Sources:** Pavement Data - Pavement Management Information Systems (PMIS) (2023), IL DOT (2023)  
 Roads - IA DOT and IL DOT (2023)  
 Rail - U.S. Bureau of Transportation Statistics  
 Water Features - USGS NHD (2020)  
 Other Data - Bi-State Regional Commission

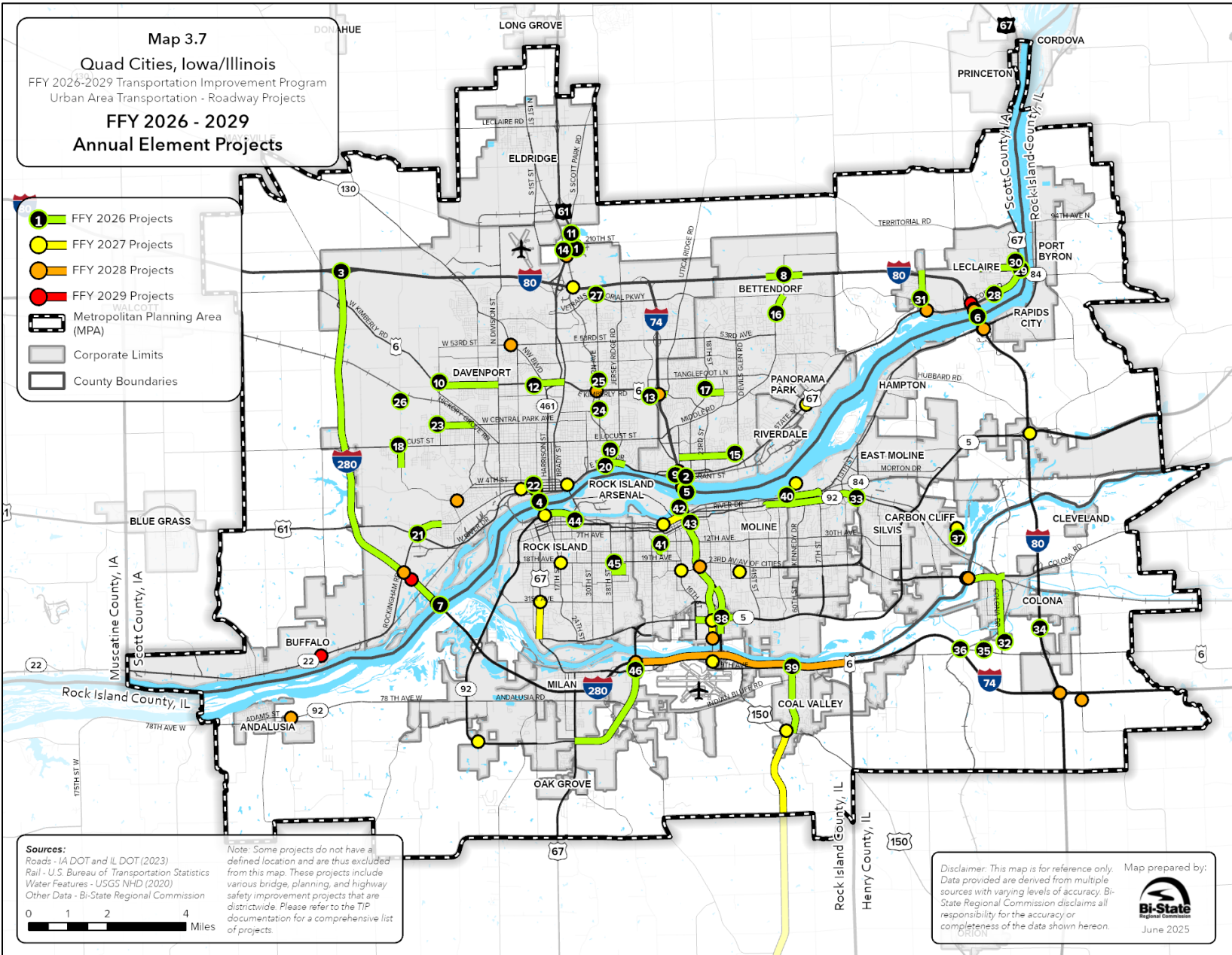
**Note:** Some projects do not have a defined location and are thus excluded from this map. These projects include various bridge, planning, and highway safety improvement projects that are districtwide. Please refer to the TIP documentation for a comprehensive list of projects.

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

Map prepared by:  
  
 June 2025



MAP 3.7



**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 – Roadway**

L RTP	Long Range Transportation 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
*	Complete Street

**Project Type – Transit**

O	Operations
C	Capital
P	Planning

**Federal, State and Local Funding Sources**

BUILD	Better Utilizing Investments to Leverage Development
C-STEP	County-State Traffic Engineering Program
CBP	City Bridge Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CRP	Carbon Reduction Program
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
FBP	Construction of Ferry Boats and Ferry Terminal Facilities
FEMA	Federal Emergency Management Agency
FM	Farm To Market
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
GF	General Fund
GOB	General Obligation Bonds
HBP	Highway Bridge Program (Bridge Formula Program)
SWAP-HBP	HBP to Iowa Federal-Aid Swap (State Motor Fuel Tax source)
HIBP	Highway Infrastructure Bridge Funding Program
HIP	Highway Infrastructure Program
HIP-CRRSAA	Highway Infrastructure Program – Coronavirus Response and Relief Supplemental Appropriations Act
HPC	Highway Planning and Construction
HSIP	Highway Safety Improvement Program
IA	Iowa
ICAAP	Iowa Clean Air Attainment Program
IL	Illinois
IM	Interstate Maintenance

**Federal, State and Local Funding Sources continued**

ITEP	Illinois Transportation Enhancement Program
JARC	Job Access and Reverse Commute Program
LOC	Local – General
MFT	Motor Fuel Tax
NHPP	National Highway Performance Program
NHS	National Highway System
P & D	Planning and Development
PL	Planning
PRF	State Primary Road Fund
PRV	Private Interest
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
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 Metropolitan Planning Funds
SEC 5305	Federal Transit Administration Planning Programs
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
SEC 5337	State of Good Repair Grants
SEC 5339	Grants for Buses and Bus Facilities Formula Program
SEC 5339c	Low or No Emission Vehicle Program
SIB	State Infrastructure Bank
SPR	State Planning and Research
SRTS	Safe Routes to School
SRT	State Recreational Trails Program
SS4A	Safe Streets and Roads for All Grant Program
STA	State Assistance
STIM	American Recovery & Reinvestment Act Stimulus Funds
STP	Surface Transportation Program
STBG	Surface Transportation Block Grant Program
TAP	Transportation Alternatives Program - Statewide
TASA	Transportation Alternatives Set-Aside Program - Regional
TIF	Tax Increment Financing
TSP	Traffic Safety Program
U-STEP	Urban-State Traffic Engineering Program

**STATUS OF FFY 2025  
ANNUAL ELEMENT**



**FFY 2026-2029 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	STATUS
<b>STATE OF IOWA - IA</b>														
IA-24-09	I-74	Mississippi River in Bettendorf	Bridge Painting	MAINT	\$700,000	\$0		\$700,000	PRF	\$0		54681	Moved from FFY24 to FFY25	Active
IA-25-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023		Active
IA-25-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$50,000	\$0		\$50,000	PRF	\$0		38129		Active
IA-25-03	I-80	Mississippi River in Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131		Active
IA-25-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135		Active
IA-25-05	IA 461	Duck Creek 0.3 Mi S of US 6 in Davenport (SB)	Bridge Replacement	MAINT	\$3,930,000	\$3,144,000	STBG	\$786,000	PRF	\$0		48420		Active
IA-25-06	I-80	E of IA 130 in Davenport to CO RD Z30 (EB)	Pavement Rehab	MAINT	\$9,316,000	\$8,384,400	NHPP	\$931,600	PRF	\$0		38166		Active
IA-25-08	I-80	Mississippi River in LeClaire (State Share)	Right-of-Way	MAINT	\$10,000	\$9,000	NHPP	\$1,000	PRF	\$0		48610		Active
IA-25-09	I-80	Site (Wetland Bank) Not Yet Identified for Middle Rd Interchange Project (2x6)	Wetland Mitigation	MAINT	\$226,000	\$0		\$226,000	PRF	\$0		54692		Active
IA-25-10	I-74	Site (Wetland Bank) Not Yet Identified	Wetland Mitigation	MAINT	\$250,000	\$0		\$250,000	PRF	\$0		55746		Moved to FFY26
IA-25-11	I-280	I-80 to IA 22 Interchange	Pavement Markings	MAINT	\$280,000	\$252,000	HISP	\$28,000	PRF	\$0		57704		Moved to FFY26
IA-26-07	I-80	1 mi W of Middle Rd to 1 mi E of Middle Rd - Bettendorf	Bridge Replacement & Culvert Extension	MAINT	\$58,214,000	\$52,392,600	NHPP	\$5,821,400	PRF	\$0		52487		Moved to FFY26
<b>Total</b>					<b>\$73,152,000</b>	<b>\$64,182,000</b>		<b>\$8,969,000</b>		<b>\$0</b>				
<b>CITY OF BETTENDORF - BE</b>														
BE-24-01	Central Avenue	14th St to 150 ft. W of Plus Lane	Resurfacing	MAINT*	\$2,450,000	\$1,837,500	STBG			\$612,500	LOC	49800	Moved from FFY24 to FFY25	Moved to FFY 2026
BE-24-02	Middle Road	Forest Grove Dr. to Crow Creek Rd.	PE	L RTP	\$2,000,000	\$1,600,000	Earmark - HPC			\$400,000	CTY	54980	Community Project Funding Grant Award, New Project. 10/2/2023	Authorized
BE-25-01	East Side of Middle Rd	Hopewell Ave to Forest Grove	Recreational Trail Construction - 10' sep. path	L RTP*	\$1,053,000	\$526,500	TASA			\$526,500	LOC	55808		Moved to FFY 2026
<b>Total</b>					<b>\$5,503,000</b>	<b>\$3,964,000</b>				<b>\$1,539,000</b>				
<b>CITY OF DAVENPORT - DA</b>														
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	TAP			\$244,146	LOC	36970		Let December 2024, under construction
DA-23-02	Locust	Duck Creek Trail at Emeis Park to Wisconsin Ave	10' Multi-Use Trail	L RTP	\$654,463	\$522,770	TASA			\$131,693	CTY	39482	West Loop Trail Phase I	Let February 2025, under construction
DA-23-04	4th St	Telegraph Rd to E River Dr	Resurfacing (Telegraph - Harrison), one-way conversion (Marquette - Harrison), and extend striping and sides (Telegraph - E. River Drive)	MAINT	\$5,774,627	\$3,694,670	STBG	\$0		\$2,079,957	CTY	54801		July 2025 Letting
DA-24-01	Wisconsin Avenue	Locust St to W. 11th St	10' Trail Construction	OTHER*	\$692,937	\$554,350	TASA			\$138,587	CTY	50895	Moved from FFY24 to FFY25	Moved to FFY2026, October 2025 Letting
DA-24-02	E 13th St	OVER I.C.E.R.R	Bridge Replacement	MAINT	\$2,000,000	\$1,500,000	HBP			\$500,000	CTY	54798	Moved from FFY24 to FFY25. Moved from FFY25 to FFY26.	Moved to FFY2026, Early 2026 Letting
DA-24-03	River Drive and Mound Street	River Drive and Mound Street	Raise and reconstruct approximately 1,700 linear feet of East River Drive near the intersection of Mound Street by 2.5 feet	CMP	\$2,700,000	\$2,160,000	PROTECT			\$540,000	CTY	55827		Moved to FFY2026, Early 2026 Letting
DA-24-04	Rockingham Road	Between Highway 61 and S. Fairmount Street	Rehabilitation of approximately 3,600 linear feet	MAINT	\$1,056,250	\$845,000	PROTECT			\$211,250	CTY	55828		Moved to FFY2026, Early 2026 Letting
DA-24-05	Marquette Street/Rockingham Road	Between 2nd and 4th Streets/Between Washington & Sturdevant and between Marquette & Fillmore	Rehabilitation of the roadway and installation of new traffic signals/Raise and reconstruct Rockingham Road between Washington & Sturdevant by 2 feet and between Marquette & Fillmore by 2 feet	CMP	\$4,763,000	\$3,810,400	PROTECT			\$952,600	CTY	55829		Moved to FFY2027
DA-24-07	2nd Street & Gaines Street	2nd Street & Gaines Street	Raise and reconstruct the intersection by 2 feet	CMP	\$2,025,000	\$1,620,000	PROTECT			\$405,000	CTY	55832		Moved to FFY2026, Early 2026 Letting
DA-24-08	3rd Street & LeClaire Street/3rd and 4th Streets & River Drive	3rd Street & LeClaire Street/3rd and 4th Streets & River Drive	Raise and reconstruct approximately 800 linear feet of LeClaire Street and 600 linear feet of 3rd Street by 2 feet/Raise and reconstruct approximately 800 linear feet of LeClaire Street and 600 linear feet of 3rd Street by 2 feet	CMP	\$5,855,000	\$4,684,000	PROTECT			\$1,171,000	CTY	55833		Moved to FFY2027
DA-24-10	Various	Various locations between US 61 to Jersey Ridge Road	Protecting Access to Riverfront Transportation	OTHER	\$16,399,250	\$13,119,400	PROTECT			\$3,279,850	CTY	55910	See individual project entries; DA-24-02, DA-24-04, DA-24-05, DA-24-07, DA-24-08	Moved to FFY2026. See individual project entries; DA-24-02, DA-24-04, DA-24-05, DA-24-07, DA-24-08

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2025 ANNUAL ELEMENT**

DA-25-01	W Central Park Avenue	Lincoln Ave to Fairmount St	Resurfacing	MAINT	\$3,709,676	\$2,782,257	STBG	\$927,419	CTY	49801	6/22 2022 Targets allowed increase to 75%	Moved to FFY2026, February 2026 Letting		
DA-25-02	Eastern Avenue	Bridge over Duck Creek	Bridge Replacement	MAINT	\$2,720,946	\$2,040,710	STBG	\$680,236	CTY	49802	6/22 2022 Targets allowed increase to 75%	Moved to FFY2026, December 2025 Letting		
DA-25-03	Eastern Avenue	Southern Bridge over Goose Creek	Replacement	MAINT	\$1,980,000	\$1,200,000	HBP	\$780,000	CTY	55806		Moved to FFY2026, December 2025 Letting		
						\$300,000	SWAP-HBP							
<b>Total</b>					<b>\$34,706,962</b>	<b>\$26,245,074</b>		<b>\$7,290,888</b>						
<b>CITY OF LECLAIRE - LE</b>														
LE-24-01	US 67	Ewing St to Chestnut St	Reconstruction	MAINT	\$5,016,125	\$3,762,094	STBG	\$1,254,031	CTY	49803		Bid has been awarded, waiting to schedule pre-con meeting; construction will start in summer 2025		
LE-25-01	Mississippi River Trail	Eagle Ridge Road to May Street	Trail Construction	L RTP*	\$1,268,542	\$1,014,833	TAP	\$253,709	CTY	55809		Waiting for agreement from the State of Iowa. Moved to FFY2026		
LE-25-02	Wisconsin Street	Cody Road to 15th Street	Reconstruction	L RTP*	\$7,683,000	\$3,000,000	Earmark - HIP	\$4,683,000	CTY	55810	Community Project Funding Grant	Design is 80% complete; ROW acquisition is 60% complete; waiting on NEPA clearance; bidding in fall 2025 - Moved to FFY2026		
LE-25-03	US 67	Midblock crosswalk between Jones St and Ewing St	Rapid Flashing Beacon	CMP*	\$20,000	\$20,000	HSIP-SWAP	\$0		55898	New Project	Bids were received but no award has been made yet. Moved to FFY2026		
<b>Total</b>					<b>\$13,987,667</b>	<b>\$7,796,927</b>		<b>\$6,290,740</b>						
<b>STATE OF ILLINOIS - IL</b>														
IL-23-03	I-80	Rock River to US 6	New Bridge Deck, Resurfacing, Patching	MAINT	\$23,200,000	\$20,880,000	NHPP	\$2,320,000	STA		2-51000-0100/0200 & 2-20312-0000	Combined with 2-24-07	COMPLETED	
IL-23-11	US 6	0.3 mi W to 0.5 mi E of Osco Rd	Intersection	CMP	\$4,600,000	\$759,000/ \$3,006,000	HSIP/STP	\$835,000	STA		2-20268-0000	NEW PROJECT; increased from \$4.6K Total Cost and \$4.18K Federal Share with \$200K added STP federal share (>30%), 9/2022	EXPECTED LETTING DATE 04/26/25	
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)	L RTP	\$1,100,000	\$880,000	NHPP	\$220,000	STA		2-30062-0107	Moved from FFY24 to FFY25	NOT STARTED. Potentially moving to a later FFY	
IL-25-01	Various	Highway Safety Improvement Program Projects	Safety Improvements	OTHER	\$3,531,000	\$3,178,000	HSIP	\$353,000	STA		2-97460-1227	Decreased from \$4,182M total Cost and \$3,764M Federal Share (>30%)	NOT STARTED. Potentially moving to a later FFY	
IL-25-02	US 67	IL 92, RR & Mississippi River in Rock Island	Bridge Replacement (PE)	L RTP	\$18,000,000	\$7,200,000	NHPP	\$1,800,000	STA		2-212400-0110	New Project, \$4,500,000 from IA	PARTIAL	
IL-25-03	Various	Rock River Crossings	Bridge Cleaning	MAINT	\$110,000	\$90,000	NHPP	\$20,000	STA		0-01294-2002	NEW PROJECT	COMPLETED	
IL-25-04	I-80	Mississippi River, ILL 84, & RR	Bridge Cleaning	MAINT	\$200,000	\$90,000	NHPP	\$110,000	STA		0-01294-2003	NEW PROJECT - \$100K from IA to IL	COMPLETED	
IL-25-05	I-280	Mississippi River	Bridge Cleaning	MAINT	\$80,000	\$36,000	NHPP	\$44,000	STA		0-01294-2004	NEW PROJECT - \$40K from IA to IL	COMPLETED	
IL-25-06	Various	Mississippi River Crossings	Bridge Cleaning	MAINT	\$200,000	\$80,000	STP	\$120,000	STA		0-01294-2006	NEW PROJECT - \$100K from IA to IL	COMPLETED	
IL-25-08	I-80	Rock River to US 6	New Bridge Deck, Resurfacing, Patching, Bridge Deck Overlays (CE)	MAINT	\$1,834,000	\$1,651,000	NHPP	\$183,000	STA		2-51000-0103	NEW PROJECT	PARTIAL	
IL-25-09	US 6	Over Mosquito Creek 0.3 mi W of I-280	Bridge Deck Overlay	MAINT	\$600,000	\$480,000	HIBP	\$120,000	STA			NEW PROJECT	COMPLETED	
IL-25-10	Various	Rock River Crossings	Bridge Cleaning	MAINT	\$85,000	\$68,000	STP	\$17,000	STA		0-01294-2007	NEW PROJECT	COMPLETED	
IL-25-11	IL 92	Barstow Rd Intersection	Traffic Signal Replacement	OTHER	\$250,000	\$200,000	NHPP	\$50,000	STA		2-98961-0000	NEW PROJECT	COMPLETED	
IL-25-12	Osco Rd	I-80 to IL 82	Milling, pavement patching and resurfacing	L RTP	\$8,000,000	\$1,670,000	STP - Urban	\$6,330,000	STA			NEW PROJECT	REMOVED DUE TO REDUCED FUNDING AVAILABILITY	
IL-25-13	South Park Mall (4401 27th St, Moline)	South Park Mall (4401 27th St, Moline)	Charging Station	OTHER	\$919,465	\$735,572	NEVI	\$183,893	LOC			New National Electric Vehicle Infrastructure Project	Central Office Initiated, pending status update	
IL-25-14	Big Island Rd/56 Ave	IAIS Railway 0.1 mi W of US 67 in Milan	Railroad crossing improvement (new circuitry, signals, gates, crossing surface, and approaches)	OTHER	\$600,000			\$600,000	RHCP				NOT STARTED. Potentially moving to a later FFY	
IL-26-04	IL 5	24th St to 0.1 mi E of 34th St in Rock Island	Resurfacing & ADA Improvements	MAINT*	\$1,276,000	\$1,101,000	NHPP	\$175,000	STA		2-20341-0000	Moved from FFY26 to FFY25	COMPLETED	
<b>Total</b>					<b>\$64,684,465</b>	<b>\$43,078,572</b>		<b>\$21,605,893</b>						
<b>CITY OF COAL VALLEY - CV</b>														
CV-23-01	1st St	(E. 1st Ave. - US 150)	Resurfacing	MAINT*	\$1,074,044	\$859,235	STBG	\$0	CTY			\$214,809	Moved to FFY 2026	
<b>Total</b>					<b>\$1,074,044</b>	<b>\$859,235</b>		<b>\$0</b>					<b>\$214,809</b>	
<b>CITY OF EAST MOLINE - EM</b>														
EM-23-01	15th Ave.	(6th-13th Streets)	Reconstruction, Sidewalks, Streetscaping	OTHER*	\$12,121,221	\$9,696,977	RAISE	\$2,424,244	CTY			Moved from FFY23 to FFY26. Moved to FFY25	Bid Phase, Start Construction in June	
EM-23-02	Bend Blvd.	(12th Ave. - Dead End) and 3rd St. (12th Ave. - Bend Blvd.)	Sidewalks, Streetscaping	OTHER*	\$753,789	\$603,031	RAISE	\$0	CTY			Moved from FFY23 to FFY25	Under Construction	
<b>Total</b>					<b>\$753,789</b>	<b>\$603,031</b>		<b>\$0</b>					<b>\$150,758</b>	
<b>CITY OF MOLINE - MO</b>														
MO-23-03	36th Ave	7th - 13th Streets	Bike Trail	L RTP	\$809,172	\$259,175	TASA	\$0	MFT			Moved to FFY25 from FFY23. Total Share Increased over 30%. Amendment Pending 10/2024	August 2025 Letting	

