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Federal Highway
Administration

Federal Transit
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Transportation Management Area Planning Certification Review

Bi-State Regional Commission

Quad Cities, IA/IL Metropolitan Planning Area



June 11-12, 2024

Summary Report

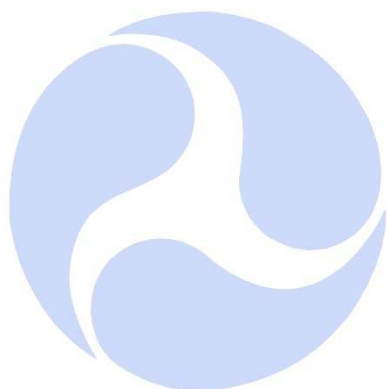




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1.0 EXECUTIVE SUMMARY

On June 11-12, 2024, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted a certification review of the transportation planning process for the Bi-State Regional Commission urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the federal planning requirements.

The Bi-State Regional Commission (BSRC) is the designated Metropolitan Planning Organization for the Quad Cities Iowa/Illinois Metropolitan Planning Area (MPA) and works with the Iowa Department of Transportation (Iowa DOT), Illinois DOT (IDOT), as well as the several public transit operators (MetroLINK, Davenport CitiBus, Bettendorf Transit, River Bend Transit and RIM Rural Transit) and local agency members to implement the federally required planning process.

The scope of the federal review of the Quad Cities MPA planning process was comprehensive, covering the transportation planning process for the entire area and all the agencies involved. The federal review team's work consisted of reviewing the products of the planning process, reviewing the ongoing oversight activities conducted by the MPO, and an on-site review conducted June 11-12, 2024.

1.1 Previous Findings and Disposition

The previous certification review for the BSRC Quad Cities urbanized area was conducted in 2020. Certification Review findings and their disposition are provided in Appendix B and summarized as follows:

Finding	Action	Corrective Actions and Recommendations	Disposition
	Corrective Action Recommendation		
Transit Planning 49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	Commendation	Transit Coordination - The MPO's coordination with the transit operators is outstanding.	N/A
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316	Recommendation	Pursue Innovative Public Involvement Strategies - The review team recommends that Bi-State staff work to pursue new innovative public involvement strategies to ensure that Bi-State's transportation planning activity is more visible and accessible to member	Discussed the MPO updated website, utilization of social media, use of traditional media, outreach to special interest groups, and pursuing public input by scheduling meetings in predominately minority and low-income neighborhoods. The MPO has made some



		agencies, Bi-State's planning partners, and the public as opportunities to meet in person continue to be limited.	improvement in public participation, but it is important to continue to pursue improvements in public involvement.
Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	Recommendation	Update Assurances - The Review Team recommends that the MPO provide updated assurances based on updated guidance and a schedule that will be provided by the Iowa DOT.	TBD
Nonmotorized Planning/Livability 23 U.S.C. 217(g) & 23 CFR 450.306	Commendation	Nonmotorized planning - The review team commends the Bi-State Regional Commission for its sustained focus on bicycle and pedestrian initiatives.	N/A
Performance Based Planning and Programming 23 U.S.C 134(h)(2) 23 CFR 450.306(d), 450.314(h),450.324(f), 450.326(d) & 450.340.	Commendation	Planning for Resilience - Bi-State is ahead of many other regions in this regard and should be commended for their efforts to address resilience and the impact of extreme weather on transportation infrastructure.	N/A
Congestion Management Process / Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322 23 CFR 450.324(f)(5)	Recommendation	ITS Architecture – Bi-State needs to update the Regional ITS Architecture.	The MPO has updated the Regional ITS Architecture. The CMP format could be improved. The document should show projects, include a map of the network, crash locations and freight bottlenecks.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the BSRC Quad Cities area MEETS federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by Iowa DOT, Illinois DOT, BSRC, and MetroLINK, Davenport CitiBus, Bettendorf Transit, River Bend Transit and RIM Rural Transit. There are also recommendations in this report that warrant close attention and follow-up, as well as areas that MPO is performing very well in that are to be commended.