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2025 ANNUAL ELEMENT**

MO-24-02	19th Avenue	7th St to 16th St	Resurfacing	MAINT*	\$1,510,730	\$1,208,584	STBG		\$302,146	MFT	New Project. 11/21; Adjusted STBG from \$1,057,511 to \$1,208,684 4/28/22	Underway
MO-25-04	25th Avenue	10th St Place to 12th St Place	Shared-Use Trail Construction	OTHER*	\$429,925	\$343,640	TASA		\$86,285	MFT		Combined with MO-26-03 and is now MO-25-06
MO-25-02	Sidewalks near Lincoln- Irving School	Various sidewalks on 10th St and 16th Ave	Sidewalk Replacement	MAINT*	\$312,500	\$250,000	SRTS	\$0	\$62,500	MFT	NEW PROJECT 9/2023	Moved to FFY2026
MO-25-03	Mississippi River to Rock River (MIRR Path)	19th/27th St	Shared-Use Path	OTHER*	\$3,750,000	\$3,000,000	ITEP	\$0	\$750,000	MFT	NEW PROJECT 9/2023	Moved to FFY2026
MO-25-04	15th St and 16th Ave	15th St and 16th Ave	Preliminary Engineering	CMP	\$218,750	\$175,000	CRP		\$43,750	MFT	New CRP Project 2/2024	Underway
MO-25-05	Various Locations	Pedestrian Crossings at 7 schools (John Deere Middle School, Logan Elementary, Washington Elementary, Butterworth Elementary, Franklin Elementary, Lincoln- Irving Elementary, and Seton Catholic.)	Install permanent traffic control devices at and around 7 schools. These include radar speed boards, RRFB push-buttons, solar-powered stop signs, and upgrading existing signals to HAWK systems	MAINT*	\$250,000	\$250,000	SRTS	\$0	\$0		New SRTS Project 8/2024	Moved to FFY2027
MO-25-06	25th Avenue	7th Street to 10th Street Place & 10th Street Place to 12th Street Place	Shared-Use Trail Construction	L RTP*	\$2,369,044	\$1,100,905	TASA		\$1,268,139	MFT	Combined MO-25-02 & MO-26-03	August 2025 Letting
<b>Total</b>					<b>\$9,220,196</b>	<b>\$6,243,664</b>		<b>\$0</b>	<b>\$2,976,532</b>			
<b>CITY OF ROCK ISLAND - RI</b>												
RI-23-01	30th St	9th Ave to 18th Ave	Resurfacing	L RTP*	\$2,065,862	\$1,652,690	STBG	\$0	\$413,172	CTY		Design 75%, bid in late 2025
RI-25-01	IL 92	15th St to 24th St	Reconstruction	MAINT*	\$3,250,000	\$2,600,000	STBG		\$650,000	CTY	New Project. 11/21; Adjusted STBG from \$2,275,000 to \$2,600,000 5/28/22	Design 75%, bid in late 2025 - Moved to FFY2026
RI-25-02	20th and 22nd Avenues	Between 38th and 44th Streets, and on 41st Street	Denkmann School Sidewalk Improvements	MAINT*	\$312,500	\$250,000	SRTS		\$62,500	LOC		Design 75%, bid in late 2025 - Moved to FFY2026
<b>Total</b>					<b>\$5,628,362</b>	<b>\$4,502,690</b>			<b>\$1,125,672</b>			
<b>CITY OF SILVIS - SL</b>												
SL-21-01	10th Street	Avenue of the Cities - Crosstown Avenue	Trail Construction	OTHER*	\$2,145,750	\$529,640	TASA		\$429,150	LOC	Moved to FFY25 from FFY 2022. Additional Funds Added to Project.	Let in June 2025
<b>Total</b>					<b>\$2,145,750</b>	<b>\$1,186,960</b>	ITEP		<b>\$429,150</b>			
<b>BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)</b>												
TP-25-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,394,042	\$1,115,234	PL/FTA (IL)/PL (IA)	\$133,311	IL Share \$145,497	LOC	IA Share: 16066	Will be complete June 30
<b>Total</b>					<b>\$1,394,042</b>	<b>\$1,115,234</b>		<b>\$133,311</b>	<b>\$145,497</b>			

**FFY 2026-2029 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	Status
<b>BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)</b>												
BS-25-01	Transit Planning	P	\$95,263	\$76,210	5303/ 5305d			\$19,053	LOC	IA Share: 2203	ILDOT combines PL/FTA funds shown in TP-25-01	
<b>TOTAL</b>			<b>\$95,263</b>	<b>\$76,210</b>		<b>\$0</b>		<b>\$19,053</b>				
<b>BETTENDORF TRANSIT - BT</b>												
BT-25-01	Transit Operations	O	\$1,639,498	\$675,000	5307- ARPA Funds			\$0	LOC	985	5307/ARPA funds added	All projects are currently on track for anticipated FFY25 budget. Additional money was programmed into the FFY TIP at the request of the FTA for a multiyear grant application. The unused portion of money from these projects will carry over into FFY26 and FFY27 and that is noted in the "Federal Source" column of the respective years.
				\$49,500	5307- FFY19 Funds		\$49,500					
				\$220,665	5307- FFY20 Funds	\$0	\$220,665					
				\$212,084	5307- FFY21 Funds		\$212,084					
BT-25-02	Preventative Maintenance	C	\$312,501	\$127,475	5307- FFY20 Funds	\$0		\$31,869	LOC	987		See "BT-25-01" status
				\$122,525	5307- FFY21 Funds			\$30,632				
BT-25-03	ADA Paratransit	O	\$444,214	\$40,993	5307- FFY20 Funds	\$265,000	STA	\$10,249	LOC	3787		See "BT-25-01" status
				\$39,400	5307- FFY21 Funds			\$9,850				
				\$60,577	5310			\$15,145				
BT-25-04	Transit Planning	P	\$37,501	\$15,297	5307- FFY20 Funds	\$0		\$3,825	LOC	993		See "BT-25-01" status
				\$14,703	5307- FFY21 Funds		\$3,676					
BT-25-05	ADP Software	C	\$13,501	\$5,506	5307- FFY20 Funds	\$0		\$1,377	LOC	5657		See "BT-25-01" status
				\$5,294	5307- FFY21 Funds		\$1,324					
<b>TOTAL</b>			<b>\$2,444,215</b>	<b>\$1,589,019</b>		<b>\$265,000</b>		<b>\$590,196</b>				
<b>DAVENPORT CITIBUS - CB</b>												
CB-23-10	4 Electric Buses and bus charging infrastructure	C	\$6,342,445	\$5,320,460	5339- LoNo	\$0		\$1,021,985	City, RDA & MidAmerican	11932		Moved to FFY2026
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	Will be 100% by June 30-2025
CB-25-02	ADA Paratransit	O	\$1,600,000	\$150,000	5310	\$0		\$1,450,000	LOC	981	Total cost changed, federal share remains the same	Will be 100% by June 30-2025
CB-25-03	JARC Projects, Sat Sub Service, IP Route	O	\$370,000	\$0	5307	\$0		\$370,000	LOC	3022	Total cost changed, federal share remains the same	Will be 100% by June 30-2025
CB-25-04	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC	10768	O&M were split out per FTA as administrative modification	Will be 100% by June 30-2025
CB-25-05	CAD/AVL Software - ETA	C	\$28,000	\$22,400	5339	\$0		\$5,600	LOC	10770	New Project. Completed 6/2024	To be completed 6-2025
CB-25-06	Transit Planning and Operations Software - Optibus	C	\$24,000	\$19,200	5339	\$0		\$4,800	LOC	11535	Same as project from last year, will be in every year moving forward.	To be completed 6-2025
											Completed 6/2024	
<b>TOTAL</b>			<b>\$14,114,445</b>	<b>\$8,627,060</b>		<b>\$460,000</b>		<b>\$5,027,385</b>				
<b>METORLINK - ML</b>												
ML-13-11	Replace Farebox System	C	\$2,211,730.85	\$0		\$2,211,730.85	ILDOT	\$0				Underway
ML-18-10	Replace JD Commons Landing, Repower 3 boats and add capacity, and provide mobile ticketing app	C	\$2,535,645	\$2,535,645	5307	\$0		\$0				Underway - Completion 5/2025
ML-19-01	CNG Buses	C	\$3,440,000	\$2,665,244	5339	\$774,856.00	IDOT					Moved to FFY26
ML-20-17	Replace Village of East Davenport Ferryboat Landing	C	\$1,500,000	\$1,200,000	5307	\$0		\$300,000	LOC and City of Davenport			Underway
ML-20-19	Facility Maintenance	C	\$931,850	\$931,850	CARES ACT							Underway
ML-20-20	Misc Communications Equip	C	\$2,483,303	\$2,483,303	CARES ACT							Underway
ML-20-24	OMC Expansion	C	\$2,500,000	\$0		\$2,500,000	Rebuild IL	\$0				Moved to FFY26
ML-20-25	Centre Station Renovations	C	\$2,500,000	\$0		\$2,500,000	ILDOT	\$0				Underway
ML-20-26	Streetscapes	C	\$450,000	\$0		\$450,000	ILDOT	\$0				Completed

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2025 ANNUAL ELEMENT**

ML-21-05	Hardware	C	\$100,000	\$100,000	5307	\$0		\$0		Completed
ML-21-07	Vehicle Purchase - Replace LD bus, 1 MD Bus & 1 Expansion Microtransit Bus	C	\$420,000	\$401,199	5339	\$81,498	TDCs	\$18,801	LOC	Moved to FFY26
<del>ML-21-08</del>	<del>Replace Eight CNG Buses</del>	<del>C</del>	<del>\$5,391,408</del>	<del>\$0</del>		<del>\$5,391,408</del>	<del>IDOT</del>			<del>Removed - Preprogrammed not utilized</del>
ML-21-10	Bus Chargers	C	\$700,000	\$0		\$700,000	IDOT			Underway
ML-21-13	Equipment	C	\$500,000	\$500,000	CRRSA	\$0		\$0		Completed
ML-21-20	Facility Equipment - CNG	C	\$2,258,163	\$2,258,163	5307	\$0		\$0		Completed
ML-22-09	Electric Bus Chargers	C	\$6,683,504	\$1,683,504	2022 Congressionally Directed Spending	\$5,000,000	REBUILD	\$0		Underway
ML-22-12	Replace (5) 30-40' buses	C	\$5,000,000	\$0		\$5,000,000	ILDOT			Moved to FFY26
ML-23-03	Transit Engagements Signage	C	\$350,000	\$350,000	5307	\$25,000	TDCs	\$0		Underway
ML-23-05	Hardware	C	\$50,000	\$50,000	5307	\$12,500	TDCs	\$0		Moved to FFY26
ML-23-06	Software	C	\$300,000	\$300,000	5307	\$75,000	TDCs	\$0		Moved to FFY26
ML-23-07	Shelters	C	\$100,000	\$100,000	5307	\$25,000	TDCs	\$0		Underway
ML-23-08	Replace (1) 30-40' Buses	C	\$1,000,000	\$0		\$1,000,000	Rebuild 3	\$0		Moved to FFY26
ML-23-12	Bend Dock Environment and Engineering	C	\$1,850,000	\$1,850,000	5307	\$0		\$0		Underway
ML-23-14	OMC Additional Expansion Funds	C	\$12,500,000	\$10,000,000	5339/Low-No/BUS&BusFacil/5307/Congressionally Directed	\$2,500,000	Rebuild 3	\$0	LOC	Moved to FFY26
ML-23-15	Bike Share	C	\$500,000	\$500,000	5307	\$125,000	TDCs	\$0		Completed
ML-23-17	Professional Services/Planning	C	\$115,000	\$115,000	5307	\$28,750	TDCs	\$0		Underway
ML-23-18	Ferryboat Terminal Construction Overages	C	\$400,000	\$400,000	5337	\$100,000	TDCs	\$0		Moved to FFY26
ML-23-19	Ferryboat Terminal Maintenance and Repairs	C	\$150,000	\$150,000	5337	\$37,500	TDCs			Underway
ML-23-21	Ferryboat Trailers Replacement	C	\$60,000	\$60,000	5337	\$15,000	TDCs	\$0		Moved to FFY26
ML-23-22	Electric Chargers	C	\$600,000	\$0		\$600,000	Rebuild 3	\$0		Underway
ML-23-23	East Pointe Renovations	C	\$1,750,000	\$0		\$1,750,000	Rebuild 3	\$0		Underway

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2025 ANNUAL ELEMENT**

ML-24-02	Preventative Maintenance	C	\$3,000,000	\$3,000,000	5307	\$750,000	TDCs	\$0		Completed
ML-24-03	Transit Enhancements Signage	C	\$700,000	\$700,000	5307	\$175,000	TDCs	\$0		Underway
ML-24-04	Misc Bus Equip	C	\$100,000	\$100,000	5307	\$25,000	TDCs	\$0		Moved to FFY26
ML-24-05	Hardware	C	\$325,000	\$325,000	5307	\$81,250	TDCs	\$0		Moved to FFY26
ML-24-06	Software	C	\$400,000	\$400,000	5307	\$100,000	TDCs	\$0		Underway
ML-24-07	Shelters Rehab/Renovation	C	\$50,000	\$50,000	5307	\$12,500	TDCs	\$0		Moved to FFY26
ML-24-08	Replace (6) 30-40' Buses	C	\$4,065,505	\$4,065,505	5307/Low-No/5339	\$0		\$0	LOC	Removed - Preprogrammed not utilized
ML-24-09	Electric Bus Battery Leases	C	\$155,304	\$124,243	5307/5339	\$0		\$31,061	LOC	Completed
ML-24-10	Ferryboat Preventive Maintenance	C	\$42,469	\$42,469	5307	\$0		\$0	LOC	Underway
ML-24-11	Replace (3) Light Duty Buses & 2 Medium Duty Buses	C	\$300,000	\$240,000	5310	\$60,000	STA			Moved to FFY26
ML-24-12	Electric Charges	C	\$3,000,000	\$3,000,000	FHWA - CFI (Charging and Fueling Infrastructure)	\$0	TDCs	\$0	LOC	Applying for low-no Moved to FY26
ML-24-13	Rehab/Renovate - Bus Station	C	\$500,000	\$500,000	5307	\$125,000	TDCs			Moved to FFY26
ML-24-14	Misc Bus Support Equipment	C	\$2,500,000	\$2,500,000	5307	\$625,000	TDCs			Moved to FFY26
ML-24-15	Professional Services / Planning	C	\$800,000	\$800,000	5307	\$200,000	TDCs	\$0		Underway
ML-24-16	Engineering	C	\$250,000	\$250,000	5307	\$62,500	TDCs	\$0		Moved to FFY26
ML-24-17	Facility Maintenance	C	\$363,822	\$363,822	5339	\$90,956	TDCs	\$0		Underway
ML-24-18	ADA Accessible Stops	C	\$100,000	\$100,000	5307	\$0		\$0		Moved to FFY26
ML-24-19	Support Vehicle	C	\$149,447	\$149,447	5307	\$37,362	TDCs	\$0		Moved to FFY26
ML-24-20	Paratransit or Microtransit Vehicle	C	\$150,000	\$150,000	5307	\$37,500	TDCs	\$0		Moved to FFY26
ML-25-01	Transit Operations	O	\$23,692,598			\$15,400,189	STA	\$8,292,409	LOC	Underway
ML-25-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC	Moved to FFY26
ML-25-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC	Moved to FFY26
ML-25-04	MSE	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC	Moved to FFY26
ML-25-05	ADP Hardware	C	\$100,000	\$80,000	5307	\$0		\$20,000	LOC	Moved to FFY26

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2025 ANNUAL ELEMENT**

ML-25-06	ADP Software	C	\$100,000	\$80,000	5307	\$0	\$20,000	LOC		Moved to FFY26
ML-25-07	Shelters & Shelter Repairs	E	<del>\$25,000</del>	<del>\$20,000</del>	<del>5307/5339</del>	<del>\$0</del>	<del>\$5,000</del>	LOC		Removed—Preprogrammed-not-utilized
ML-25-08	Purchase (3) 30-40' Buses	E	<del>\$2700,000</del>	<del>\$2,160,000</del>	<del>5307/LOW-NO/5339</del>	<del>\$0</del>	<del>\$540,000</del>	LOC		Removed—Preprogrammed-not-utilized
ML-25-09	Ferryboat Preventive Maintenance	C	\$52,409	\$41,927	5307	\$0	\$10,482	LOC		Moved to FFY26
ML-25-10	Replace (5) Medium Duty Buses & (1) Light Duty Bus & (1) Minivan	E	\$434,000	\$347,200	5310	\$86,800	STA			Removed—Preprogrammed-not-utilized
ML-25-11	Expansion Ferryboat	C	\$16,000,000	<del>\$8,000,000</del> \$6,000,000	5307 US EPA Clean Ports	\$0	\$2,000,000	LOC	New Project	Moved to FFY26
ML-25-12	ADA Paratransit Software	E	<del>\$23,134</del>	<del>\$23,134</del>	<del>5310</del>	<del>\$0</del>	<del>\$0</del>			Removed—Preprogrammed-not-utilized
ML-25-13	Professional Services / Engineering	C	\$750,000	\$750,000	5307/5339	\$0	\$0			Moved to FFY26
ML-25-14	EV Car Chargers	C	\$1,280,000	\$1,280,000	CEJA					Moved to FFY26
<b>TOTAL</b>			<b>\$122,169,942</b>	<b>\$64,674,705</b>		<b>\$48,772,299</b>	<b>\$11,570,253</b>			