Review Area	Action	Corrective Actions, Recommendations and Commendations	Resolution Due Date
Metropolitan Planning Area Boundaries 23 U.S.C. 134(e) 23 CFR 450.312(a)	Commendation	MPA boundaries were presented at the TMA meeting and changes were updated.	
MPO Structure and Agreements 23 U.S.C. 134(d) 23 CFR 450.314(a)	Recommendation	Agreements should document the roles and responsibilities among independent agencies participating in the planning process for a TMA and how they cooperate to meet Federal requirements. Ensure that all MPO agreements and resolutions are signed before placing on website and the most current version of the approved MPO documents are posted online	
Unified Planning Work Program 23 CFR 450.308	Commendation	Utilizing the UPWP as a teaching tool with new board members and staff.	
Metropolitan Transportation Plan 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Recommendation	MPO should integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes.	
Transportation Planning 49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	Commendation	Transportation planning includes projects with sustainable infrastructure/resiliency, equity, and support for underserved communities. The MPO has a Complete Streets policy that identifies corridors with state and federal partners. The MPO also incorporated PEL with project development. Finally, they identify data collection principles for asset management.	
Transportation Improvement Program 23 U.S.C. 134(c)(h)& (j) 23 CFR 450.326	Commendation	The TIP demonstrates that MPO transportation planning that includes projects with sustainable infrastructure/resiliency, equity, and support for underserved communities. The MPO has a Complete Streets policy that identifies corridors.	



Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	Recommendation	Improve the MPO website to make it more user friendly for the public and mobile applications. Document public involvement activities in the Public Participation Plan.	
Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act (ADA)	Recommendation	Develop an ADA Program Access Plan.	
Freight 23 U.S.C. 134(h) 23 CFR 450.306	Commendation	The MPO is compliant with the statutory and regulatory requirements for freight planning, and recently updated their regional freight plan. An interactive map for river navigation has been developed.	
Congestion Management Process / Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322	Recommendation	Include a map of the CMP network, with any CMP deficiency locations. Reformat CMP and include projects where feasible.	

Details of the certification findings for each of the above items are contained in this report.



2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. In general, the reviews consist of three primary activities: a review of the MPOs planning products (in advance of and during the site visit), a site visit, and the preparation of a certification review report that summarizes the review and offers findings. The reviews focus on compliance with federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FHWA/FTA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the certification review reports will vary significantly.

The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and informal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed whether they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the certification review reports.



2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The Bi-State Regional Commission is the designated Metropolitan Planning Organization for the Quad Cities Iowa/Illinois Metropolitan Planning Area and works with the Iowa Department of Transportation (Iowa DOT), Illinois Department of Transportation (ILDOT), as well as the several public transit operators (MetroLINK, Davenport CitiBus, Bettendorf Transit, and River Bend Transit) to implement the federally required planning process.

Certification of the planning process is a prerequisite to the approval of federal funding for transportation projects in such areas. The certification review is also an opportunity to assist with new programs and to enhance the ability of the metropolitan transportation planning process to provide decision-makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This report details the 2024 review, which consisted of an onsite visit on June 11-12, 2024, and desk review. Participants in the review included representatives of FHWA, FTA, Iowa DOT, IDOT and BSRC staff. A full list of participants is included in [Appendix A](#).

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the review findings. The planning review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- MPO Structure and Agreements
- Unified Planning Work Program
- Metropolitan Transportation Plan (MTP)



- Transit Planning
- Transportation Improvement Program (TIP) and List of Obligated Projects
- Public Participation
- Civil Rights (Title VI, EJ, LEP, ADA)
- Performance Based Planning and Programming (PBPP)
- Freight Planning
- Congestion Management Process / Management and Operations

3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

- Bi-State Regional Commission Website: <https://bistateonline.org/>
- Quad Cities Transit Website: <https://qctransit.com/>
- FY 2024 and FY 2025 Unified Planning Work Program for Quad Cities IA/IL MPA
- 2050 Quad Cities Long Range Transportation Plan, Adopted March 2021
- Bi-State Region Transit Development Plan, 2023
- Bi-State Region Freight Plan, 2015
- Bi-State Region Freight Plan Addendum, 2024
- FY 2024-2027 Transportation Improvement Program for the Quad Cities Metropolitan Area
- Transportation Alternatives Set-Aside Program Evaluation Manual, 2023
- STBG Program Manual, 2023
- Title VI Program and Assurances
- The Public Participation Plan for Transportation Planning in the Davenport-Moline-Rock Island Urbanized Area, adopted March 2019, Technical Correction March 2023
- Bi-State Region ITS Architecture, 2022
- Bi-State Carbon Reduction Program Evaluation Manual, 2023

3.3 Key Definitions for Planning Review Findings

Corrective Actions – Corrective Actions are compliance issues and indicate a serious situation that fails to meet one or more requirements of the transportation planning statute and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is a change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond will likely result in a more restrictive review.