## FFY 2026 ANNUAL ELEMENT



**FFY 2026-2029 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
<b>STATE OF IOWA - IA</b>													
IA-25-07	US 61	210th St 1.1 Mi N of I-80 (Ramp)	Bridge Rehabilitation	MAINT	\$1,505,000	\$1,200,000	STBG	\$305,000	PRF	\$0		48599	Moved from FFY25 to FFY26
IA-25-10	I-74	Site (Wetland Bank) Not Yet Identified	Wetland Mitigation	MAINT	\$261,000	\$0		\$261,000	PRF	\$0		55746	Moved to FFY26
IA-25-11	I-280	I-80 to Mississippi River	Pavement Markings	MAINT	\$280,000	\$252,000	HISP	\$28,000	PRF	\$0		57876	Moved to FFY26
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	\$75,000	\$0		\$75,000	PRF	\$0		38129	
IA-26-03	I-80	Mississippi River in LeClaire (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-26-07	I-80	1 mi W of Middle Rd to 1 mi E of Middle Rd - Bettendorf	Bridge Replacement & Culvert Extension	MAINT	\$59,451,000	\$50,533,350	NHPP	\$8,917,650	PRF	\$0		52487	Moved to FFY26
IA-26-08	I-74	Mississippi River in Bettendorf (EB & WB)	Lighting	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		57874	
IA-26-09	US 6	Fairmount St to Division St	Pavement Rehabilitation	MAINT	\$2,600,000	\$2,080,000	NHPP	\$520,000	PRF			57877	
IA-26-10	US 61	Co Rd F55 Interchange 1.1 mi N of I-80	Paving	MAINT	\$1,500,000	\$1,200,000	NHPP	\$300,000	PRF			57878	
IA-26-11	US 6	Gaines St. to Brady St.	Pavement Rehabilitation	MAINT	\$1,350,000	\$1,080,000	NHPP	\$270,000	PRF			57879	
IA-26-12	US 6	Elmore Ave in Davenport to Utica Ridge Rd in Bettendorf	Pavement Widening	MAINT	\$448,000	\$0		\$448,000	PRF			57880	
IA-28-07	US 61	210th St 1.1 mi N of I-80 (NB/SB)	Bridge Deck Overlay	MAINT	\$3,636,000	\$2,908,800	STBG	\$727,200	PRF	\$0		55686	
<b>Total</b>					<b>\$71,381,000</b>	<b>\$59,254,150</b>		<b>\$12,126,850</b>		<b>\$0</b>			
<b>CITY OF BETTENDORF - BE</b>													
BE-24-01	Central Avenue	14th St to 150 ft. W of Pius Lane	Resurfacing	MAINT*	\$2,450,000	\$1,837,500	STBG			\$612,500	LOC	49800	Moved from FFY24 to FFY25. Moved to FFY26 from FFY25.
BE-25-01	East Side of Middle Rd	Hopewell Ave to Forest Grove	Recreational Trail Construction - 10' sep. path	L RTP*	\$1,053,000	\$526,500	TASA			\$526,500	LOC	55808	
BE-26-01	Maplecrest Rd	18th to 29th St	Reconstruction	MAINT*	\$3,282,595	\$2,013,467	STBG			\$1,269,128	LOC	54992	
<b>Total</b>					<b>\$6,785,595</b>	<b>\$4,377,467</b>		<b>\$0</b>		<b>\$2,408,128</b>			
<b>CITY OF DAVENPORT - DA</b>													
DA-24-01	Wisconsin Avenue	Locust St to W. 11th St	10' Trail Construction	OTHER*	\$692,937	\$554,350	TASA			\$138,587	CTY	50895	Moved from FFY24 to FFY25. Moved from FFY25 to FFY26. Letting in October 2025
DA-24-02	E 13th St	OVER I.C.E RR	Bridge Replacement	MAINT	\$2,000,000	\$1,500,000	HBP			\$500,000	CTY	54798	Moved from FFY24 to FFY25. Moved from FFY25 to FFY26

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2026 ANNUAL ELEMENT**

DA-24-03	River Drive and Mound Street	River Drive and Mound Street	Raise and reconstruct approximately 1,700 linear feet of East River Drive near the intersection of Mound Street by 2.5 feet	CMP	\$2,700,000	\$2,160,000	PROTECT		\$540,000	CTY	55827	Moved from FFY25 to FFY26
DA-24-04	Rockingham Road	Between Highway 61 and S. Fairmount Street	Rehabilitation of approximately 3,600 linear feet	MAINT	\$1,296,641	\$845,000	PROTECT		\$451,641	CTY	55828	Moved from FFY25 to FFY26
DA-24-07	2nd Street & Gaines Street	2nd Street & Gaines Street	Raise and reconstruct the intersection by 2 feet	CMP	\$2,025,000	\$1,620,000	PROTECT		\$405,000	CTY	55832	Moved from FFY25 to FFY26
DA-24-10	Various	Various locations between US 61 to Jersey Ridge Road	Protecting Access to Riverfront Transportation	OTHER	\$16,639,641	\$13,119,400	PROTECT		\$3,520,241	CTY	55910	See individual project entries; DA-24-03, DA-24-04, DA-24-05, DA-24-07, DA-24-08
DA-25-01	W Central Park Avenue	Lincoln Ave to Fairmount St	Resurfacing	MAINT	\$3,709,676	\$2,782,257	STBG		\$927,419	CTY	49801	6/22 2022 Targets allowed increase to 75%. Moved from FFY25 to FFY26
DA-25-02	Eastern Avenue	Bridge over Duck Creek	Bridge Replacement	MAINT	\$2,720,946	\$2,040,710	STBG		\$680,236	CTY	49802	6/22 2022 Targets allowed increase to 75%. Moved from FFY25 to FFY26
DA-25-03	Eastern Avenue	Southern Bridge over Goose Creek	Replacement	MAINT	\$1,980,000	\$1,200,000	HBP		\$480,000	CTY	55806	Moved from FFY25 to FFY26
						\$300,000	SWAP-HBP					
DA-26-01	Wisconsin Ave	Over Duck Creek (FHWA Structure 3370)	Bridge Replacement	MAINT	\$1,980,000	\$1,500,000	HBP		\$480,000	LOC	57314	
DA-26-02	Veterans Memorial Parkway and Eastern Avenue	Veterans Memorial Parkway and Eastern Avenue	Construction of Roundabout	CMP*	\$1,930,000	\$1,544,000	CRP		\$386,000	LOC	58020	Davenport: REVIEW New CRP Project Awarded 2/2025
<b>Total</b>					<b>\$21,035,200</b>	<b>\$16,046,317</b>	<b>\$0</b>		<b>\$4,988,883</b>			
<b>CITY OF LECLAIRE - LE</b>												
LE-25-01	Mississippi River Trail	Eagle Ridge Road to May Street	Trail Construction	L RTP*	\$1,268,542	\$1,014,833	TAP		\$253,709	CTY	55809	
LE-25-02	Wisconsin Street	Cody Road to 15th Street	Reconstruction	L RTP*	\$7,683,000	\$3,000,000	Earmark - HIP		\$4,683,000	CTY	55810	Community Project Funding Grant
LE-25-03	US 67	Midblock crosswalk between Jones St and Ewing St	Rapid Flashing Beacon	CMP*	\$20,000	\$20,000	HSIP-SWAP		\$0		55898	
LE-26-01	West Side of 35th St	195th St to Wisconsin St	Add 10' Trail & Construct Pedestrian Bridge	L RTP*	\$1,119,360	\$672,616	TASA		\$447,744	LOC	55814	New TASA Project
<b>Total</b>					<b>\$10,090,902</b>	<b>\$4,706,449</b>	<b>\$0</b>		<b>\$5,384,453</b>			
<b>STATE OF ILLINOIS - IL</b>												
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	L RTP	\$15,000,000	\$12,000,000	STP	\$3,000,000	STA		2-30062-0100	Moved from FFY25 to FFY26
IL-26-01	IL 92	IL 84 (N) in Silvis to 48th St in Moline	Reconstruction (PE)	L RTP	\$3,000,000	\$2,400,000	NHPP	\$600,000	STA		2-98500-0003	
IL-26-02	I-80	Mineral Creek 2.9 mi E of I-74	Bridge Replacement	MAINT	\$4,200,000	\$3,780,000	NHPP	\$420,000	STA		2-03130-0100	
IL-26-04	US 6	Turner Creek 0.4 mi W of ILL 84 (N)	Bridge Replacement	MAINT	\$1,400,000	\$1,120,000	STP	\$280,000	STA		2-13740-0000	
IL-26-06	I-74/I-280	Over US 6, BN RR & Briar Bluff Rd	Bridge Preservation	MAINT	\$1,100,000	\$990,000	NHPP	\$110,000	STA		2-28590-0000	NEW PROJECT
IL-26-07	Various	Highway Safety Improvement Program Projects	Safety Improvements	OTHER	\$41,000	\$37,000	HSIP	\$4,000	STA		2-97460-1228	NEW PROJECT
IL-26-08	IL 5 & I-74	IL 5: 16th St to 0.2 mi W of 38th St & I-74: 0.9 Mi S of 23rd Ave (Ave of the Cities) in Moline to 0.5 mi S of ILL 5	Improvement - Tree Removal	MAINT	\$200,000	\$180,000	NHPP	\$20,000	STA			NEW PROJECT
<b>Total</b>					<b>\$24,941,000</b>	<b>\$20,507,000</b>	<b>\$4,434,000</b>	<b>\$0</b>				
<b>CITY OF COAL VALLEY - CV</b>												

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2026 ANNUAL ELEMENT**

CV-23-01	1st St	(E. 1st Ave. - US 150)	Resurfacing	MAINT*	\$1,074,044	\$859,235	STBG		\$214,809	CTY	
<b>Total</b>					<b>\$1,074,044</b>	<b>\$859,235</b>		<b>\$0</b>	<b>\$214,809</b>		
<b>CITY OF EAST MOLINE - EM</b>											
EM-23-03	12th Ave.	(1st-7th Sts.) and 7th St. (15th-12th Aves.)	Reconstruction. Intersection. Sidewalks. Streetscaping.	OTHER*	\$9,999,758	\$7,999,806	RAISE		\$1,999,952	CTY	Moved from FFY23 to FFY26
<b>Total</b>					<b>\$9,999,758</b>	<b>\$7,999,806</b>		<b>\$0</b>	<b>\$1,999,952</b>		
<b>CITY OF MOLINE - MO</b>											
MO-25-02	Sidewalks near Lincoln-Irving School	Various sidewalks on 10th St and 16th Ave	Sidewalk Replacement	MAINT*	\$312,500	\$250,000	SRTS		\$62,500	MFT	NEW PROJECT 9/2023. Moved to FFY26
MO-25-03	Mississippi River to Rock River (MIRR Path)	19th/27th St	Shared-Use Path	OTHER*	\$3,750,000	\$3,000,000	ITEP		\$750,000	MFT	NEW PROJECT 9/2023. Moved to FFY26
MO-26-01	City-Wide	City-Wide	Systematic intersection improvements-adding retro-reflective backplates to traffic signals and pedestrian signals	CMP	\$572,563.53	\$520,512.30	HSIP		\$52,051.23	MFT	Community Project Funding Grant Award, New Project. 10/2023
<b>Total</b>					<b>\$4,635,064</b>	<b>\$3,770,512</b>		<b>\$0</b>	<b>\$864,551</b>		
<b>CITY OF ROCK ISLAND - RI</b>											
RI-25-01	IL 92	15th St to 24th St	Reconstruction	MAINT*	\$3,250,000	\$2,600,000	STBG		\$650,000	CTY	New Project. 11/21; Adjusted STBG from \$2,275,000 to \$2,600,000 5/28/22
RI-25-02	20th and 22nd Avenues	Between 38th and 44th Streets, and on 41st Street	Denkmann School Sidewalk Improvements	MAINT*	\$312,500	\$250,000	SRTS		\$62,500	LOC	
<b>Total</b>					<b>\$3,562,500</b>	<b>\$2,850,000</b>			<b>\$712,500</b>		
<b>ROCK ISLAND COUNTY - RC</b>											
RC-26-01	County Highway 78 (RI/Milan Pkwy)	E 1st St/Airport Rd south to US 67	Pavement Rehabilitation	MAINT	\$2,400,000	\$1,680,000	STBG		\$720,000	LOC	New STBG Project
<b>Total</b>					<b>\$2,400,000</b>	<b>\$1,680,000</b>			<b>\$720,000</b>		
<b>BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)</b>											
TP-26-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,068,330	\$557,166	PL/FTA (IL)	\$139,291	\$0	LOC (IL)	IA Share: 16066
						\$309,894	PL (IA)		\$61,979	LOC (IA)	
TP-26-02	Traffic Safety Summit and Special Program	Quad Cities Urbanized Area	Planning	OTHER	\$35,000				\$35,000	LOC	
<b>Total</b>					<b>\$1,103,330</b>	<b>\$867,060</b>		<b>\$139,291</b>	<b>\$96,979</b>		

**FFY 2026-2029 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
<b>BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)</b>											
BS-26-01	Transit Planning	P	\$102,834	\$82,267	5303/ 5305d			\$20,567	LOC	IA Share: 2203	ILDOT combines PL/FTA funds shown in TP-26-01
<b>TOTAL</b>			<b>\$102,834</b>	<b>\$82,267</b>		<b>\$0</b>		<b>\$20,567</b>			
<b>BETTENDORF TRANSIT - BT</b>											
BT-26-01	Transit Operations	O	\$875,000	\$380,000	5307/ARPA			\$247,500	LOC	985	5307 FFY20 and FFY21 Funds were obligated in grant IA-2025-016 in FFY25. 5307 ARPA funds are obligated in open grant IA-2023-021
				\$215,665	5307- FFY20 Funds	\$0					
				\$31,835	5307- FFY21 Funds						
BT-26-02	Preventative Maintenance	C	\$125,000	\$100,000	5307- FFY20 Funds	\$0		\$25,000	LOC	987	5307 FFY20 Funds were obligated in grant IA-2025-016 in FFY25
BT-26-03	ADA Paratransit	O	\$528,097	\$40,993	5307-FFY20 Funds	\$270,000	STA	\$155,454	LOC	3787	5307 FFY20 Funds were obligated in grant IA-2025-016 in FFY25
				\$61,650	5310-FFY25 Funds						
BT-26-04	Transit Planning	P	\$17,500	\$14,000	5307-FFY20 Funds	\$0		\$3,500	LOC	993	5307 FFY20 Funds were obligated in grant IA-2025-016 in FFY25
BT-26-05	ADP Software	C	\$4,500	\$1,906	5307-FFY20 Funds	\$0		\$900	LOC	5657	5307 FFY20 and FFY21 Funds were obligated in grant IA-2025-016 in FFY25.
				\$1,694	5307-FFY21 Funds						
<b>TOTAL</b>			<b>\$1,550,097</b>	<b>\$847,743</b>		<b>\$270,000</b>		<b>\$432,354</b>			
<b>DAVENPORT CITIBUS - CB</b>											
CB-26-01	Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC	979	
CB-26-02	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC	10768	
CB-26-03	ADA Paratransit - 5310 Funds	C	\$750,000	\$150,000	5310	\$0		\$600,000	LOC	981	
CB-26-04	ADA Paratransit - 5307 Funds	C	\$1,050,000	\$210,000	5307	\$0		\$840,000	LOC	12013	
CB-23-10	4 Electric Buses and bus charging infrastructure	C	\$6,342,445	\$5,320,460	5339- LoNo	\$0		\$1,021,985	City, RDA & MidAmerican	12011	5339 Formula and Discretionary Funds
CB-25-07	Transit Comprehensive Operations Analysis	C	\$400,000	\$0	5339	\$320,000	STA	\$80,000	LOC	12012	
<b>TOTAL</b>			<b>\$14,842,445</b>	<b>\$7,320,460</b>		<b>\$820,000</b>		<b>\$6,701,985</b>			
<b>METROLINK - ML</b>											
ML-19-01	CNG Buses	C	\$3,440,000	\$2,665,144	5339	\$774,856.00	IDOT				Moved to FFY26 from FFY25
ML-20-24	OMC Expansion	C	\$2,500,000			\$2,500,000	Rebuild IL	\$0			Moved to FFY26 from FFY25
ML-21-07	Vehicle Purchase - Replace LD bus, 1 MD Bus & 1 Expansion Microtransit Bus	C	\$420,000	\$401,199	5339	\$81,498	TDCs	\$18,801	LOC		Moved to FFY26 from FFY25
ML-22-12	Replace (5) 30'-40' buses	C	\$5,000,000	\$0		\$5,000,000	ILDOT				Moved to FFY26 from FFY25

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2026 ANNUAL ELEMENT**

ML-23-05	Hardware	C	\$50,000	\$50,000	5307	\$12,500	TDCs	\$0		Moved to FFY26 from FFY25
ML-23-06	Software	C	\$300,000	\$300,000	5307	\$75,000	TDCs	\$0		Moved to FFY26 from FFY25
ML-23-08	Replace (1) 30-40' Buses	C	\$1,000,000	\$0		\$1,000,000	Rebuild 3	\$0		Moved to FFY26 from FFY25
ML-23-14	OMC Additional Expansion Funds	C	\$12,500,000	\$10,000,000	5339/Low-No/Bus&BusFacil/5307/Congressionally Directed	\$2,500,000	Rebuild 3	\$0	LOC	Moved to FFY26 from FFY25
ML-23-18	Ferryboat Terminal Construction Overages	C	\$400,000	\$400,000	5337	\$100,000	TDCs	\$0		Moved to FFY26 from FFY25
ML-23-21	Ferryboat Trailers Replacement	C	\$60,000	\$60,000	5337	\$15,000	TDCs	\$0		Moved to FFY26 from FFY25
ML-24-04	Misc Bus Equip	C	\$100,000	\$100,000	5307	\$25,000	TDCs	\$0		Moved to FFY26 from FFY25
ML-24-05	Hardware	C	\$325,000	\$325,000	5307	\$81,250	TDCs	\$0		Moved to FFY26 from FFY25
ML-24-07	Shelters Rehab/Renovation	C	\$50,000	\$50,000	5307	\$12,500	TDCs	\$0		Moved to FFY26 from FFY25
ML-24-11	Replace (3) Light Duty Buses & 2 Medium Duty Buses	C	\$300,000	\$240,000	5310	\$60,000	STA			Moved to FFY26 from FFY25
ML-24-12	Electric Charges	C	\$3,000,000	\$3,000,000	FHWA - CFI (Charging and Fueling Infrastructure)	\$0	TDCs	\$0	LOC	Applying for Low-No. Moved to FFY26 from FFY25
ML-24-13	Rehab/Renovate - Bus Station	C	\$500,000	\$500,000	5307	\$125,000	TDCs			Moved to FFY26 from FFY25
ML-24-14	Misc Bus Support Equipment	C	\$2,500,000	\$2,500,000	5307	\$625,000	TDCs			Moved to FFY26 from FFY25
ML-24-16	Engineering	C	\$250,000	\$250,000	5307	\$62,500	TDCs	\$0		Moved to FFY26 from FFY25
ML-24-18	ADA Accessible Stops	C	\$100,000	\$100,000	5307	\$0		\$0		Moved to FFY26 from FFY25
ML-24-19	Support Vehicle	C	\$149,447	\$149,447	5307	\$37,362	TDCs	\$0		Moved to FFY26 from FFY25
ML-24-20	Paratransit or Microtransit Vehicle	C	\$150,000	\$150,000	5307	\$37,500	TDCs	\$0		Moved to FFY26 from FFY25
ML-25-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$312,500	TDCs			Moved to FFY26 from FFY25
ML-25-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$10,000	TDCs			Moved to FFY26 from FFY25
ML-25-04	MSE	C	\$50,000	\$40,000	5307	\$10,000	TDCs			Moved to FFY26 from FFY25