Recommendations – Recommendations address technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that state and local officials will take action. The expected outcome is a change that would improve the process, though there is no Federal mandate.

Commendations – Commendations are processes or practices that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as commendations. Also, significant improvements and/or resolution of past findings may warrant a commendation.

4.0 PROGRAM REVIEW

4.1 Transportation Planning

4.1.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.1.2 Current Status

The Bi-State Regional Commission (BSRC) is the designated Metropolitan Planning Organization for the Quad Cities Iowa/Illinois Metropolitan Planning Area (MPA) and works with the Iowa DOT and ILDOT, as well as the several public transit operators (MetroLINK, Davenport CitiBus, Bettendorf Transit, River Bend Transit and RIM Rural Transit) to implement the federally required planning process.

4.1.3 Findings

The TIP demonstrates that Bi-State Regional Commission transit planning that includes projects with sustainable infrastructure/resiliency, equity, and support for underserved communities. The MPO has a Complete Streets policy that identifies corridors with state and federal partners. BSRC has some experience incorporating Planning & Environmental Linkages Studies (PEL) with project development. They also identify data collection principles for asset management.



BSRC does thorough and comprehensive transportation planning and there is a good working relationship with the transit agencies. Planning documents include transit asset management. Targets were set for three fixed route transit systems in the region, including Bettendorf Transit, Davenport City Bus, and Metro Link. The MPO notes in the TIP that the Technical Committee encourages and support the transit agencies in meeting its goals for facility equipment and rolling stock.

Commendation: The MPO is commended for their efforts to work with regional transit agencies to ensure that all federal requirements are met.

4.2 Metropolitan Transportation Plan

4.2.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity.
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities



- Transportation and transit enhancements
- A financial plan

4.2.2 Current Status

The current 2050 Quad Cities Long Range Transportation Plan was adopted March 24th, 2021, with technical corrections. The 2050 plan included a system performance report titled Performance Measures Technical Report Addendum as a new element to the MTP for previous plans. The MPO used various methods to ensure they sought public engagement during the pandemic through online opportunities for public comments and social media posts.

4.2.3 Findings

The Quad Cities Urbanized Area meets all the requirements listed under 23 CFR 450.324.

In March 2024, the Federal Review Team started the certification desk review by searching the MPO website for current documents. The Federal Review Team noted that the 2050 MTP website was missing several sections of the plan (Introduction and Appendices) and some sections of the plan were still listed as draft versions. The Introduction section provides the table of contents for the plan, and the Appendices provide much of the plan analysis. The MPO noted that the plan sections were still being finalized, and those finalized plan sections were added to the website April 2024. The MPO website is often the main repository for public information, and it is important to have signed or approved documents published on the website in a timely fashion.

This was the first iteration of the system performance report, and the MPO is commended for its efforts to include this in the 2050 update. The MPO should work to better document how the MPO is working toward meeting the established performance measure targets in the next report.

It was also suggested during the site review that the MPO add more detail in the financial section of the MTP to show how funding is being programmed related to performance measures. Showing the amount of funding that is being programmed in the MTP and TIP working towards each performance target is a good start in addressing the system performance report requirements.

Recommendation: It is recommended that approved documents are added to the MPO website in a timely fashion.

Recommendation: It is recommended that the MPO work to provide more detail in how the region is working towards meeting performance measure targets and provide more detail in the financial section to show how programmed funding may address system performance report requirements.



4.3 Congestion Management Process / Management and Operations

4.3.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the Metropolitan Transportation Plan (MTP) include management and operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.3.2 Current Status

The MPO has a documented Congestion Management Process (CMP) which was adopted in July 2022. The Bi-State Regional Intelligent Transportation System (ITS Architecture) document was updated in 2022.

4.3.3 Findings

The Quad Cities Urbanized Area meets all the requirements related to congestion management and operations with an updated CMP and ITS Architecture. While the documents are updated, there are several recommendations that the review team is making to help improve the document to better illustrate CMP data and integration with other transportation planning documents. A significant portion of the CMP text is dedicated to the relevant federal regulations and the history of past CMPs. This information could be an appendix and focus on the on the current CMP process in the main document. The CMP will benefit from visualization through maps and graphics within the document to better explain CMP data and concepts. A graphic illustrating various levels of congestion and maps of the CMP network and potential current and future network deficiencies are examples to consider. FHWA document *The Congestion Management Process: A Guidebook* developed by FHWA discusses the importance of visualizing the CMP data and provides numerous examples.

The MPO has done a lot of good work in developing individual safety, ITS, and freight plans and noted that they are working to better integrate these documents into each other including the



MTP and TIP. Incorporating operational deficiencies from these individual documents (top crash locations, freight bottlenecks, ITS needs) into the CMP deficiencies will help to organize the information into one document that can be better referenced by the TIP and MTP. MTP and TIP projects can be more clearly tied to CMP deficiencies rather than just using the raw data from the CMP to help score projects.

Incorporating relevant federal performance measures into the document may also help to better illustrate how the CMP is addressing performance-based planning. The MPO could better document implementation schedules, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) contained in the CMP as part of the required CMP elements. Documenting the effectiveness of implemented strategies within the CMP will provide guidance to decision-makers and the public.

Recommendation:

When the MPO updates the current CMP, it is recommended by the review team that the MPO reorganize the document for clarity, better illustrate concepts, requirements, and findings of the process and work to better integrate relevant MPO plans and products such as ITS, freight, and safety plans and performance measures.

4.4 Public Participation

4.4.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.



4.4.2 Current Status

Online access to documents were difficult to locate for the federal team. The MPO does note, they have a staffing shortage. This same issue was persistent in 2020. The MPO notes in 2023, Bi-State transitioned to a new website template and has been translating the prior website into the new template design. Bi-State is utilizing the same website designer and server. During the on-site visit MPO staff said the webmaster has been on extended medical leave which has slowed the website update progress.

The 2020 TMA Certification Review encouraged the MPO to pursue innovative public involvement strategies to ensure that planning activities are more visible and accessible to member agencies, Bi-State's planning partners, and the public. During the review, the staff discussed the use of social media platforms, on-line surveys, traditional media outlets, in-person outreach to low-income, minority groups, and special interest groups. The MPO advertises, for public access, the use of and Zoom for Technical Committee and Policy meetings.

4.4.3 Findings

The MPO has broadened the use of hybrid Technical and Policy Committee meetings to allow for public involvement. They have employed several outreach options using social media and traditional media to engage low income, minority, and special interest groups on an ongoing basis.

The federal team did have difficulty locating certain documents on the Bi State website. The MTP was on the website but was not finalized.

Recommendations:

It is recommended that the Bi State Commission website continue to be improved to provide better access to meeting documents and posted documents, as well as mobile platform accessibility. The MPO should better document on-going public involvement activities, upload signed and executed documents in a timely manner, and include meeting materials on the website.



4.5 Transportation Improvement Program

4.5.1 Regulatory Basis

23 U.S.C. 134(c),(h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- Make progress toward achieving the performance targets.
- A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.5.2 Current Status

The TIP document is updated annually, consistent with the schedule provided through Iowa DOT guidance. The document contains useful project maps by year as well as environmental information, a list of acronyms, current project status and a table of unmet transportation needs.

The review team observed that Bi-State has a well-established system for project selection for projects that they program. The MPO typically solicits Surface Transportation Block Grant (STBG) and Transportation Alternatives Program and Set-Aside project applications from member agencies. Technical scoring is done with the assistance of an MPO subcommittee to determine project eligibility and recommend new projects every 2 years. They developed and maintain evaluation manuals for STBG and TAP project selection.

The TIP demonstrates the MPOs transit planning efforts that includes projects with sustainable infrastructure/resiliency, equity, and support for underserved communities. Bi-State works well with the area public transit operators (MetroLINK, Davenport CitiBus, Bettendorf Transit, River Bend Transit and RIM Rural Transit) to implement the federally required planning process and works to program both capital and non-capital transit projects.



4.5.3 Findings

The Quad Cities Urbanized Area meets all the requirements listed under 23 CFR 450.326 and 23 CFR 450.334.

The MPO should continue to refine how performance measures are incorporated into the TIP and project selection. Identifying how much funding in the TIP is being programmed to work toward each performance target can help demonstrate meeting the performance measures.

The Federal Review Team noted that there are a significant number of projects that are amended into the TIP each year that do not go through the more detailed annual TIP project review process which includes environmental justice and consultation reviews. This may be primarily due to coordinating the TIP development between two different states. The MPO should ensure significant additions to the TIP for the metropolitan planning area include similar reviews as projects submitted for the annual update.