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2026 ANNUAL ELEMENT**

ML-25-05	ADP Hardware	C	\$100,000	\$80,000	5307	\$20,000	TDCs		Moved to FFY26 from FFY25
ML-25-06	ADP Software	C	\$100,000	\$80,000	5307	\$20,000	TDCs		Moved to FFY26 from FFY25
ML-25-09	Ferryboat Preventive Maintenance	C	\$52,409	\$41,927	5307	\$10,482	TDCs		Moved to FFY26 from FFY25
ML-25-11	Expansion Ferryboat	C	\$16,000,000	<del>\$8,000,000</del> \$6,000,000	<del>5307</del> US EPA Clean Ports	\$0	\$2,000,000	LOC	New Project. Moved to FFY26 from FFY25
ML-25-13	Professional Services / Engineering	C	\$750,000	\$750,000	5307/5339				New Project. Moved to FFY26 from FFY25
ML-25-14	EV Car Chargers	C	\$1,280,000	\$1,280,000	CEJA				New Project. Moved to FFY26 from FFY25
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	\$312,500	TDCs		
ML-26-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$10,000	TDCs		
ML-26-04	MSE	C	\$50,000	\$40,000	5307	\$10,000	TDCs		
ML-26-05	ADP Hardware	C	\$100,000	\$80,000	5307	\$20,000	TDCs		
ML-26-06	ADP Software	C	\$100,000	\$80,000	5307	\$20,000	TDCs		
ML-26-09	Ferryboat Preventive Maintenance	C	\$52,409	\$41,927	5307	\$10,482	TDCs		
ML-26-10	Replace (1) Medium Duty Buses	C	\$65,000	\$52,000	5310	\$13,000	STA		
<b>TOTAL</b>			<b>\$84,019,265</b>	<b>\$40,386,644</b>		<b>\$32,753,930</b>		<b>\$12,168,801</b>	

## FFY 2027 ANNUAL ELEMENT



**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2027 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
<b>STATE OF IOWA - IA</b>													
IA-26-06	I-80	RR 0.4 mi E of US 61	Bridge Rehabilitation	MAINT	\$4,719,000	\$0		\$4,719,000	PRF	\$0		52534	
IA-27-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023	
IA-27-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$75,000	\$0		\$75,000	PRF	\$0		38129	
IA-27-03	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131	
IA-27-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135	
IA-27-05	US 67	Crow Creek 5.2 mi of I-80 in Bettendorf	Bridge Deck Overlay	MAINT	\$1,092,000	\$873,600	STBG	\$218,400	PRF	\$0		54537	
<b>Total</b>					<b>\$6,061,000</b>	<b>\$873,600</b>		<b>\$5,187,400</b>		<b>\$0</b>			
<b>CITY OF DAVENPORT - DA</b>													
DA-24-05	Marquette Street/Rockingham Road	Between 2nd and 4th Streets/Between Washington & Sturdevant and between Marquette & Fillmore	Rehabilitation of the roadway and installation of new traffic signals/Raise and reconstruct Rockingham Road between Washington & Sturdevant by 2 feet and between Marquette & Fillmore by 2 feet	CMP	\$4,763,000	\$3,810,400	PROTECT			\$952,600	CTY	55829	Moved from FFY25 to FFY27
DA-24-08	3rd Street & LeClaire Street/3rd and 4th Streets & River Drive	3rd Street & LeClaire Street/3rd and 4th Streets & River Drive	Raise and reconstruct approximately 800 linear feet of LeClaire Street and 600 linear feet of 3rd Street by 2 feet/Raise and reconstruct approximately 800 linear feet of LeClaire Street and 600 linear feet of 3rd Street by 2 feet	CMP	\$5,855,000	\$4,684,000	PROTECT			\$1,171,000	CTY	55833	Moved from FFY25 to FFY27
<b>Total</b>					<b>\$10,618,000</b>	<b>\$8,494,400</b>		<b>\$0</b>		<b>\$2,123,600</b>			
<b>STATE OF ILLINOIS - IL</b>													
IL-27-01	27th St/I-280	Rock River/52nd Ave to Airport Rd in Moline	Bridge Replacement/Reconstruction (CE)	MAINT	\$4,500,000	\$3,600,000	STP	\$900,000	STA			2-13500-0105	NEW PROJECT PHASE
IL-27-02	I-80	At I-88 Interchange	Lighting	OTHER	\$1,500,000	\$1,350,000	NHPP	\$150,000	STA			2-10680-0100	New Project
IL-27-03	27th St	IL 5 to 52nd Ave	Reconstruction (LA)	MAINT	\$2,000,000	\$1,600,000	STP	\$400,000	STA			2-11220-0104	NEW PROJECT PHASE
IL-27-04	104th St	US 150 to Mercer Co Line	Crack & Joint Sealing	MAINT	\$250,000	\$138,000	STP-Rural	\$50,000	STA			2-11901-0170	New Project
						\$62,000	STP-Urban						
IL-27-05	US 67	IL 92, RR & Mississippi River	Bridge Replacement (PE)	MAINT	\$9,000,000	\$3,600,000	NHPP	\$900,000	STA			2-12400-0102	NEW PROJECT PHASE (split funded with FFY28 line item)
IL-27-06	Various	Highway Safety Improvement Program Projects	Safety Improvements	OTHER	\$557,000	\$501,000	HSIP	\$56,000	STA			2-97460-1229	
<b>Total</b>					<b>\$17,807,000</b>	<b>\$10,851,000</b>		<b>\$2,456,000</b>		<b>\$0</b>			
<b>CITY OF EAST MOLINE - EM</b>													
EM-23-04	Bend Blvd.	(3rd - 7th Sts., 3,000 ft. +/-)	New Construction	OTHER	\$6,770,469	\$5,416,375	RAISE			\$1,354,094	CTY		Moved from FFY23 to FFY27
<b>Total</b>					<b>\$6,770,469</b>	<b>\$5,416,375</b>		<b>\$0</b>		<b>\$1,354,094</b>			
<b>CITY OF MOLINE - MO</b>													
MO-26-02	16th St	Ave of the Cities to 19th Ave	Resurfacing	MAINT	\$1,739,569	\$1,217,698.30	STBG			\$521,871	MFT		New STBG Project. Moved to FFY27 from FFY26.
MO-25-05	Various Locations	Pedestrian Crossings at 7 schools (John Deere Middle School, Logan Elementary, Washington Elementary, Butterworth Elementary, Franklin Elementary, Lincoln-Iving Elementary, and Seton Catholic.)	Install permanent traffic control devices at and around 7 schools. These include radar speed boards, RRFB push-buttons, solar-powered stop signs, and upgrading existing signals to HAWK systems	MAINT*	\$250,000	\$250,000	SRTS						New SRTS Project 8/2024. Moved to FFY2027
MO-27-01	River Drive	12th Street to 19th Street	River Drive Streetscaping Project	OTHER*	\$4,000,000	\$3,000,000	ITEP			\$1,000,000	LOC		New ITEP Project awarded 5/2025
<b>Total</b>					<b>\$5,989,569</b>	<b>\$4,467,698</b>		<b>\$0</b>		<b>\$0</b>			
<b>CITY OF ROCK ISLAND</b>													
RI-27-02	31st Ave	11th-17th Streets	Reconstruction	MAINT*	\$3,701,870	\$2,142,556	STBG			\$1,560,314	LOC		New STBG Project
RI-27-03	11th Street (US 67)	31st Avenue to Blackhawk Road (IL 5)	Reconstruction and Improvement Project	L RTP*	\$28,420,000	\$22,700,000	RAISE	\$2,500,000	Non-Federal Funds	\$3,220,000	LOC		New RAISE Grant

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2027 ANNUAL ELEMENT**

RI-27-04	18th Avenue & 17th Street Intersection	18th Avenue & 17th Street Intersection	Design of Roundabout (PE)	CMP	\$1,135,970	\$649,126	CRP		\$486,844	LOC	New CRP Project Awarded 2/2025	
RI-27-05	Various	Various city intersections	Intersection Analysis Master Plan (PE)	OTHER	\$615,000	\$94,006	CRP		\$520,994	LOC	New CRP Project Awarded 2/2025	
RI-27-06	35th Street West & 92nd Ave Intersection	35th Street West & 92nd Ave Intersection	Reconstruction & Reconfigure into Roundabout	MAINT	\$3,516,000	\$1,466,279	HUD-CDS		\$2,020,000	LOC/MFT	New CDS funded project from Conagressman Sorensen	
<b>Total</b>					<b>\$37,388,840</b>	<b>\$27,050,967</b>		<b>\$2,500,000</b>	<b>\$7,808,152</b>			
<b>BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)</b>												
TP-27-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,103,330	\$557,166	PL/FTA (IL)	\$139,291	IL Share	\$35,000	LOC (IL)	IA Share: 16066
						\$309,894	PL (IA)			\$61,979	LOC (IA)	
TP-27-02	Iowa Quad Cities Urbanized Area	Iowa Quad Cities Urbanized Area	Pavement Condition Data Collection	OTHER	\$77,000			\$77,000	STBG			54807
<b>Total</b>					<b>\$1,180,330</b>	<b>\$867,060</b>		<b>\$216,291</b>		<b>\$96,979</b>		

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2027 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
<b>BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)</b>											
BS-26-01	Transit Planning	P	\$102,834	\$82,267	5303/ 5305d			\$20,567	LOC	IA Share: 2203	ILDOT combines PL/FTA funds shown in TP-26-01
<b>TOTAL</b>			<b>\$102,834</b>	<b>\$82,267</b>		<b>\$0</b>		<b>\$20,567</b>			
<b>BETTENDORF TRANSIT - BT</b>											
BT-27-01	Transit Operations	O	\$915,000	\$180,249	5307- FFY21 Funds	\$0		\$457,500	LOC	985	5307 FFY21 Funds were obligated in grant IA-2025-016 in FFY25
				\$277,251	5307- FFY22 Funds						
BT-27-02	Preventative Maintenance	C	\$156,250	\$2,475	5307- FFY20 Funds	\$0		\$31,250	LOC	987	5307 FFY20 & FFY21 Funds were obligated in grant IA-2025-016 in FFY25
				\$122,525	5307- FFY21 Funds						
BT-27-03	ADA Paratransit	O	\$550,000	\$39,400	5307- FFY21 Funds	\$275,000	STA	\$170,600	LOC	3787	5307 FFY21 Funds were obligated in grant IA-2025-016 in FFY25
				\$65,000	5310- FFY26 Funds						
BT-27-04	Transit Planning	P	\$20,000	\$1,297	5307- FFY20 Funds	\$0		\$4,000	LOC	993	5307 FFY20 & FFY21 Funds were obligated in grant IA-2025-016 in FFY25
				\$14,703	5307-FFY21 Funds						
BT-27-05	ADP Software	C	\$4,500	\$3,600	5307-FFY21 Funds	\$0		\$900	LOC	5657	5307 FFY21 Funds were obligated in grant IA-2025-016 in FFY25
<b>TOTAL</b>			<b>\$1,645,750</b>	<b>\$706,500</b>		<b>\$275,000</b>		<b>\$664,250</b>			
<b>DAVENPORT CITIBUS - CB</b>											
CB-27-01	Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC	979	
CB-27-02	ADA Paratransit - 5310 Funds	C	\$750,000	\$150,000	5310	\$0		\$600,000	LOC	981	
CB-27-03	ADA Paratransit - 5337 Funds	C	\$1,050,000	\$210,000	5307	\$0		\$840,000	LOC	12013	
CB-27-04	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC	10768	
CB-24-04	Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC	6540	
<b>TOTAL</b>			<b>\$9,500,000</b>	<b>\$3,120,000</b>		<b>\$500,000</b>		<b>\$5,880,000</b>			
<b>METROLINK - ML</b>											
ML-27-01	Transit Operations	O	\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC		
ML-27-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$312,500	TDCs				
ML-27-03	Transit Enhancements	C	\$50,000	\$40,000	5307	\$10,000	TDCs				
ML-27-04	MSE	C	\$50,000	\$40,000	5307	\$10,000	TDCs				
ML-27-05	ADP Hardware	C	\$100,000	\$80,000	5307	\$20,000	TDCs				
ML-27-06	ADP Software	C	\$100,000	\$80,000	5307	\$20,000	TDCs				
ML-27-09	Ferryboat Preventive Maintenance	C	\$52,409	\$41,927	5307	\$10,482	TDCs				
<b>TOTAL</b>			<b>\$30,914,909</b>	<b>\$1,531,927</b>		<b>\$19,232,982</b>		<b>\$10,150,000</b>			



## FFY 2028 ANNUAL ELEMENT



**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2028 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
<b>STATE OF IOWA - IA</b>													
IA-26-05	I-80	Mississippi River in LeClaire (State Share)	Bridge Replacement	MAINT	\$70,000,000	\$63,000,000	NHPP	\$7,000,000	PRF	\$0		48610	
IA-26-07	I-80	1 mi W of Middle Rd to 1 mi E of Middle Rd - Bettendorf	Erosion Control	MAINT	\$260,000	\$221,000	NHPP	\$39,000	PRF	\$0		52487	
IA-28-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023	
IA-28-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$75,000	\$0		\$75,000	PRF	\$0		38129	
IA-28-03	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131	
IA-28-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135	
IA-28-05	US 67	Approx 1.5 mi S of I-80 to N of 218th St	Slope Improvement	MAINT	\$1,550,000	\$0		\$1,550,000	PRF	\$0		55747	
IA-28-06	I-74	At the US 6 Interchange 2.6 mi E of I-80 (EB/WB)	Bridge Rehabilitation	MAINT	\$3,453,000	\$3,107,700	NHPP	\$345,300	PRF	\$0		55632	
IA-28-08	US 61	DME RR 0.8 mi N of I-80 (NB/SB)	Bridge Rehabilitation	MAINT	\$6,620,000	\$5,296,000	STBG	\$1,324,000	PRF	\$0		55685	
IA-28-09	I-280	At the IA 22 Interchange (EB/WB)	Bridge Deck Overlay	MAINT	\$2,216,000	\$1,994,400	NHPP	\$221,600	PRF	\$0		57873	
<b>Total</b>					<b>\$84,349,000</b>	<b>\$73,619,100</b>		<b>\$10,729,900</b>		<b>\$0</b>			
<b>CITY OF DAVENPORT - DA</b>													
DA-27-01	West 53rd St	Brady St to Welcome Way (Excluding the Welcome Way and Brady St intersections), Welcome Way to Candle Creek, NW Blvd to Pine St	Reconstruction	MAINT	\$10,991,428	\$8,133,657	STBG			\$2,857,771	LOC	54991	
DA-28-01	Goosecreek Trail	Kimberly Rd to 39th St	Trail Construction - 10' sep. path along/near Eastern Ave; Kimberly Rd underpass + Eastern Ave underpass; Bridge over creek	L RTP*	\$2,168,898	\$1,093,625	TASA			\$1,075,273	LOC	55816	New TASA Project
DA-28-02	S Clark St	Over Black Hawk Creek	Bridge Replacement	MAINT	\$712,500	\$570,000	Grant Application			\$142,500	CTY	58076	New project added for the City Bridge Program application for Iowa DOT
<b>Total</b>					<b>\$13,872,826</b>	<b>\$9,797,282</b>		<b>\$0</b>		<b>\$4,075,544</b>			
<b>STATE OF ILLINOIS - IL</b>													
IL-26-03	27th St/I-280	Rock River/52nd Ave to Airport Rd in Moline	Bridge Replacement/Reconstruction	MAINT	\$45,000,000	\$36,000,000	STP	\$9,000,000	STA			2-13500-0100	Moved from FFY27 to FFY28
IL-28-01	IL 84	Rock River at Rock Island Co Line	New Bridge Deck	MAINT	\$15,000,000	\$12,000,000	NHPP	\$3,000,000	STA			2-00500-0000	New Project
IL-28-02	IL 84	Rock River at Rock Island Co Line	New Bridge Deck (CE)	MAINT	\$1,500,000	\$1,200,000	NHPP	\$300,000	STA			2-00500-0005	New Project Phase
IL-28-03	US 67	IL 92, RR & Mississippi River	Bridge Replacement (PE)	MAINT	\$9,000,000	\$3,600,000	NHPP	\$900,000	STA			2-12400-0107	NEW PROJECT PHASE (split funded with FFY27 line item)
IL-28-04	I-74	At 23rd Ave in Moline	New Bridge Deck	MAINT	\$3,150,000	\$2,835,000	NHPP	\$315,000	STA			2-13520-0000	New Project
IL-28-05	IL 92	Fancy Creek E of Andalusia	Bridge Replacement	MAINT	\$1,575,000	\$1,260,000	STP	\$315,000	STA			2-17500-0100	New Project
IL-28-06	I-80	At I-74/I-280 Interchange	Bridge Replacement/Reconstruction	MAINT	\$16,065,000	\$14,458,000	NHPP	\$1,607,000	STA			2-20078-0100	New Project Phase
IL-28-07	I-80	At I-74/I-280 Interchange	Bridge Replacement/Reconstruction (CE)	MAINT	\$1,550,000	\$1,395,000	NHPP	\$155,000	STA			2-20078-0110	New Project Phase
IL-28-08	Osco Rd	1.6 mi S of US 6	Culvert Replacement	MAINT	\$450,000	\$360,000	STP	\$90,000	STA			2-20088-0100	New Project
IL-28-09	I-74/I-280	Milan Beltway to Henry Co Line	Resurfacing	MAINT	\$19,243,000	\$17,319,000	NHPP	\$1,924,000	STA			2-20209-0100	New Project
IL-28-10	I-74/I-280	Milan Beltway to Henry Co Line	Resurfacing (CE)	MAINT	\$2,000,000	\$1,800,000	NHPP	\$200,000	STA			2-20209-0110	New Project Phase
IL-28-11	I-80	Mississippi River, IL 84 & RR	Bridge Replacement	MAINT	\$24,500,000	\$98,000,000	NHPP	\$24,500,000	STA			2-45800-0200	New Project Phase
IL-28-12	I-80	Mississippi River, IL 84 & RR	Bridge Replacement (CE)	MAINT	\$2,400,000	\$9,600,000	NHPP	\$2,400,000	STA			2-45800-0207	New Project Phase
IL-28-13	Various	Highway Safety Improvement Program Projects	Safety Improvements	OTHER	\$1,784,000	\$1,606,000	HSIP	\$178,000	STA			2-97460-1230	
<b>Total</b>					<b>\$385,317,000</b>	<b>\$201,433,000</b>		<b>\$44,884,000</b>		<b>\$0</b>			
<b>BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)</b>													
TP-28-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,103,330	\$557,166	PL/FTA (IL)	\$139,291	IL Share	\$35,000	LOC (IL)	IA Share: 16066	
						\$309,894	PL (IA)			\$61,979	LOC (IA)		