Recommendation: The MPO should review their amendment procedures to ensure significant amendments are analyzed similarly to projects submitted as part of the annual TIP update. As part of the TIP amendment process, the EJ evaluation material should be available.

The MPO could consider incentivizing projects that address CMP, Freight, ITS, and Safety plan deficiencies or projects to help better integrate these stand-alone plans into the planning process.

4.6 Civil Rights (Title VI, EJ, LEP, ADA)

4.6.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their



programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons can meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.6.2 Current Status

The MPO was found compliant with the requirements of Title VI, 23 U.S.C. 324, Section 504/ADA, the Environmental Justice Executive Order, and the Limited English Proficiency Executive Order. The review team noted the MPO has a Title VI Plan and signed Title VI Assurances included in the TIP. There have been no complaints filed since the last certification review.

The reviewers observed that on the MPO’s website, the location of the Title VI Plan and complaint form and procedures were difficult to find. The ADA Program Access Plan, and ADA complaint procedures and forms were not on the website.

The MPO utilizes a wide variety of sources for public meeting notifications and hosts public activities at ADA accessible locations and offers accommodations upon request, as well as language translation services. The MPO indicated that collecting participation demographics is challenging since that information is self-reported. MPO documents contain several Environmental Justice maps that show income and minority populations in project areas to ensure equitable distribution of federal program funding.

4.6.3 Findings

Recommendations:

1. Develop an ADA Program Access Plan. Public entities with fewer than 50 employees do not need transition plans under 28 CFR 35.150(d), but they must create program access plans to comply with Section 504 and ADA. These plans often include self-evaluations and elements of transition plans required for larger entities. If an MPO with fewer than 50 employees lacks a program access plan or ADA transition plan, they must have an alternative documented plan for removing access barriers, such as accessibility action plans, policies, formal guidance, or pedestrian plans. For more information: [A Primer for State and Local Governments](#)



4.7 Freight Planning

4.7.1 Regulatory Basis

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.7.2 Current Status

The Bi-State urbanized area plays a crucial role in freight movement due to its proximity to Interstates 80 and 74 and the Mississippi River. The MPO completed the 2024 Bi-State Regional Freight addendum to the 2015 Regional Freight Plan. The freight plan provides a multi-modal freight system analysis and measures freight system goal performance based on improved safety, improved system mobility, economic growth, system preservation, sustainability, and resiliency. Performance goals were established utilizing federal legislation and policy, Iowa and Illinois State Freight Plans and regional transportation, economic, and local agency comprehensive plans.

The MPO has developed strategies to improve the accessibility and mobility of freight that relies on the cooperation of the of the state DOT's, class 1 railroads, and area freight shippers to accomplish.

4.7.3 Findings

Commendation:

The review team finds that BSRC is a leader in multi-modal freight planning and is fully compliant with the statutory and regulatory requirements for freight planning.

Recommendation:

To increase competitiveness in pursuit of grants, the MPO should consider conducting a study on low clearance bridges and at grade rail crossing delays in the region.



4.8 Performance Based Planning and Programming

4.8.1 Regulatory Basis

23 U.S.C. 134(h)(2)(A) states the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in section 150(b) of this title and in section 5301(c) of 49 U.S.C. The regulations implementing the MAP-21 and FAST Act requirements for performance-based planning were published May 27, 2016, and became effective on June 27, 2016.

Each MPO shall establish performance targets that address the performance measures to use in tracking progress towards attainment of critical outcomes for the region of the MPO. In addition, selection of performance targets by an MPO shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable. Selection of performance targets by an MPO shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of 49 U.S.C.

The MPO shall integrate in the metropolitan transportation planning process the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C Chapter 53 by providers of public transportation, required as part of a performance-based program.

Additionally, federal planning regulations requires that the MTP shall contain at a minimum a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved in meeting the performance targets, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

4.8.2 Current Status

The Quad Cities MPO has supported the respective Iowa and Illinois Department of Transportation state performance targets as well as the Bettendorf Transit, CitiBus, and MetroLINK transit systems' targets.

The MPO supports performance targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included by the state DOTs' and included in the Transportation Improvement Program. State DOT-sponsored pavement and bridge projects within the MPO area were determined to be in alignment with the Iowa and Illinois state TAMP's and the pavement and bridge performance measures. The Quad Cities MPO implements transportation programming through funding allocations of STBG



using a project evaluation process that considers performance management. Projects are scored on factors related to safety history, pavement condition, and level of service.