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2028 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
<b>BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)</b>											
BS-26-01	Transit Planning	P	\$102,834	\$82,267	5303/ 5305d			\$20,567	LOC	IA Share: 2203	ILDOT combines PL/FTA funds shown in TP-26-01
<b>TOTAL</b>			<b>\$102,834</b>	<b>\$82,267</b>		<b>\$0</b>		<b>\$20,567</b>			
<b>BETTENDORF TRANSIT - BT</b>											
BT-28-01	Transit Operations	O	\$944,725	\$439,587	5307	\$0		\$505,138	LOC	985	
BT-28-02	Preventative Maintenance	C	\$165,000	\$132,000	5307	\$0		\$33,000	LOC	987	
BT-28-03	ADA Paratransit	O	\$500,000	\$50,257 \$65,000	5307 5310	\$280,000	STA	\$104,743	LOC	3787	
BT-28-04	Transit Planning	P	\$21,003	\$16,802	5307	\$0		\$4,201	LOC	993	
BT-28-05	ADP Software	C	\$4,500	\$3,600	5307	\$0		\$900	LOC	5657	
<b>TOTAL</b>			<b>\$1,635,228</b>	<b>\$707,246</b>		<b>\$280,000</b>		<b>\$647,982</b>			
<b>DAVENPORT CITIBUS - CB</b>											
CB-28-01	Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC	979	
CB-28-02	ADA Paratransit - 5310 Funds	C	\$750,000	\$150,000	5310	\$0		\$600,000	LOC	981	
CB-28-03	ADA Paratransit - 5337 Funds	C	\$1,050,000	\$210,000	5307	\$0		\$840,000	LOC	12013	
CB-28-04	Preventative Maintenance	C	\$800,000	\$64,000	5307	\$0		\$160,000	LOC	10768	
CB-28-07	Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC	6540	
<b>TOTAL</b>			<b>\$9,500,000</b>	<b>\$3,120,000</b>		<b>\$500,000</b>		<b>\$5,880,000</b>			
<b>METROLINK - ML</b>											
ML-28-01	Transit Operations	O	\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC		
ML-28-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$312,500	TDCs				
ML-28-03	Ferryboat Preventive Maintenance	C	\$52,409	\$41,927	5307	\$10,482	TDCs				
ML-28-04	Transit Enhancements	C	\$50,000	\$40,000	5307	\$10,000	TDCs				
ML-28-05	MSE	C	\$50,000	\$40,000	5307	\$10,000	TDCs				
ML-28-06	ADP Hardware	C	\$100,000	\$80,000	5307	\$20,000	TDCs				
ML-28-07	ADP Software	C	\$100,000	\$80,000	5307	\$20,000	TDCs				
<b>TOTAL</b>			<b>\$30,914,909</b>	<b>\$1,531,927</b>		<b>\$19,232,982</b>		<b>\$10,150,000</b>			

## FFY 2029 ANNUAL ELEMENT



**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
ROADWAY FFY 2029 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
<b>STATE OF IOWA - IA</b>													
IA-26-05	I-80	Mississippi River in LeClaire (State Share)	Bridge Replacement	MAINT	\$70,000,000	\$63,000,000	NHPP	\$7,000,000	PRF	\$0		48610	In FFY28 and FFY29 to spread out the funding
IA-29-01	US 67	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$35,000	\$0		\$35,000	PRF	\$0		38023	
IA-29-02	I-74	Mississippi River in Bettendorf (NB & SB)	Bridge Cleaning	MAINT	\$75,000	\$0		\$75,000	PRF	\$0		38129	
IA-29-03	I-80	Mississippi River In Le Claire (State Share)	Bridge Cleaning	MAINT	\$100,000	\$0		\$100,000	PRF	\$0		38131	
IA-29-04	I-280	Mississippi River in Davenport (State Share)	Bridge Cleaning	MAINT	\$40,000	\$0		\$40,000	PRF	\$0		38135	
IA-29-05	IA 22	Moore Creek 3.4 mi W of I-280 in Buffalo	Bridge Deck Overlay	MAINT	\$650,000	\$0		\$650,000	PRF			57875	
<b>Total</b>					<b>\$70,900,000</b>	<b>\$63,000,000</b>		<b>\$7,900,000</b>		<b>\$0</b>			
<b>BI-STATE REGIONAL COMMISSION (TRANSPORTATION PLANNING ROADWAY - TP)</b>													
TP-28-01	Quad Cities Urbanized Area	Quad Cities Urbanized Area	Planning	OTHER	\$1,103,330	\$557,166	PL/FTA (IL)	\$139,291	IL Share	\$35,000	LOC (IL)		IA Share: 16066
						\$309,894	PL (IA)			\$61,979	LOC (IA)		
<b>Total</b>					<b>\$1,103,330</b>	<b>\$867,060</b>		<b>\$139,291</b>		<b>\$96,979</b>			

**FFY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM URBAN AREA TRANSPORTATION PROJECTS  
TRANSIT FFY 2029 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
<b>BI-STATE REGIONAL COMMISSION (TRANSIT PLANNING - BS)</b>											
BS-26-01	Transit Planning	P	\$102,834	\$82,267	5303/ 5305d			\$20,567	LOC	IA Share: 2203	ILDOT combines PL/FTA funds shown in TP-26-01
<b>TOTAL</b>			<b>\$102,834</b>	<b>\$82,267</b>		<b>\$0</b>		<b>\$20,567</b>			
<b>BETTENDORF TRANSIT - BT</b>											
BT-29-01	Transit Operations	O	\$986,961	\$460,705	5307	\$0		\$526,256	LOC	985	
BT-29-02	Preventative Maintenance	C	\$170,000	\$136,000	5307	\$0		\$34,000	LOC	987	
BT-29-03	ADA Paratransit	O	\$500,000	\$49,308 \$65,000	5307 5310	\$285,000	STA	\$100,692	LOC	3787	
BT-29-04	Transit Planning	P	\$22,053	\$17,642	5307	\$0		\$4,411	LOC	993	
BT-29-05	ADP Software	C	\$4,500	\$3,600	5307	\$0		\$900	LOC	5657	
<b>TOTAL</b>			<b>\$1,683,514</b>	<b>\$732,255</b>		<b>\$285,000</b>		<b>\$666,259</b>			
<b>DAVENPORT CITIBUS - CB</b>											
CB-29-01	Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC	979	
CB-29-02	ADA Paratransit - 5310 Funds	C	\$750,000	\$150,000	5310	\$0		\$600,000	LOC	981	
CB-29-03	ADA Paratransit - 5337 Funds	C	\$1,050,000	\$210,000	5307	\$0		\$840,000	LOC	12013	
CB-29-04	Preventative Maintenance	C	\$800,000	\$640,000	5307	\$0		\$160,000	LOC	10768	
CB-29-05	Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC	6540	
<b>TOTAL</b>			<b>\$9,500,000</b>	<b>\$3,120,000</b>		<b>\$500,000</b>		<b>\$5,880,000</b>			
<b>METROLINK - ML</b>											
ML-29-01	Transit Operations	O	\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC		
ML-29-02	Preventive Maintenance	C	\$1,562,500	\$1,250,000	5307	\$312,500	TDCs				
ML-29-03	Ferryboat Preventive Maintenance	C	\$52,409	\$41,927	5307	\$10,482	TDCs				
ML-29-04	Transit Enhancements	C	\$50,000	\$40,000	5307	\$10,000	TDCs				
ML-29-05	MSE	C	\$50,000	\$40,000	5307	\$10,000	TDCs				
ML-29-06	ADP Hardware	C	\$100,000	\$80,000	5307	\$20,000	TDCs				
ML-29-07	ADP Software	C	\$100,000	\$80,000	5307	\$20,000	TDCs				
<b>TOTAL</b>			<b>\$30,914,909</b>	<b>\$1,531,927</b>		<b>\$19,232,982</b>		<b>\$10,150,000</b>			

**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 QC 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 being incorporated into the annual elements.

**TABLE 4.1  
ROADWAY & TRAIL PRIORITIES – UNMET NEEDS**

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
<b>STATE OF IOWA (Locally Initiated)</b>					
<b>CITY OF BETTENDORF</b>					
BE-UN-02^	Forest Grove Dr	East of Competition Dr. to Forest Grove Elementary School	Extension of Forest Grove Dr Rec Trail	TASA	\$375,000
<b>CITY OF DAVENPORT</b>					
DA-14-02^	Utica Ridge Rd	Forest Grove Rd to N City Limits	Reconstruction	L RTP	\$2,000,000
DA-UN-03	Howell St Tunnel	Howell St to Pacific St	Reconstruction of Pedestrian Tunnel	MAINT	\$841,800
DA-UN-05	Jersey Ridge Road	53rd to VMP	3-Lane Paving	L RTP	\$1,900,000
DA-UN-06	Eastern Avenue	53rd to VMP	3-Lane Paving	L RTP	\$4,000,000
DA-UN-07	Utica Ridge Road	53rd to VMP	3-Lane Paving	L RTP	\$2,200,000
DA-UN-08^	Division Street	53rd to 76th Street	3-Lane Paving	L RTP	\$4,900,000
DA-UN-09^	Utica Ridge Road	56th Street	Traffic Signals	L RTP	\$500,000
DA-UN-10^	Kimberly Road	Fairmount Street	Roundabout	L RTP	\$2,000,000
DA-UN-11^	W 65th Street	N Brady St frontage road	Roundabout	L RTP	\$1,500,000
DA-UN-12	Brady Street	Veterans Memorial Parkway	Add turn lanes	L RTP	\$2,110,000
DA-UN-13^	Veterans Memorial Parkway	Jason Way Court	Roundabout	L RTP	\$5,500,000
<b>CITY OF ELDRIDGE</b>					
EL-UN-01	Blackhawk Trail	S 1st Street to Buttermilk Road	Extension of Blackhawk Trail	L RTP	\$8,970,000
EL-UN-02	Blackhawk Trail & Hillendale Rd.	Buttermilk Rd. - Hillendale Rd. & Blackhawk Trail Rd. - Slopertown Rd.	New construction; 2 & Reconstruction-Gravel to Concrete	L RTP	\$14,950,000
EL-UN-03	Blackhawk Trail Rd.	S. 1st St. to Scott Park Rd	Reconstruction with Trail	L RTP	\$8,625,000
EL-UN-04	S. Buttermilk Rd.	Blackhawk Tr - Slopertown Rd.	Reconstruction with Trail	L RTP	\$5,070,000
EL-UN-05	S. 1st St.	250" north of W. Sheridan St. to Lincoln Rd.	Reconstruction with Trail	L RTP	\$6,785,000
EL-UN-06	S. 1st St.	N. City Limits -Davenport St.	Reconstruction	L RTP	\$6,370,000
EL-UN-07	E. LeClaire Rd.	275" E of 16th Avenue - Scott Park Rd.	Reconstruction	L RTP	\$4,680,000

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
EL-UN-08	E. LeClaire Rd.	9th Ave. - 275" E of 16th Avenue	Reconstruction	L RTP	\$5,635,000
EL-UN-09	W. LeClaire Road	N.9th St - N. 2nd St.	Reconstruction with Trail	L RTP	\$4,255,000
EL-UN-10	Lincoln Rd.	S. Buttermilk Rd. - S. 1st Street	Reconstruction	L RTP	\$9,880,000
<b>CITY OF LECLAIRE</b>					
LE-UN-02	Holland Street	US 67 to 26th St	Reconstruction - Rural to Urban	L RTP	\$11,550,010
LE-UN-06^	Mississippi River Trail	Ewing St to Chestnut St	Trail Construction	L RTP	\$1,265,000
LE-UN-07	Wisconsin Street	15th Street to 35th Street	Reconstruction - Rural to Urban	L RTP	\$9,350,000
LE-UN-08	Valley Drive Reconstruction	Walbrier Ct. to 35th Street	Reconstruction - Rural to Urban	L RTP	\$3,900,000
<b>SCOTT COUNTY</b>					
SC-17-01^	F65	I-280 to Y-48	Pavement Widening	CMP	\$500,000
SC-UN-03	205th Street	On 205th St from 240th Ave to 270th Ave	Grade and Pave	L RTP	\$6,635,000
SC-UN-04^	Y64	On Y64 from City of Eldridge north corporate limits to City of Long Grove south corporate limits	Resurfacing	L RTP	\$900,000
SC-UN-05^	F55	On F55 from Brady Street east 0.7 miles	Reconstruction	L RTP	\$2,100,000
SC-UN-06^	F55	On F55 from 0.7 miles east of Brady St to Jersey Ridge Rd	Resurfacing	L RTP	\$250,000
SC-UN-07^	Jersey Ridge Road	On Jersey Ridge Rd from F55 south 0.5 miles	Resurfacing	L RTP	\$300,000
<b>STATE OF ILLINOIS (Locally Initiated)</b>					
IL-13-10	IL 92 Relocation, Project 1	West Interchange at 11th Street	Construct New Interchange	L RTP	\$5,500,000
IL-13-11	IL 92 Relocation, Project 2	24th Street - 38th Street	Remove North Lane	L RTP	\$420,000
IL-13-12^	IL 92 Relocation, Project 3	28th Street - 45th Street	6th & 7th Ave 2-Way Connect	L RTP	\$5,385,000
IL-13-13	IL84/Colona Road	Rock River to I-80, Colona	Widen; 4 lanes, Interchange Reconstruction	L RTP	\$59,700,000

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
<b>CITY OF EAST MOLINE</b>					
EM-UN-02	4th Avenue	27th Street to IL 5/92	Resurfacing, Shoulders	MAINT	\$1,255,000
<b>CITY OF MOLINE</b>					
MO-UN-01	16th Street	John Deere Road - 37th Ave	Resurfacing	MAINT	\$1,500,000.00
MO-UN-03^	39th/41st St. Overlay	4th Ave. to 12th Ave.	Asphalt Overlay	L RTP	\$1,500,000
MO-UN-04^	41st St. Overlay	12th Ave. to Ave. of the Cities	Asphalt Overlay	L RTP	\$1,300,000
MO-UN-05^	12th Ave. Overlay	53rd St. to East Moline border	Asphalt Overlay	L RTP	\$1,000,000
MO-UN-07^	15th St. Pl Overlay	16th Ave. to 19th Ave.	Asphalt Overlay	L RTP	\$1,600,000
MO-UN-08^	52nd Ave. Overlay	7th St. to 16th St.	Asphalt Overlay	L RTP	\$1,450,000
MO-UN-09^	Kiwanis Trail Upgrade	39th to 41st St.	Trail Reconstruction	OTHER	\$900,000
MO-UN-11^	RI Arsenal Bridge Ped/Bike Connection	Bass St landing - Mississippi River	Ped/Bike Let Down Structure	OTHER	\$4,500,000
MO-UN-14	36th Avenue Overlay	16th St. to 27th St.	Asphalt Overlay	MAINT	\$1,750,000
MO-UN-15	River Drive Overlay	41st St. to East Moline	Asphalt Overlay	MAINT	\$2,000,000
MO-UN-16^	36th Avenue Trail Phase II	13th Street to 16th Street	Shared-use path installation	L RTP	\$1,500,000
MO-UN-17^	19th Ave. & 16th St. Intersection	19th Avenue & 16th Street	Intersection Reconstruction	L RTP	\$1,750,000
MO-UN-18^	7th St. and 16th Ave. Intersection	7th St. and 16th Ave.	Intersection Reconstruction	L RTP	\$1,500,000
MO-UN-19^	16th Avenue Resurfacing	Western City Limits to 7th Street	Asphalt Resurfacing	L RTP	\$1,500,000
MO-UN-20^	15th Street Resurfacing	19th Ave. to 29th Ave.	Asphalt Resurfacing	L RTP	\$1,500,000
MO-UN-21	60th Street	John Deere Road - 52nd Ave	Pave Existing Roadway	L RTP	\$1,422,000
<b>CITY OF ROCK ISLAND</b>					
RI-14-03	RI Parkway	Andalusia Rd (IL92) to U.S. 67	Resurfacing	MAINT	\$13,427,000
RI-13-01	31 <sup>st</sup> Street West	Andalusia Road - 85 <sup>th</sup> Avenue West	Reconstruction	L RTP	\$1,900,000
RI-13-02	14 <sup>th</sup> Street West	Ridgewood Road - 92 <sup>nd</sup> Avenue West	Reconstruction	L RTP	\$4,400,000
RI-13-03	14 <sup>th</sup> Street West	92 <sup>nd</sup> Avenue West - 102 <sup>nd</sup> Avenue West	Reconstruction	L RTP	\$2,100,000

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
RI-13-04	35 <sup>th</sup> Street West	92 <sup>nd</sup> Avenue West - 106 <sup>th</sup> Avenue West	Reconstruction	L RTP	\$3,500,000
RI-13-05	35 <sup>th</sup> Street West	85 <sup>th</sup> Avenue West - 92 <sup>nd</sup> Avenue West	Reconstruction	L RTP	\$4,600,000
RI-13-06	85 <sup>th</sup> Avenue West	31 <sup>st</sup> Street West - 92 <sup>nd</sup> Avenue West	Reconstruction	L RTP	\$2,300,000
RI-13-10	Downtown Street Improvements	16th/23rd Streets & 2nd/3rd Avenue	Resurfacing & Reconstruction	MAINT	\$6,500,000
RI-13-11	IL 92 Relocation, Project 1	West Interchange at 11th Street	Construct New Interchange	MAINT	\$5,500,000
RI-13-12	IL 92 Relocation, Project 2	24th Street - 38th Street	Remove North Lane	L RTP	\$420,000
RI-13-13^	IL 92 Relocation, Project 3	28th Street - 45th Street	6th & 7th Ave 2-Way Connect	L RTP	\$5,385,000
RI-UN-06	Great River Trail Multi-Use Trail Rehabilitation Project	18th Street to Dead End southwest of Rock Island Arsenal Railroad Viaduct (Sections 4, 5, and 6)	Trail Reconstruction	MAINT	\$275,000
RI-UN-07	31st Ave	17th St - 24th St	Reconstruction	MAINT	\$3,000,000
RI-UN-08	31st Ave	24h St - 30th St	Reconstruction	MAINT	\$3,000,000
RI-UN-08	31st Ave	30h St - 38th St	Reconstruction	MAINT	\$5,000,000
RI-UN-09	44th Street	3rd Ave to 14th Ave	Resurfacing	MAINT	\$3,750,000
RI-UN-10	44th Street	14th Ave to 18th Ave	Resurfacing	MAINT	\$3,750,000
RI-UN-11	20th Street	7th -18th Aves	Resurfacing	MAINT	\$2,750,000
RI-UN-12	21st Avenue	28th Ave - 30th Ave	Reconstruction	MAINT	\$1,725,000
<b>ROCK ISLAND COUNTY</b>					
RC-11-01	Co. Hwy 6	IL84 to 221st St N	Mill/Resurface & Culvert Replacement	MAINT	\$750,000
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

Project Number	Project Route	Project Location	Project Description	Plan Just.	Total Cost
<b>CITIES OF; ANDALUSIA, CARBON CLIFF, COAL VALLEY, COLONA, HAMPTON, MILAN, PORT BYRON, RAPIDS CITY &amp; SILVIS</b>					
CC-UN-01	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	L RTP	
CV-13-01 <sup>^</sup>	US 6	Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley	Engineering & ROW	L RTP	\$740,000
CV-13-03	Oak Glen Road/W. Third St.	US 150 to Village limits near 106 <sup>th</sup> Street, Coal Valley	Reconstruction	MAINT	\$5,500,000
CV-13-04 <sup>^</sup>	US 6	Coal Creek Bridge to Schaffer Creek Bridge, Coal Valley	Widening	L RTP	\$12,000,000
CV-13-05	Garrison Road(78th Ave/W. 4th Ave)	US 150 (Moline) to 1 <sup>st</sup> Street, Coal Valley	Reconstruction	MAINT	\$2,500,000
SL-15-01	Route 92	1st Street to 17th Street	Patching and Resurfacing	MAINT	\$1,800,000
<b>TOTAL</b>					<b>\$314,724,010</b>

<sup>^</sup> 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
<b>METROLINK</b>			
ML-UN-03	STS Facility	C	\$3,000,000
ML-UN-04	Microgrid	C	\$1,200,000
ML-UN-05	Generators, EP & DS	C	\$900,000
ML-UN-06	Electric Paratransit	C	\$600,000
ML-UN-07	Camera Replacements	C	\$2,500,000
ML-UN-08	ERP System	C	\$2,200,000
ML-UN-09	Ferryboat Maintenance Expansion	C	\$5,000,000
ML-UN-10	Admin Building Expansion	C	\$7,500,000
<b>TOTAL</b>			<b>\$22,900,000</b>



## 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), Transportation Alternatives Set-Aside Program (TASA), and Carbon Reduction Program (CRP) 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 24, 2025 at 12:00 p.m. at the Rock Island County Office Building, 1504 Third Avenue, Room 320, Rock Island, Illinois. Its purpose is to receive comments on the FFY 2026-2029 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) and to fulfill the requirements of the Metropolitan Transportation Planning Process Certification, compliance with statement of financial capacity analysis, and FTA and FWA Title VI/Non-Discrimination Assurances. Comments will be accepted through June 24, 2025 at 12:00 p.m. TIP information is available by contacting Sarah Bambas at [sbambas@bistateonline.org](mailto:sbambas@bistateonline.org) or (309) 793-6300. Persons requiring special material or presentation format should contact Ms. Bambas on or before June 17, 2025.

## *Appendix A*

A full copy of the current Transportation Improvement Program can be found at: <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/tip-and-funding-projects-quad-cities-mpo>. A draft plan update will be posted one week 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 Sarah Bambas 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 on Page A-6. These activities fulfill the obligations outlined in the Public Participation Plan included on Page A-3 of this document.

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

In compliance with the provisions of the Infrastructure Investment and Jobs Act (IIJA)\*, 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](http://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, as well as providing an opportunity for consultation with resource agencies as defined in the current transportation act. The Regional Transportation Advisory Group (RTAG) will fulfill that role. Involvement in the RTAG is open to any interested party, business, organization, or interested citizen within the Davenport, Iowa-Illinois Urbanized Area wanting to be involved in the transportation planning process. RTAG serves as the diverse, multi-modal advisory committee to the Transportation

Technical Committee. Members will receive all meeting notices, as noted in "Public Notices" above, for the Technical and Policy Committee meetings. In addition, members will receive notification of proposed Transportation Improvement Program (TIP) amendments, Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Set-Aside (TASA) submittal notices, and proposed changes to the Public Participation Plan, Regional Intelligent Transportation System (ITS) Architecture Plan, Regional Transit Development Plan (TDP) or the Long Range Transportation Plan (LRTP).

### **Annual TIP Project Request Notifications**

Individual jurisdictions, members of RTAG, and the media shall be informed as to when projects are being sought for inclusion in the annual Transportation Improvement Program through an announcement requesting Transportation Improvement Program annual element additions, modifications, or deletions for the proposed fiscal years, as part of an annual document update cycle, typically thirty (30) days prior to a draft document review by the Technical Committee.

### **Public Comment/Notification**

The general public shall be afforded the opportunity to provide comments via the Technical and Policy Committee meetings on the annual Transportation Planning Work Program (TPWP) activities, Transportation Improvement Program (TIP), Regional ITS Architecture Plan, Regional Transit Development Plan, Long Range Transportation Plan (LRTP), and the Public Involvement Plan (PPP), through the process outlined under "Public Notification" above. This process satisfies Program of Projects (POP) public participation requirements for Bettendorf Transit, Davenport CitiBus, River Bend Transit, and the Rock Island County Metropolitan Mass Transit District (MetroLINK). In the case of the Public Participation Plan, a minimum of a forty-five (45) day comment period shall be provided prior to action by the Transportation Policy Committee as required by the current transportation act. The LRTP will require a minimum of a thirty (30) day comment period prior to action by Bi-State Regional Commission. The prioritization process of both the Surface Transportation Block Grant (STBG) Program and the Transportation Alternatives Set-Aside (TASA) Program will require a minimum of a thirty (30) day comment/notification period to be provided prior to action by the Transportation Policy Committee. In matters involving adoption or amendments to the Transportation Planning Work Program, Transportation Improvement Program (TIP), Regional Transit Development Plan, Congestion Management Process, and Regional ITS Architecture Plan, a minimum of 48 hours, but typically seven (7) day comment period shall be utilized prior to approval by the Transportation Policy Committee. Additional notice may be provided through meetings of the Transportation Technical Committee in advance of action by the Policy Committee.

### **Publications**

The MPO shall publish or otherwise make available for public review at a minimum the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) in an electronically accessible format and means (to the maximum extent practicable), such as the World Wide Web. The LRTP and TIP publications developed by the MPO will be placed on the Bi-State Regional Commission website, [www.bistateonline.org](http://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, sex, age or disability) and language ability 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 language ability, 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

\*Technical Correction March 31, 2023 (Revised reference to new transportation act); and May 28, 2025 (Revised to address rescinded Executive Orders)

**REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) – Urban and  
Combined Area Interest  
May 2025**

ACTIVE DAY OF MOLINE	FAMILY RESOURCES INC
ALFRED BENESCH & COMPANY	FEDERAL HIGHWAY ADMIN (FHWA) – IOWA & ILLINOIS
ALTER LOGISTICS COMPANY	FLENKER LAND ARCHITECTURE CONSULTANTS
AMALGAMATED TRANSIT UNION	FORWARD AIR INC
AMERICAN RED CROSS, QC CHAPTER	GREATER METROPOLITAN HOUSING AUTHORITY
ANCEL CLINK, P.C.	GREATER QUAD CITIES HISPANIC CHAMBER OF COMMERCE
ARA TRANSPORTATION	HAMPTON ELEMENTARY SCHOOL DISTRICT #29
BETTENDORF CITY ADMINISTRATOR	HANDICAPPED DEVELOPMENT CENTER
BETTENDORF COMMUNITY SCHOOL DISTRICT	HANSON PROFESSIONAL SERVICES
BLACK HAWK COLLEGE	HILLTOP CAMPUS VILLAGE
BURLINGTON TRAILWAYS	HDR
CARBON CLIFF-BARSTOW SCHOOL DIST #36	HOME INSTEAD SENIOR CARE
CENTER FOR AGING SERVICES INC	HR GREEN
COLONA GRADE SCHOOL DIST #100	HUTCHINSON ENGINEERING INC
COMMISSION ON VETERANS AFFAIRS	IL DEPT OF COMMERCE & ECON OPPORTUNITY
COMMUNITY CARING CONFERENCE	IL DEPT OF HUMAN SERVICES
CONTINENTAL CEMENT	IL DOT, DISTRICT #2
DAVENPORT CITY ADMINISTRATOR	ILLINOIS-IOWA INDEPENDENT LIVING CENTER
DAVENPORT COMMUNITY SCHOOL DIST #1611	IMEG
DAVENPORT HOUSING COMMISSION	INDIANA, ILLINOIS AND IOWA FOUNDATION
DEERE AND COMPANY	INTERSTATE RC&D
DEVELOPMENT ASSOCIATION OF ROCK ISLAND	INTOUCH ADULT DAY SERVICE
DM&E RAILROAD	IOWA DEPARTMENT OF TRANSPORTATION
EAST CENTRAL INTERGOV ASSOCIATION	IOWA EAST CENTRAL T R A I N
EAST CENTRAL IA COUNCIL OF GOVERNMENTS	IOWA INTERSTATE RAILROAD
EAST MOLINE CITY ADMINISTRATOR	IOWA MOTOR TRUCK ASSOCIATION
EAST MOLINE ELEMENTARY SCHOOL DIST #37	JOHANNES BUS SERVICE INC
EASTERN IOWA COMMUNITY COLLEGE	KYLE DAY, LANE & WATERMAN
EICCD BUSINESS & INDUSTRY CENTER	LUCKY CAB

## REGIONAL TRANSPORTATION ADVISORY GROUP (RTAG) — Cont'd

LUTHERAN SOCIAL SERVICES	ROCK ISLAND CITY MANAGER
MARTIN LUTHER KING COMMUNITY CENTER	ROCK ISLAND COUNTY ADMINISTRATOR
MAX'S CAB COMPANY	ROCK ISLAND COUNTY EXTENSION
METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	ROCK ISLAND COUNTY SENIOR CENTER
MIDAMERICAN ENERGY COMPANY	ROCK ISLAND HOUSING AUTHORITY
MILESTONES AREA AGENCY ON AGING	ROCK ISLAND RIVER TERMINAL
MISSMAN, INC.	ROCK ISLAND TRI-COUNTY CONSORTIUM
MISSISSIPPI VALLEY NEIGHBORHOOD HOUSING SERVICES	ROCK ISLAND-MILAN SCHOOL DISTRICT #41
MOLINE CITY ADMINISTRATOR	SCOTT COMMUNITY COLLEGE
MOLINE COMMUNITY DEVELOPMENT CORP	SCOTT COUNTY ADMINISTRATOR
MOLINE HOUSING AUTHORITY	SCOTT COUNTY DEPARTMENT OF HUMAN SERVICES
MOLINE TOWNSHIP	SCOTT COUNTY HISTORIC PRES SOCIETY INC
MOLINE-COAL VALLEY SCHOOL DISTRICT #40	SHERRARD COMMUNITY SCHOOL DIST #200
MSA PROFESSIONAL SERVICES, INC.	SHIVE HATTERY INC
NATURAL RESOURCE CONSERVATION SERVICE (NRCS)	SILVIS ELEMENTARY SCHOOL DISTRICT #34
NORTH SCOTT COMMUNITY SCHOOL DIST #4784	SE IOWA REGIONAL PLANNING COMMISSION
ORIGIN DESIGN	TRI STATE TRAVEL
PLEASANT VALLEY COMMUNITY SCHOOL DIST #4784	UNITED TOWNSHIP HIGH SCHOOL #30
PRAIRIE STATE LEGAL SERVICES	UNITED WAY OF THE QUAD CITIES
PROJECT NOW	U.S. FISH & WILDLIFE SERVICE
QUAD CITIES CHAMBER OF COMMERCE	USDA - NRCS
QUAD CITY CONSERVATION ALLIANCE	VARIOUS CITIZEN REPRESENTATIVES
QUAD CITY TIMES	VEENSTRA 7 KIMM INC
RAILS-TO-TRAILS CONSERVENCY	VERA FRENCH HOUSING
RIVER ACTION, INC.	VISIT QUAD CITIES
RIVER BEND TRANSIT	WESTERN ILLINOIS AGENCY ON AGING INC
RIVERDALE COMMUNITY SCHOOL DISTRICT #100	WESTERN ILLINOIS UNIVERSITY
RIVERSTONE GROUP	WORLD RELIEF
ROCK ISLAND ARSENAL	WQPT QUAD CITIES



## 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%

## MPO STBG Historical Funds

	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	\$4,744,204
FFY 2024	\$2,362,079	\$4,680,020
FFY 2025	\$2,405,319	\$4,740,299
FFY 2026*	\$2,489,833	\$4,948,293
FFY 2027*	\$2,489,833	\$5,039,000
FFY 2028*	\$2,489,833	\$5,039,000
FFY 2029*	\$2,489,833	\$5,039,000
<b>TOTAL</b>	<b>\$39,876,315</b>	<b>\$96,375,252</b>

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

Transportation Alternatives (TA) Set-Aside Program Evaluation Form

Applicant/Jurisdiction: \_\_\_\_\_ Project: \_\_\_\_\_

**QUAD CITIES, IA/IL TA Set-Aside PROGRAM – RANKING SHEET**

(See ranking definitions listed below.)

Evaluation Criteria	Lowest Score						Highes t Score
	0	1	2	3	4		4
1. Ability to enhance roadway safety							
2. Accessibility to the public							
3. Compatibility 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, or 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 effects							
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.

Carbon Reduction Program Evaluation Manual Ranking Sheet

Ranking Jurisdiction: \_\_\_\_\_

Applicant: \_\_\_\_\_ Project: \_\_\_\_\_

**CRP RANKING SHEET**

Scores to be given in increments of 5  
(See ranking definitions below)

Evaluation Criteria					
Vehicle emission reduction estimates	0-10	10-20	20-30	30-40	40-50
Project cost effectiveness	0-5	5-10	10-15	15-20	20-25
Degree of Pollution or Congestion	0		5		10
Community Engagement	0		5		10
Equity	0		5		10
<b>Total Score (out of 105):</b>					

**NOTE: Minimum total project cost of \$125,000 is required, based on 80/20 matching requirements.** Members of the Transportation Technical Committee will rank each project based on the voting outlined in the Carbon Reduction Program Manual. After all projects are received back, they will be grouped by total summed scores in “A”, “B”, “C” categories, with “A” being the highest priority category, and “C” being the lowest priority category. Projects will then proceed to the Technical Policy Committee.

## **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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 City of Moline  
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**Scott Naumann**, Alderperson  
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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  
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**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 FY26	\$557,166	\$139,291
IL DOT PL/FTA FY25	\$97,300	\$24,325
IA DOT PL	\$447,782	\$111,945
IA DOT FTA	\$82,267	\$20,567
ILDOT Complete Streets 2.5%	\$0	\$0
IADOT Complete Streets 2.5%	\$7,668	\$1,917
<b>TOTAL</b>	<b>\$1,192,183</b>	<b>\$298,045</b>

Attest:

  
 \_\_\_\_\_  
 Brad Bark, Chair  
 Bi-State Regional Commission

\_\_\_\_\_  
 May 28, 2025  
 Date



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 Marcy Mendenhall  
 Eileen Roethler  
 Rick Schloemer  
 Bill Stoerner  
 Executive Director  
 Denise Bulat

## CERTIFICATE OF COMPLIANCE WITH THE STATEMENT OF FINANCIAL CAPACITY ANALYSIS

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

Approved this 24th day of June 2025.

Richard "Quijas" Brunk, Chair  
Davenport-Rock Island-Moline, Iowa/Illinois  
Urbanized Area Transportation Policy Committee

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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 and the respective sections, 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 24, 2025  
\_\_\_\_\_  
Date

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## 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.

### **FY2026 Transportation Planning Work Program:**

- Public Participation (Page 2-5)
- Equal Opportunity and Non-Discrimination Policies (Page 2-7)

### **2021 Title VI Program Reports:**

- 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. This must be concurrent with the submittal of the entire proposed TIP to FHWA and FTA. 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 450.336; U.S.C. Title 23, Sec. 134, and U.S.C. Title 49, Ch. 53, Sec. 5303; 23 CFR 450.316(a)(2)]

### 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 450.220; 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.

[23 U.S.C. 324, 29 U.S.C. 794, 42 U.S.C. 2000d-1, and 49 CFR part 21]

### 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); FAST Act, Pub. L. 114-357, Sec. 1101(b); and CFR 49 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.

[42 U.S.C. 12101 and 49 CFR parts 27, 37, and 38]

### **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]

### **Equal Opportunity and Nondiscrimination**

No one shall be discriminated against on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity. All federal and federal-aid highway construction contracts should implement an equal employment opportunity program.

[49 U.S.C. 5332 and 23 CFR part 230]

### **Rehabilitation Act of 1973**

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, Sections 7408, 7410, 7504, 7505a, 7511, 7512, 7506(c) and (d), and 7604; 40 CFR part 93]

## **Bi-State Regional Commission for Quad Cities MPO (Pending US DOT Review)**

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### **Title VI Plan**

#### **Agency information**

Name and title of administrative officer

Name: Denise Bulat Title: Executive Director

Address: 1504 Third Avenue

City: Rock Island State: Illinois ZIP code 61201 County Rock Island County

Phone/Fax: 309-793-6300 Phone/ 309-793-6305 Fax Email: dbulat@bistateonline.org

Name and title of designated Title VI coordinator

Name: Denise Bulat Title: Executive Director

Address: 1504 Third Avenue

City: Rock Island State: Illinois ZIP code 61201 County Rock Island County

Phone/Fax: 309-793-6300 Phone/ 309-793-6305 Fax Email: dbulat@bistateonline.org

\*If the Title VI coordinator changes, please contact the Iowa DOT Title VI specialist.

### **Title VI Program**

#### **I. Policy statement, authorities and citations**

##### **A. Policy of nondiscrimination**

The Bi-State Regional Commission, hereinafter referred to as the AGENCY, hereby assures that no person shall on the grounds of race, color, national origin, sex, age or disability, as provided by Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d, and the Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28, be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance. The AGENCY further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, regardless of whether those programs and activities are federally funded.

It is the policy of the AGENCY to comply with Title VI of the Civil Rights Act of 1964; Title VII of the Civil Rights Act of 1964, 42 U.S.C. § 2000e; Age Discrimination Act of 1975, 42 U.S.C. §§ 6101-6107; Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. §§ 4601-4655; 1973 Federal Aid Highway Act, 23 U.S.C. § 324; Title IX of the Education Amendments of 1972, Pub. L. No. 92-318, 86 Stat. 235; Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. §§ 701 *et seq*; Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28; Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq.*; and Title VIII of the Civil Rights Act 1968, 42 U.S.C. §§ 3601-3631.

The Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28, broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs or

## Appendix C

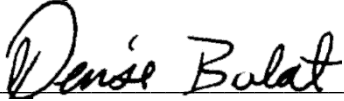
activities of federal-aid recipients, subrecipients and contractors/consultants, regardless of whether such programs and activities are federally assisted.

Pursuant to the requirements of Section 504 of the Rehabilitation Act of 1973, Pub. L. No. 93-112, 87 Stat. 355, the AGENCY hereby gives assurance that no qualified disabled person shall, solely by reason of disability, be excluded from participation in, be denied the benefits of or otherwise be subjected to discrimination, including discrimination in employment, under any program or activity that receives or benefits from this federal financial assistance.