The 2050 Quad Cities Long Range Transportation Plan includes information on traffic safety, pavement conditions, system reliability, and addresses transit safety and facility asset management. The MPO's system performance report is contained within the 2050 MTP Performance Measures Addendum. The MPO reports their targets to the Iowa and Illinois DOT's via memorandums that are attached in the appendix. MPOs report progress toward the achievement of targets in the system performance report in the Performance Measures Addendum of MTP. Approved or supported targets by the Quad Cities MPO Transportation Policy Committee are added to the Performance Measures Addendum Appendix as administrative modifications to maintain a collection of cyclical updates of the memorandums.

4.8.3 Findings

The MPO's jointly written Performance Based Planning & Programming provisions address FHWA and FTA requirements for all required performance measures and targets. The current TIP and MTP have been updated to reflect a performance-based planning process, including required performance measures and targets. These planning documents have begun to prioritize investments and describe progress made toward target achievement.

The MPO should better document how it is working toward meeting the established performance measure targets in the report. It was suggested during the site review that the MPO add more detail in the financial section of the MTP to show how funding is being programmed related to performance measures. Showing how much funding is being programmed in the MTP and TIP working towards each performance target is a good start in addressing the system performance report requirements.

Incorporating relevant federal performance measures into the Congestion Management Process (CMP) will also help to better illustrate how the CMP is addressing performance-based planning.

Recommendations:

The review team recommends that the MPO include a description of the anticipated effect of the TIP projects have towards achieving the performance targets identified in the MTP, linking investment priorities to those performance targets in accordance with 23 CFR 450.326 (d). It is recommended that the MPO continue to refine how performance measures are incorporated into the TIP and project selection; identifying how much funding in the TIP is being programmed to work toward each performance target.



Commendation: This was the first iteration of the system performance report and the MPO is commended for its efforts to include this in the 2050 update. The 2050 plan included a system performance report titled Performance Measures Technical Report Addendum as a new element to the MTP.

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Quad Cities Urbanized Area meets federal planning requirements as follows.

5.1 Commendations

The following are noteworthy practices that the Quad Cities MPO is doing well in the transportation planning process and may be considered noteworthy practices:

1. The MPO does an outstanding job with their freight planning effort. The MPO is cooperating agency in the Federal Commodity Flow Study. Through their Mississippi River navigation planning effort, staff assisted in the creation of the Upper Mississippi River Regional Port Authority and Upper Mississippi River Ports Interactive Map.
2. The use of the Unified Planning Work Program as an orientation tool for new MPO Technical and Policy Committee members and training instrument for new MPO staff.
3. The MPO's overall planning coordination with all members of the Metropolitan Planning Area. Special recognition was given regarding the resiliency planning work with all MPO member agencies and the completion of the *"Quad Cities Iowa/Illinois MPO Extreme Weather and Transportation Resilience Report"*.
4. The MPO is to be commended for their continued Complete Streets effort. The region boasts twenty-nine complete street projects in different stages of development through completion.

5.2 Corrective Actions

No corrective actions were identified.

5.3 Recommendations

The following are recommendations that would improve the transportation planning process:



1. Public Involvement – The MPO website can continue to be improved through better documentation of current activities and meeting notices and materials. Executed documents should be signed and uploaded to the website in a timely manner. It is recommended that a map demonstrating the UZA boundary is included on the website.
2. It is recommended that the MPO Planning Agreements document the roles and responsibilities among the MPO, the States and the public transportation providers participating in the planning process for the TMA and how they cooperate to meet federal requirements.
3. The MPO bylaws should include the organizational structure, voting method(s), roles and responsibilities of various members, committees, and staff of an MPO.
4. Title VI – It is recommended that the MPO should provide a Title VI complaint form process that is clear and available on their website. It is also recommended that the MPO should provide an ADA Program Access Plan.
5. The MPO should include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets in accordance with 23 CFR 450.326 (d). The MPO should continue to refine how performance measures are incorporated into the TIP and projects selection; identifying how much funding in the TIP is being programmed to work toward each performance target.
6. MPO is encouraged to integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes.
7. The MPO should include specific projects in the Resiliency Plan. By including specific projects, the MPO better positions its' members in grant applications such as PROTECT.