The AGENCY also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies and activities on minority and low-income populations. In addition, the AGENCY will take reasonable steps to provide meaningful access to services for persons with limited-English proficiency. The AGENCY will, where necessary and appropriate, revise, update and incorporate nondiscrimination requirements into appropriate manuals, directives and regulations.

In the event the AGENCY distributes federal-aid funds to a second-tier subrecipient, the AGENCY will include Title VI language in all written agreements.

The AGENCY's Denise Bulat, Executive Director is responsible for initiating and monitoring Title VI activities, preparing reports and performing other responsibilities, as required by 23 C.F.R. § 200 and 49 C.F.R. § 21.

  
\_\_\_\_\_  
Signature

Denise Bulat, Executive Director  
Printed name and title

6/24/26  
\_\_\_\_\_  
Date

### **B. Authorities**

Title VI of the Civil Rights Act of 1964, 42 U.S.C. §2000d, provides that no person in the United States shall on the grounds of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987, Pub. L. No. 100-259 102 Stat. 28, broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of federal-aid recipients, subrecipients and contractors, whether such programs and activities are federally assisted or not.

**Americans with Disabilities Act of 1990 (ADA):** The Act prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities and transportation.

Section 504 of the Rehabilitation Act of 1973, Pub. L. No. 93-112, 87 Stat. 355, prohibits discrimination based on disability.

### **C. Additional citations**

Title VI of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000d to 2000d-4; 42 U.S.C. §§ 4601 to 4655; 23 U.S.C. §109(h); 23 U.S.C. §324; DOT Order 1050.2; Executive Order 12250; 28 C.F.R. § 50.3.

## II. Standard assurances

### 49 C.F.R. § 21.7

Pursuant to 49 C.F.R. § 21.7, every application for federal financial assistance or continuing federal financial assistance must provide a statement of assurance and give reasonable guarantee that the program is (or, in the case of a new program, will be) conducted in compliance with all requirements imposed by or pursuant to Part 21 (Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964). Fully executed standard DOT assurances (including Appendices A, B, C, D and E) are attached to this plan.

## III. Organization, staffing and structure

### A. Organizational chart – reporting relationships

*(Place organizational chart here or attach to back of report with reference as what page to find it. Name the Title VI coordinator for your organization.) See attached.*

### B. Staffing

#### Metropolitan planning organization or regional planning affiliation administrator

The AGENCY administrator is authorized to ensure compliance with provisions of the department's policy of nondiscrimination and with the law, including the requirements of 23 C.F.R. § 200 and 49 C.F.R. § 21. The AGENCY grants compliance function and Title VI coordination shall be performed under the authority of the AGENCY.

#### Title VI coordinator

The AGENCY has appointed Denise Bulat, Executive Director to perform the duties of the Title VI coordinator (Coordinator) and ensure implementation of the AGENCY's Title VI Federally Funded Transportation Program pertaining to this agreement.

The AGENCY will notify Iowa DOT in writing of any changes to the Coordinator or Coordinator contact information.

#### Title VI specialists (if applicable)

Additionally, the AGENCY has designated Title VI specialists (Specialists) in departmental special emphasis program areas. The Specialists, designated below, shall work in concert with the Coordinator. These key programs or department areas are subject to receiving federal assistance through grants or other types of transportation related funding, or are responsible for implementing AGENCY directives and policies to ensure civil rights compliance and equal opportunity. The Specialists will work with the Coordinator to ensure their respective departments and programs comply with Title VI regulations and assurances, meet the objectives of the Title VI plan, meet federal and state reporting requirements, and provide adequate training opportunities for applicable staff.

Specialists will work with the Coordinator to ascertain Title VI compliance by contractors, subcontractors, consultants and suppliers under federally funded projects or programs. Specialists will ensure applicable Title VI provisions and requirements are included in contractual agreements to prime contractors. Specialists will work with the Coordinator to obtain statistical data (race, color, national origin, age, sex, and income of populations in service area) of participants in, and beneficiaries of federally funded Iowa Department of Transportation programs. Each of the Specialists will maintain data relative to their respective special emphasis program area, designated below. The Coordinator shall use the data to complete annual Title VI reports and for other administrative needs.

#### List Title VI specialists and their official job title (if applicable):

Gena McCullough, Deputy Director

Jill Henderson, Finance Manager

## C. Implementation procedures

### Title VI coordinator's responsibilities and program administration

As authorized by the AGENCY Administrator, the Coordinator is responsible for initiating, monitoring, and ensuring AGENCY compliance with Title VI requirements as follows.

- 1. Program administration.** Administer the Title VI program and coordinate implementation of the plan. Ensure compliance with the assurances, policy, and program objectives. Perform Title VI program reviews to assess administrative procedures, staffing, and resources; provide recommendations as required to the AGENCY administrator (see Section V: Self-Assessment and Remedial Action Procedures).
- 2. Complaints.** Review written Title VI complaints that may be received by AGENCY following the adopted procedural guidelines (see Section IV: Complaint Procedures). Ensure every effort is made to resolve complaints informally at the local or regional level.
- 3. Data collection.** Statistical data on race, color, national origin, age, disability, income level, language spoken, and sex of participants in, and beneficiaries of, programs is to be gathered and maintained by program area, as described in the Special Emphasis Program Areas Responsibilities Section VI of this document. The AGENCY will review the statistical data gathering process periodically to ensure sufficiency of data for meeting the requirements of Title VI program administration.
- 4. Environmental documents.** To the maximum extent practical, ensure that appropriate data are included as a part of all environmental impact statements (EIS) or environmental assessments (EA) for projects receiving Federal Highway Administration or other federal assistance. Efforts are undertaken to ensure that transportation system improvements that are implemented do not have disproportionately negative effects on minority and low-income populations. In addition, system investments must provide for an equitable distribution of benefits to the areas that are traditionally underrepresented in the planning process.
- 5. Training programs.** Conduct or facilitate training programs on Title VI issues and regulations for AGENCY employees; and facilitate Title VI training for appropriate staff, contractors and subrecipients. A summary of training conducted will be documented.
- 6. Title VI plan update.** Review and update the AGENCY's Title VI plan as needed or required. Present updated plan to the AGENCY administrator for approval; submit amended plan to the Iowa DOT's Office of Employee Services' civil rights section (OES-CR).
- 7. Public dissemination.** Work with AGENCY staff to develop and disseminate Title VI program information to AGENCY employees and subrecipients, including contractors, subcontractors, consultants, and subconsultants and beneficiaries, as well as the general public. Public dissemination may include postings of official statements, inclusion of Title VI language in contracts or other agreements, website postings, and annual publication of the AGENCY's Title VI Policy Statement in newspaper(s) having a general circulation, and informational brochures. Ensure public service announcements or notices are posted of proposed projects, hearings, meetings, or formation of public advisory boards, in newspapers or other media reaching the affected community. Ensure the full utilization of available publications for other populations or media; and, where appropriate, provide written or verbal information in languages other than English.
- 8. Other Languages.** The AGENCY's policy for engaging individuals speaking other languages is to employ tactics and strategies to effectively engage them in the planning process. If AGENCY staff discern individuals in community meetings and forums who may show difficulty or inability to read or write English, they assist them as appropriate.
- 9. Elimination of discrimination.** Work with other AGENCY offices to establish procedures for promptly resolving deficiencies, as needed. Recommend procedures to identify and eliminate

discrimination that may be discovered in any AGENCY processes. Take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this agreement.

- 10. Maintain legislative and procedural information.** Federal laws, rules and regulations, Iowa DOT guidelines, the current AGENCY Title VI plan, annual accomplishment and goals reports, and other resource information pertaining to the implementation and administration of the AGENCY's Title VI program will be maintained and updated by the Coordinator. Information will be made available to other AGENCY departments/offices or the public as requested or required.

#### **IV. Discrimination complaint procedures – allegations of discrimination in federally assisted programs or activities**

*(If the Agency has existing complaint procedures, insert those here.)*

Bi-State Regional Commission adopts the following discrimination complaint procedures for complaints relating to federally assisted transportation-related programs or activities.

- 1. Filing a discrimination complaint:** Any person who believes that he or she, or any class of individuals, or in connection with any disadvantaged business enterprise, has been or is being subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990, Section 504 of the Vocational Rehabilitation Act of 1973, and/or the Civil Rights Restoration Act of 1987, as amended, has the right to file a complaint.

Any individual wishing to file a discrimination complaint must be given the option to file the complaint with the AGENCY, or directly with the Iowa DOT, FHWA, USDOT and U.S. Department of Justice. Complaints may be filed with all agencies simultaneously.

No individual or agency shall refuse service, discharge or retaliate in any manner against any persons because that individual has filed a discrimination complaint, instituted any proceeding related to a discrimination complaint, testified, or is about to testify, in any proceeding or investigation related to a discrimination complaint, or has provided information or assisted in an investigation.

- 2. Complaint filing timeframe:** A discrimination complaint must be filed within 180 calendar days of either:
- (a) The alleged act of discrimination.
  - (b) Date when the person(s) became aware of the alleged discrimination.
  - (c) Date on which the conduct was discontinued, if there has been a continuing course of conduct.

The AGENCY or their designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

- 3. Contents of a complaint:** A discrimination complaint must be written. The document must contain the following information.
- a) The complainant's name and address, or other means by which the complainant may be contacted.
  - b) Identification of individual(s) or organization(s) responsible for the alleged discrimination.
  - c) A description of the complainant's allegations, which must include enough detail to determine if the AGENCY has jurisdiction over the complaint and if the complaint was filed timely.
  - d) Specific prohibited bases of alleged discrimination (i.e., race, color, sex, etc.).

- e) Apparent merit of the complaint.
- f) The complainant's signature or signature of his/her authorized representative.

In the event that a person makes a verbal complaint of discrimination to an officer or employee of the AGENCY, the complainant shall be interviewed by the AGENCY's Coordinator. If necessary, the Coordinator will assist the complainant in reducing the complaint to writing and then submit the written version of the complaint to the person for signature.

- 4. Complaints against the AGENCY:** Any complaints received against the AGENCY should immediately be forwarded to the Iowa DOT for investigation. The AGENCY shall not investigate any complaint in which it has been named in the complaint. The contact information for the Iowa DOT's Title VI program is:

Iowa Department of Transportation  
Office of Employee Services – Civil Rights  
800 Lincoln Way  
Ames, Iowa 50010  
515-509-8814  
515-232-6739 (fax)  
[civil.rights@iowadot.us](mailto:civil.rights@iowadot.us)

- 5. Notice of Receipt:** All complaints shall be referred to the AGENCY's Coordinator for review and action. Within 10 days of receipt of the discrimination complaint, the Coordinator shall issue an initial written Notice of Receipt that:

- a) Acknowledges receipt of the discrimination complaint.
- b) Advises the complainant of his/her right to seek representation by an attorney or other individual of his or her choice in the discrimination complaint process.
- c) Contains a list of each issue raised in the discrimination complaint.
- d) Advises the complainant of the timeframes for processing the discrimination complaint and providing a determination.
- e) Advises the complainant of other avenues of redress of their complaint, including the Iowa DOT, FHWA, USDOT and USDOJ.
- f) Includes an invitation to mediation as described in paragraph 1 under item eight below.

- 6. Notification of the Iowa DOT of a complaint:** The AGENCY shall advise the Iowa DOT within 10 business days of receipt of the complaint. Generally, the following information will be included in every notification to the Iowa DOT.

- a) Name, address and phone number of the complainant.
- b) Name(s) and address(es) of alleged discriminating official(s).
- c) Basis of complaint (i.e., race, color, national origin or sex).
- d) Date of alleged discriminatory act(s).
- e) Date complaint received by the AGENCY.
- f) A statement of the complaint.
- g) Other agencies (state, local or federal) where the complaint has been filed.
- h) An explanation of the actions the AGENCY has taken or proposed to resolve the issue identified in the complaint.

- 7. Processing a complaint and timeframe:** The total time allowed for processing the discrimination complaint is 90 calendar days from the date the complaint was filed. There is no extension available at this level. This timeframe includes 60 calendar days at the AGENCY level and 30 days for review at the state level, if needed.

If the complainant elects to file a complaint with both the AGENCY and Iowa DOT, the complainant shall be informed that the AGENCY has 90 calendar days to process the discrimination complaint and the Iowa DOT shall not investigate the complaint until the 90 calendar-day period has expired.

Immediately after issuance of the notice of receipt to the complainant (step four), the AGENCY's Coordinator shall either begin the fact-finding or investigation of the discrimination complaint, or arrange to have an investigation conducted.

Based on the information obtained during that investigation, the Coordinator shall render a recommendation for action in a Report of Findings to the head of the AGENCY.

- 8. Alternative dispute resolution/mediation process:** The complainant must be given an invitation to participate in mediation to resolve the complaint by informal means. The AGENCY's Coordinator shall include an invitation to mediation with the Notice of Receipt, offering the opportunity to use the alternative dispute resolution/mediation process.

If the complaint selects mediation, it allows disputes to be resolved in a less adversarial manner. With mediation, a neutral party assists two opposing parties in a dispute come to an agreement to resolve their issue. The mediator does not function as a judge or arbiter, but simply helps the parties resolve the dispute themselves.

Upon receiving a request to mediate, the AGENCY's Coordinator shall identify or designate a mediator who must be a neutral and impartial third party. The mediator must be a person acceptable to all parties and who will assist the parties in resolving their disputes.

If the complainant chooses to participate in mediation, she or he or the designee must respond in writing within 10 calendar days of the date of the invitation. This written acceptance must be dated and signed by the complainant and must also include the relief sought.

After mediation is arranged, a written confirmation identifying the date, time and location of the mediation conference shall be sent to both parties. If possible, the mediation process should be completed within 30 calendar days of receipt of the discrimination complaint. This will assist in keeping within the 90 calendar-day timeframe of the written Notice of Final Action if the mediation is not successful.

If resolution is reached under mediation, the agreement shall be in writing. A copy of the signed agreement shall be sent to the Iowa DOT's Title IV program coordinator. If an agreement is reached, but a party to it believes his/her agreement has been breached, the nonbreaching party may file another complaint. If the parties do not reach resolution under mediation, the AGENCY's Coordinator shall continue with the investigation.

- 9. Notice of Final Action:** A written Notice of Final Action shall be provided to the complainant within 60 days of the date the discrimination complaint was filed. It shall contain:

- a) A statement regarding the disposition of each issue identified in the discrimination complaint and reason for the determination.
- b) A copy of the mediation agreement, if the discrimination complaint was resolved by mediation.

- c) A notice that the complainant has the right to file a complaint with the Iowa DOT, FHWA, USDOT or USDOJ within 30 calendar days after the Notice of Final Action, if she or he is dissatisfied with the final action on the discrimination complaint.

The AGENCY's Coordinator shall provide the Iowa DOT's Title VI program coordinator with a copy of this decision, as well as a summary of findings upon completion of the investigation. Should deficiencies be noted in the implementation of these discrimination complaint procedures by the AGENCY, the Iowa DOT's Title VI program coordinator will work in conjunction with the AGENCY's Coordinator to review the information and/or provide technical assistance in the discrimination complaint process, mediation process, and/or investigation.

**10. Corrective action:** If discrimination is found through the process of a complaint investigation, the respondent shall be requested to voluntarily comply with corrective action(s) or a conciliation agreement to correct the discrimination.

**11. Confidentiality:** AGENCY and Iowa DOT Title VI program coordinators are required to keep the following information confidential to the maximum extent possible, consistent with applicable law and fair determination of the discrimination complaint.

- a) The fact that the discrimination complaint has been filed.
- b) The identity of the complainant(s).
- c) The identity of individual respondents to the allegations.
- d) The identity of any person(s) who furnished information relative to, or assisting in, a complaint investigation.

**12. Recordkeeping:** The AGENCY's Coordinator shall maintain a log of complaints filed that alleged discrimination. The log must include:

- a) The name and address of the complainant.
- b) Basis of discrimination complaint.
- c) Description of complaint.
- d) Date filed.
- e) Disposition and date.
- f) Any other pertinent information.

All records regarding discrimination complaints and actions taken on discrimination complaints must be maintained for a period of not less than three years from the final date of resolution of the complaint.

## V. Self-assessment and remedial action procedures

1. **Title VI self-assessment federal-aid highway funds.** Conduct Title VI self-assessment of the AGENCY's program areas and activities. Where applicable, revise policies, procedures and directives to include Title VI requirements. Ensure that programs, policies and other activities do not have disproportionate adverse effects on minority and low income populations.
2. **Remedial action.** When irregularities occur in the administration of Federal-aid highway programs, corrective action will be taken to resolve identified Title VI issues. Take affirmative action to correct any deficiencies found by the Iowa DOT, FHWA or the USDOT within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this plan. The head of the AGENCY shall be held responsible for implementing Title VI requirements.

## VI. Title VI implementation activities in special emphasis program areas

The following activities may or may not apply to your AGENCY. Please adjust as needed.

### A. Planning and location activities

1. **Planning process.** The Bi-State Regional Commission's Quad Cities MPO Transportation Policy Committee has responsibility for providing long-range planning (through a cooperative agreement), program development, and capital programming necessary to provide efficient transportation services to AGENCY citizens. The AGENCY's Quad Cities MPO Transportation Policy Committee annually updates and coordinates the AGENCY's four-year plan for transportation improvement programs and projects. The update also informs other AGENCY department of the AGENCY's jurisdiction of the current planning direction for transportation needs. Projects included in the update are the result of evaluation and prioritization of needs in various transportation areas. The evaluation process includes input from the AGENCY, local jurisdictions and organizations, citizen groups and private individuals.
2. **Public involvement in planning activities and Title VI**
  - a) Invite participation of a cross section of the populace from social, economic and ethnic groups in the planning process by disseminating written program information to media for other populations and ethnic organizations, and providing public service announcements for all local media, when forming citizen advisory committees or planning board, and requesting involvement.
  - b) To ensure access to public meetings, evening meetings will be conducted in a variety of community buildings throughout the AGENCY, including those along transit routes, ensure translation services are available if anticipated, and ensure public meetings are held in underserved communities when transportation projects will specifically impact those communities.
  - c) The AGENCY regularly conducts an analysis of how the benefits and burdens of the long-range plan are distributed among low-income, minority and disabled populations versus the general population. The analysis utilizes the demographic profile (included). The AGENCY is responsible for informing all staff members and consultants of all federal Title VI policies, including any changes and updates. In addition, the AGENCY is responsible for informing all staff members and consultants of the AGENCY's Title VI plan, including the public involvement plan that includes reaching out to media for other populations and holding meetings in underserved communities when transportation projects will specifically impact those communities, an ADA policy, as well as any updates and changes.

### B. Consultant contracts activities

1. **Consultant contracts administration.** The Executive Director is responsible for recommending consultant firms to the AGENCY for final selection, negotiation and award. The Executive Director administers awarded consultant contracts.
2. **Consultant selection process.** Executive Director staff will request qualifications from consulting firms specializing in various areas that may relate to public works projects and the development of construction plans and special provisions for roads and bridges, design work associated with structures, performing environmental studies or preparing National Environmental Policy Act of 1969 documents. Consultant selection from the certified list maintained by the Executive Director adheres to State of Iowa regulations and is consistent with the AGENCY's vendor policies. Title VI text is included in all request for proposals (RFP) and contracts.
3. **Title VI assurances and provisions**
  - a) Include Title VI assurance and provision language in all federally funded consultant contracts. Periodically review documents and language to ensure compliance with

current laws and regulations. Provide a copy of the form of the contract to the Coordinator, and any amendments or updates that may occur over time.

**C. Design and engineering/environmental activities**

**1. Design /Environmental Review Process and Title VI**

- a) Depending on the scope, complexity, and impacts of a project, a National Environmental Policy Act document and process will be completed.
- b) Monitor compliance with Title VI requirements in all aspects of conducting an EIS or EA. Provide a comprehensive summary of the demographic and environmental data elements to be considered by the EIS/EA process to the Coordinator; including updated summary lists as applicable. Incorporate into the review process, adequate time for the Coordinator to review and comment, as applicable, on the draft EIS/EA to ensure there are no violations of the Federal Civil Rights Act, as amended, as a result of the AGENCY's Federal-aid highway activities.
- c) In order to ensure dissemination of information and foster participation from affected populations, AGENCY staff will place public notices in applicable general and media serving other populations; select accessible locations and times for public hearings or meetings, and arrange for translation services as needed; particularly in projects impacting predominantly underserved communities. The AGENCY will ensure the public has information pertaining to their rights to call or write the AGENCY to view plans and discuss environmental problems.
- d) AGENCY staff shall provide a copy of the Annual Construction Report to the Coordinator in or around April of each year. The Coordinator shall work with the AGENCY geographic information systems coordinator to generate a map of the federally funded transportation projects to include demographic data of the neighborhoods affected by the projects.
- e) A systematic process is used to study and evaluate all necessary environmental aspects of the proposed action(s) including adverse impacts on underserved populations and, alternatively, transportation investment among different segments of the community. Depending on the scope, complexity, and impacts of the project, the AGENCY's Coordinator oversees the process, ensures all federal and state requirements are met, and the public has been invited to participate. The AGENCY is responsible for environmental review, and Title VI compliance in all aspects of AGENCY's work that triggers environmental review requirements.

**D. Right of way activities – Not Applicable**

1. **Real property services.** N/A manages and coordinates the appraisal and acquisition of real property and relocation assistance services for public works projects. The right of way acquisition process entails appraisal of property, negotiation of terms and conditions for acquisition, and assistance in the relocation of displaced individuals, businesses, farm operations, nonprofit organizations, and property management.
2. **Right of way activities and Title VI**
  - a) Ensure equal opportunity in all aspects of procuring real estate service contracting and appraisal agreements.
  - b) Follow adopted vendor procurement policies in the acquisition of contracted services.
  - c) Utilize current directories identifying fee appraiser organizations and the Iowa DOT's list of certified fee appraisers when seeking services. Maintain data on awards to minority and female appraisers, and provide data to the Coordinator on a quarterly basis.
  - d) Incorporate Title VI language and assurance statements in all surveys of property owners and tenants after the conclusion of all business. Coordinate the preparation of deeds,

permits and leases to ensure the inclusion of the appropriate clauses, including Title VI assurances.

- e) Ensure that appraised values and communications associated with the appraisal and negotiation operations result in equitable treatment.
- f) Ensure comparable replacement dwellings are available and assistance is given to all displaced persons and entities by the property acquisition process.
- g) Maintain statistical data, including race, color, national origin, age, sex, disability, and income levels on all those who are relocated and affected by federally funded projects, and provide detailed demographic data quarterly to the Coordinator.

#### **E. Construction and maintenance activities – Not Applicable**

- 1. Construction management section.** N/A is responsible for administration of all new construction contracts. N/A is responsible for oversight and the administration of transportation construction projects, as set forth by policy decisions and supervision of the AGENCY engineer.
- 2. Maintenance.** N/A is responsible for the efficient program for maintaining AGENCY roads, bridges and parks/grounds by economically utilizing the resources of contractors, equipment and materials.
- 3. Construction and maintenance activities and Title VI**
  - a) Review all federally funded projects for application of disadvantage business enterprise (DBE) goals. As appropriate, include DBE provisions in those projects with designated goals. Include Title VI language in bid announcements and applicable construction documents, as stipulated in the AGENCY's Title VI Policy Statement and Title VI Assurances, which are attached to this plan.
  - b) Award construction contracts on the basis of lowest responsive bidder, as well as meeting DBE requirements. Include Title VI and DBE language in prime contract award letters to encourage utilization of DBE subcontracts and vendors.
  - c) Ensure that prime contractors with DBE requirements award contracted work to qualified DBEs that perform commercially useful functions.
  - d) Monitor all maintenance and construction operations to ensure nondiscrimination throughout all operations.
  - e) Coordinate the gathering of maintenance and construction information regarding DBE participation and provide to the Coordinator.

Bi-State Regional Commission Quad Cities MPO (Pending U.S. DOT Review)

**The United States Department of Transportation (USDOT)**

**Standard Title VI/Non-Discrimination Assurances**

**DOT Order No. 1050.2A**

The Bi-State Regional Commission Quad Cities MPO (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

**Statutory/Regulatory Authorities**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

**General Assurances**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity,” for which the Recipient receives Federal financial assistance from DOT, including the FHWA.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

**Specific Assurances**

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Federal Highway Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For

Proposals for work, or material subject to the Acts and the Regulations made in connection with all **Federal Highway Programs** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*“The Bi-State Regional Commission Quad Cities MPO, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
  - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

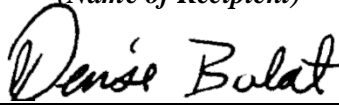
By signing this ASSURANCE, Bi-State Regional Commission Quad Cities MPO also agrees to comply (and require any sub- recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FHWA**. You must keep records, reports, and submit the material for review upon request to **FHWA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Bi-State Regional Commission Quad Cities MPO gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal Highway Program**. This ASSURANCE is binding on **Iowa**, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **Federal Highway Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

**Bi-State Regional Commission Quad Cities MPO**

*(Name of Recipient)*

by \_\_\_\_\_



*(Signature of Authorized Official)*

**DATED** \_\_\_\_\_

6/24/25

## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the contractor under the contract until the contractor complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

## APPENDIX B

### CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

**NOW, THEREFORE**, the Department of Transportation as authorized by law and upon the condition that the Bi-State Regional Commission Quad Cities MPO will accept title to the lands and maintain the project constructed thereon in accordance with laws of the state of Iowa, the Regulations for the Administration of **Federal Highway Program**, and the policies and procedures prescribed by the **Federal Highway Administration** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Bi-State Regional Commission Quad Cities MPO all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

#### (HABENDUM CLAUSE)

**TO HAVE AND TO HOLD** said lands and interests therein unto Bi-State Regional Commission Quad Cities MPO and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Bi-State Regional Commission Quad Cities MPO, its successors and assigns.

The Bi-State Regional Commission Quad Cities MPO, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]\* (2) that the Bi-State Regional Commission Quad Cities MPO will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

## APPENDIX C

### CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Bi-State Regional Commission Quad Cities MPO pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
  1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Bi-State Regional Commission Quad Cities MPO will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.\*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Bi-State Regional Commission Quad Cities MPO will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Bi-State Regional Commission Quad Cities MPO and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

## APPENDIX D

### CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by Bi-State Regional Commission Quad Cities MPO pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Bi-State Regional Commission Quad Cities MPO will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.\*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Bi-State Regional Commission Quad Cities MPO will there upon revert to and vest in and become the absolute property of Bi-State Regional Commission Quad Cities MPO and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

## APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non- discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the
- Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§
- 12131 -- 12189) as implemented by Department of Transportation regulations at 49
- C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



## APPENDIX D



## LOCAL FAU/STP/STBG PROJECTS: 1972-2025 – ILLINOIS

Location	FAU/STP/STBG Funds
Co. Hwy. 78 & 7 (RI/Milan Pkwy. And Knoxville Rd.) – Rock Island County	\$320,000
Kennedy Drive (IL92/17 <sup>th</sup> Ave. to Avenue of the Cities) – East Moline	\$1,786,400
16 <sup>th</sup> St. (8 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.) – Moline	\$77,255
17 <sup>th</sup> St. (18 <sup>th</sup> Ave. to 25 <sup>th</sup> Ave.) – Rock Island	\$194,333
12 <sup>th</sup> /30 <sup>th</sup> Ave. (53 <sup>rd</sup> St. to 3 <sup>rd</sup> St.) – Moline/East Moline	\$500,991
92 <sup>nd</sup> Ave. (U.S. 67 to W. 35 <sup>th</sup> St.) – Rock Island County	\$1,129,664
20 <sup>th</sup> St. (7 <sup>th</sup> Ave. to 18 <sup>th</sup> Ave.) – Rock Island	\$480,388
16 <sup>th</sup> St. at 23 <sup>rd</sup> Ave. – Moline	\$500,192
42 <sup>nd</sup> Ave. at 19 <sup>th</sup> St. – East Moline	\$11,199
30 <sup>th</sup> Ave. at 7 <sup>th</sup> St. and 13 <sup>th</sup> St. – East Moline	\$33,150
16 <sup>th</sup> St. (30 <sup>th</sup> Ave. to Blackhawk Rd.) – Moline	\$508,527
Kennedy Dr. at 42 <sup>nd</sup> Ave. – East Moline	\$65,074
17 <sup>th</sup> St. (6 <sup>th</sup> Ave. to 18 <sup>th</sup> 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/16 <sup>th</sup> St. RR Overpass-Moline (ROW only)	\$314,500
12 <sup>th</sup> Ave. (1 <sup>st</sup> St. to 7 <sup>th</sup> St.) – East Moline (ROW only)	\$256,282
Arsenal Bridge Approach/16 <sup>th</sup> St. RR Overpass – Moline	\$500,000
Milan Beltway Mill Creek Bridge – Rock Island County	\$583,991
15 <sup>th</sup> St. Pl./16 <sup>th</sup> St./19 <sup>th</sup> Ave. – Moline	\$1,023,737
4 <sup>th</sup> St. W. (8 <sup>th</sup> Ave. to 10 <sup>th</sup> Ave.) – Milan	\$432,203
Milan Beltway (Mill Creek Bridge to U.S. 67) – Rock Island County	\$321,251
23 <sup>rd</sup> Ave. (I-74 to Eastern Corporate Limits) – Moline	\$825,923
River Dr./12 <sup>th</sup> Ave. (51 <sup>st</sup> St. to 7 <sup>th</sup> St.) – Moline/East Moline	\$1,592,287
16 <sup>th</sup> St. (24 <sup>th</sup> Ave. to 29 <sup>th</sup> Ave.) – Moline	\$720,000
12 <sup>th</sup> Ave. Overpass at 15 <sup>th</sup> St. – Moline	\$1,251,293
19 <sup>th</sup> Ave. (1 <sup>st</sup> St. to 15 <sup>th</sup> St. A) – Moline	\$1,216,140
Centennial Bridge	\$1,200,000
23 <sup>rd</sup> Ave. (16 <sup>th</sup> St. to 18 <sup>th</sup> St.) – Moline	\$466,113
23 <sup>rd</sup> Avenue (41 <sup>st</sup> Street - East City Limits) – Moline (at maximum) (Policy action in CY97clarified in CY98)	\$1,057,586
13 <sup>th</sup> Street at 13 <sup>th</sup> Avenue – East Moline	\$377,989
R.I. Arsenal Viaduct at 1 <sup>st</sup> Ave. & 24 <sup>th</sup> St. – Rock Island	\$432,219
5 <sup>th</sup> Avenue (15 <sup>th</sup> - 24 <sup>th</sup> Streets) – Rock Island	\$1,000,160
4 <sup>th</sup> Avenue (16 <sup>th</sup> - 24 <sup>th</sup> Streets) – Rock Island	\$851,200
23 <sup>rd</sup> Ave. (24 <sup>th</sup> St. to 27 <sup>th</sup> St.) – Moline	\$633,617
7 <sup>th</sup> Street (19 <sup>th</sup> -28 <sup>th</sup> 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
85 <sup>th</sup> 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 <sup>th</sup> Street (18 <sup>th</sup> to 31 <sup>st</sup> Ave.) – Rock Island (Policy action CY06, set amount)	\$1,014,358
7 <sup>th</sup> Street (33 <sup>rd</sup> 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 (41 <sup>st</sup> to 43 <sup>rd</sup> St.) – Moline	\$560,000
Crosstown Avenue (1 <sup>st</sup> St. to IL5) – Silvis	\$560,000
12 <sup>th</sup> Avenue (19 <sup>th</sup> St. to 34 <sup>th</sup> St.) – Moline	\$840,000
13 <sup>th</sup> Street (IL 84 to Archer Dr.) – East Moline	\$682,549
18 <sup>th</sup> Avenue (17 <sup>th</sup> St. to Moline City Limits) – Rock Island (set amount)	\$2,800,000
38 <sup>th</sup> Street (7 <sup>th</sup> Ave. to Blackhawk Rd.) – Rock Island (set amount)	\$4,793,600

*Appendix D*

Location	FAU/STP/STBG Funds
16 <sup>th</sup> Street (52 <sup>nd</sup> Ave.- John Deere Rd.), Moline (maximum)	\$538,739
River Drive (23 <sup>rd</sup> -34 <sup>th</sup> Streets), Moline (maximum)	\$749,550
12 <sup>th</sup> Avenue (34 <sup>th</sup> St. to 41 <sup>st</sup> St.) - Moline	\$703,242
12 <sup>th</sup> Avenue (41 <sup>st</sup> St. to 53 <sup>rd</sup> St.) - Moline	\$847,650
7 <sup>th</sup> Street (26 <sup>th</sup> Ave. to Avenue of the Cities) – East Moline	\$1,052,000
River Drive (34 <sup>th</sup> to 42 <sup>st</sup> St) – Moline	\$556,000
Avenue of the Cities (34 <sup>th</sup> St to 41 <sup>st</sup> St) – Moline	\$508,800
7 <sup>th</sup> Street (12 <sup>th</sup> Ave to 16 <sup>th</sup> Ave) – Moline	\$432,000
31 <sup>st</sup> Avenue (RI Partway to 11 <sup>th</sup> St) – Rock Island	\$1,111,612
19 <sup>th</sup> Avenue (Rock Island to 7 <sup>th</sup> St) – Moline	\$1,012,349
TOTAL	\$46,386,493

## LOCAL FAU/STP/STBG PROJECTS: 1972-2025 – IOWA

Location	FAU/STP/STBG 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/STBG 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
First St. with LeClaire Rd. Intersection – Eldridge	\$2,724,829
Forest Grove Dr. (International Dr. - Middle Rd.) – Bettendorf	\$5,962,448
53rd St. (Eastern Ave - Elmore Circle) – Davenport	\$3,706,878
Z30 (Bridge over Spencer Creek (Sec. 6-T78N-R5E)) – Scott County	\$652,500
Z30 (Bridge over Spencer Creek (Sec. 8-T78N-R5E)) – Scott County	\$600,000
TOTAL	\$87,000,858

**ENHANCEMENT/TASA PROJECTS: 1992-2025 – ILLINOIS**

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
EAST MOLINE, CARBON CLIFF, SILVIS - Grand Illinois Trail (TEP)	\$599,422
EAST MOLINE – Breezy Hollow (TEP)	\$566,510
PORT BYRON - IL 84 Ped/Sidewalk Improvements (TAP)	\$249,937
MOLINE – Mississippi River Trail (MRT) Extension (TASA)	\$373,360
<b>TOTAL</b>	<b>\$10,355,264</b>

**ENHANCEMENT/TASA PROJECTS: 1992-2025 – IOWA**

IOWA LOCATION	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 <sup>th</sup> 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 <sup>rd</sup> St./U.S. 61 & River Dr. (Estimated Remaining Funds + Addition)	\$220,502
DAVENPORT – Goose Creek Trail Phase II Engineering	\$70,000

*Appendix D*

IOWA LOCATION	ENHANCEMENT FUNDS
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
ELDRIDGE - East LeClaire Rd Trail	\$447,200
DAVENPORT - Goose Creek Trail Phase II (North of Goose Creek on east side of Brady to existing Goose Creek Trail at 53rd St)	\$1,137,973
TOTAL	\$6,698,293

**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 <sup>th</sup> /67 <sup>th</sup> 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 <sup>th</sup> 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 FFY 06; 25 % in FFY 07; 25% in FFY 08 and 200% in FFY 09 The FFY 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
	<b>TOTAL FEDERAL AID</b>	<b>\$9,314,606</b>

**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
	<b>TOTAL FEDERAL AID</b>	<b>\$5,248,108</b>

## APPENDIX E



## Funding Sources Primer

(Includes Infrastructure Investment Act -IIJA, also known as the Bi-Partisan Infrastructure Law – BIL, and Programs Carried Forward from Prior Transportation Laws)

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### 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. Project solicitations typically are on a two-year cycle for programming of funds. 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 21<sup>st</sup> 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. Project solicitations are on a two-year cycle for programming of funds.

**Carbon Reduction Program (CRP):** CRP provides funding for projects designed to reduce transportation air pollutants, defined as carbon dioxide (CO<sub>2</sub>) pollutants from on-road highway sources. Under the Bipartisan Infrastructure Law (BIL), FHWA is directed to apportion funding all together for each state, then divide the total among the apportioned programs. The program also requires each state, in consultation with the MPO, to create a carbon reduction strategy. Similar to

STBG, CRP funds are evaluated and prioritized as outline in an evaluation manual. Project solicitations will be initiated in 2023 and will follow similar programming cycles as STBG and TASA.

### 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 Quad Cities MPA is an attainment area for the criteria air pollutants and not eligible for CMAQ funds.

The **Iowa Clean Air Attainment Program (ICAAP)** under the Federal Congestion Mitigation and Air Quality (CMAQ) improvement program and several non-DOT federal funding programs can assist the Quad Cities Metropolitan Area and Scott County vicinity in preserving healthy levels of ozone, particulates, and other pollutants.

**Highway Safety Improvement Program (HSIP):** IIJA 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.

**Highway Infrastructure Programs (HIBP, HIP, HIP-CRRSAA):** Eligible projects for HIP funds include construction of highways, bridges and tunnels. Projects must be on a federal-aid highway system. HIBP is federal funding specifically for highway bridges. HIP-CRRSAA's purpose is to provide funding to address COVID-19 impacts related to highway infrastructure programs.

**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.

**Safe Streets and Roads for All (SS4A) Grant Program:** Discretionary program appropriated over 5 years (2022-2026). SS4A supports the U.S. DOT's National Roadway Safety Strategy. The program supports the development of a comprehensive safety action plan that identifies the roadways with the most safety concern.

Detailed fact sheets on IIJA programs can be found at: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact\\_sheets.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm) Programs Carried Forward from Prior Transportation Laws

While IIJA 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 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. Section 5339c refers to the Low or No Emission Vehicle Program. Eligible projects include purchase of zero-emission or low-emission transit buses and other bus facility maintenance items. Matching requirements: 80% Federal and 20% Local

**State of Good Repair Grants (5337):** Distributed as formula funding for capital projects. These projects maintain a fixed guideway or a high intensity motorbus system in a state of good repair. Projects can also replace and rehabilitate other transit needed items. Matching requirements: 80% Federal and 20% State or 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

Detailed formulas for FTA can be found at: <https://www.transit.dot.gov/taxonomy/term/2496>