APPENDIX A - PARTICIPANTS

The following individuals were involved in the Bi-State urbanized area on-site review:

Jason Nordberg, FHWA Wisconsin Division
Dakin Schultz, FHWA Iowa Division
Sean Litteral, FHWA Iowa Division
Danielle Gibson, FHWA Iowa Division
Betsy Tracy, FHWA Illinois Division
Andrew Brinkerhoff, FHWA Illinois Division
John Paul Dipla, FHWA Illinois Division
Mack Frost, FHWA Office of Planning, Oversight and Stewardship
Tonya Holland-Buckley, FTA Office of Planning
Gena McCullough, Bi-State Regional Commission Deputy Director
Denise Bulat, Bi-State Regional Commission Director
Nithin Kalakuntla, Bi-State Regional Commission Transportation Engineer
Sarah Bambas, Bi-State Regional Commission Planner
Dave Kovarik, Bi-State Regional Commission Planner
Charlie Rice, Bi-State Regional Commission Intern
Sam Shea, Iowa Department of Transportation District 6 Planner
Sam Hiscocks, Iowa Department of Transportation Systems Planning
Travis Halm, Iowa Department of Transportation Systems Planning
Nikita Rainey, Iowa Department of Transportation Civil Rights
Tracey Bradley, Iowa Department of Transportation Civil Rights
Doug DeLille, Illinois Department of Transportation
Rob Bates, Illinois Department of Transportation District 2
Austin Whelan, Bettendorf Transit Manager
Jennifer Hirsch, Metrolink Manager of Administration
Lucie VanHecke, Metrolink Project Administrator
Jeff Wolf, Davenport Transit Manager
Angela Kerston, Scott County Engineer
Brian Schadt, Davenport City Engineer
Scott McCarrell (sp) QC Advocates
Brandon Geber, Illinois Department of Transportation Bureau of Planning



APPENDIX B - AGENDA

Quad Cities MPO/ Bi-State Regional Commission Certification Review
June 11 - 12, 2024

Bi-State Regional Commission Conference Room (320) - 1504 Third Avenue, Rock Island, IL 61201

Tuesday, June 11, 2024 – Day 1

Time	Minutes	Review Topic	Discussion Lead
8:15 AM	15	Welcome, Introductions, and Purpose	Sean Litteral, FHWA
8:30 AM	15	MPO Overview and Presentation	MPO
8:45 AM	10	Discussion of Prior Certification Recommendations	MPO
8:55 AM	15	Public Transportation Providers • Coordination with Transit Agencies • Transit Studies • Integrating Transit into Planning Products	Tonya Holland-Buckley, FTA
9:10 AM	30	Agreements (Highway and Transit) • Existing Agreements • Approval Process and Documentation • Planned Updates	Tonya Holland-Buckley, FTA
9:40 AM	20	BREAK	
10:00 AM	60	Technical Advisory Committee Meeting (TAC)	MPO, Betsy Tracy, FHWA
11:00 AM	60	Certification Review Open House	Dakin Schultz, FHWA
12:00 PM	60	LUNCH (Box Lunch) Room 302	
1:00 PM	30	Public Participation and Outreach • Website • Documentation • Public Participation Plan • Measuring Public Engagement	Betsy Tracy, FHWA
1:30 PM	30	Transportation Improvement Program (TIP) (Highway and Transit) • Project Prioritization • Amendments • Fiscal Constraint and Programming	Tonya Holland-Buckley, FTA and Jason Nordberg, FHWA



2:00 PM	10	BREAK	
2:10 PM	25	Title VI/EJ/ADA/LEP - TIP and LRTP Project Analysis and Outreach (Environmental Justice, Environmental Consultation, Other) - ADA Program Access Plan - Accessibility of Information (Plans, Procedures, and Forms) - Compliance Review and Documentation	Danielle Gibson, FHWA
2:35 PM	20	Freight - Plan Implementation - Coordination - Data Analysis Capacity	Dakin Schultz, FHWA
2:55 PM	30	Congestion Management Process (CMP) - CMP Network and Deficiencies - CMP Projects, Funding, and Timelines - Integrating CMP into the Planning Process	Jason Nordberg, FHWA
3:25 PM		WRAP-UP AND ADJOURN	Jason Nordberg, FHWA
	30	Federal Review Team Caucus	

Quad Cities MPO/ Bi-State Regional Commission Certification Review
June 11 - 12, 2024

Bi-State Regional Commission Conference Room (320) - 1504 Third Avenue, Rock Island, IL 61201

Wednesday, June 12, 2024 – Day 2

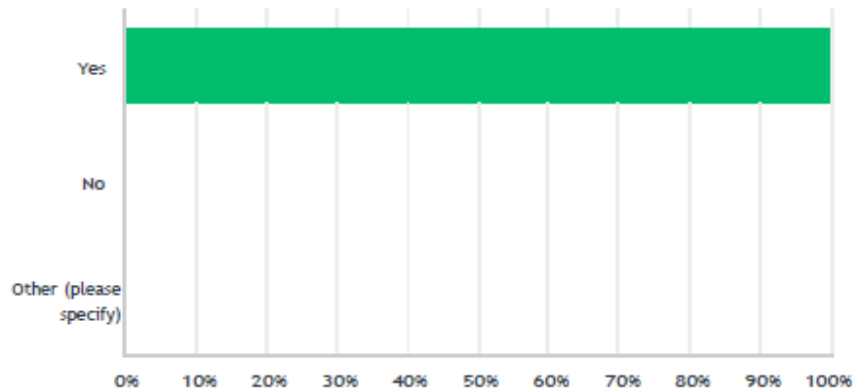
	Minutes	Review Topic	Discussion Lead
8:30 AM	20	Previous Day Recap/Follow-Up	Jason Nordberg, FHWA
8:50 AM	30	MPO Presentation - Interactive Mapping – Waze - I-74 Mississippi River Bridge Reconstruction - Drug and Alcohol Testing Consortium - Complete Streets	MPO
9:20 AM	40	Performance Based Planning & Programming (Highway and Transit) - Developing and Adopting Targets with Two States - Consistency with CMP and ITS - TIP and LRTP Integration and Implementation - System Performance Report	Mack Frost, FHWA
10:00 AM	20	Planning Initiatives - Housing: Jason Nordberg - Planning and Environmental Linkages (PEL): Dakin Schultz, Mack Frost - Justice40: Danielle Gibson, Mack Frost - Discretionary Grants: Betsy Tracy - National Electric Vehicle Infrastructure (NEVI): Betsy Tracy	FHWA Team
10:20 AM	15	BREAK TO BEGIN CLOSEOUT	
10:35 AM	45	Federal Review Team Caucus	Federal Review Team
11:20 AM	45	Follow-up to Public Meeting/Review Closeout	All
12:05 PM		CONCLUDE	



APPENDIX C – PUBLIC COMMENTS

Q1 Do you know what a Metropolitan Planning Organization (MPO) is and the function of an MPO?

Answered: 5 Skipped: 0

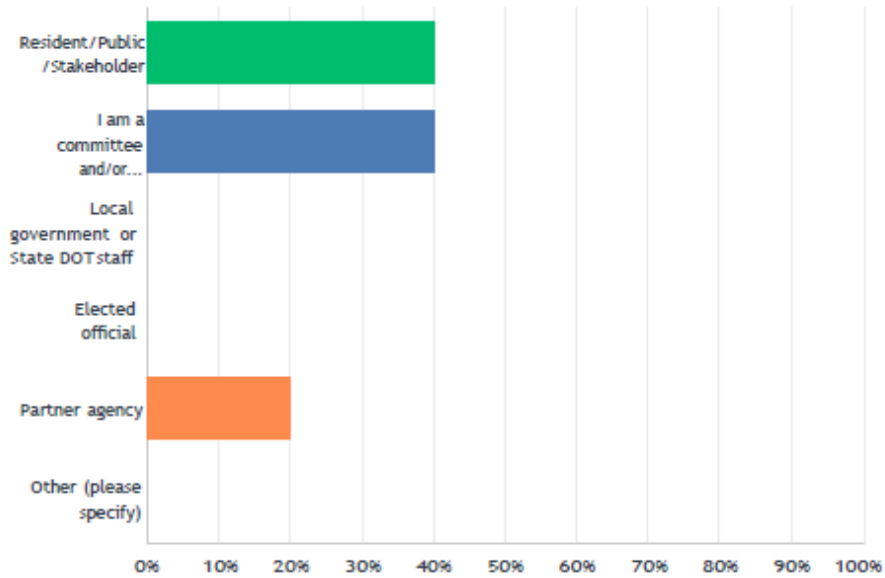


ANSWER CHOICES	RESPONSES	
Yes	100.00%	5
No	0.00%	0
Other (please specify)	0.00%	0
TOTAL		5



Q2 How would you most closely identify yourself in relation to the Bi-State Regional Commission (BSRC) including the Quad Cities MPO Transportation Policy (TPC) and/or the Technical Committee (TTC)?

Answered: 5 Skipped: 0

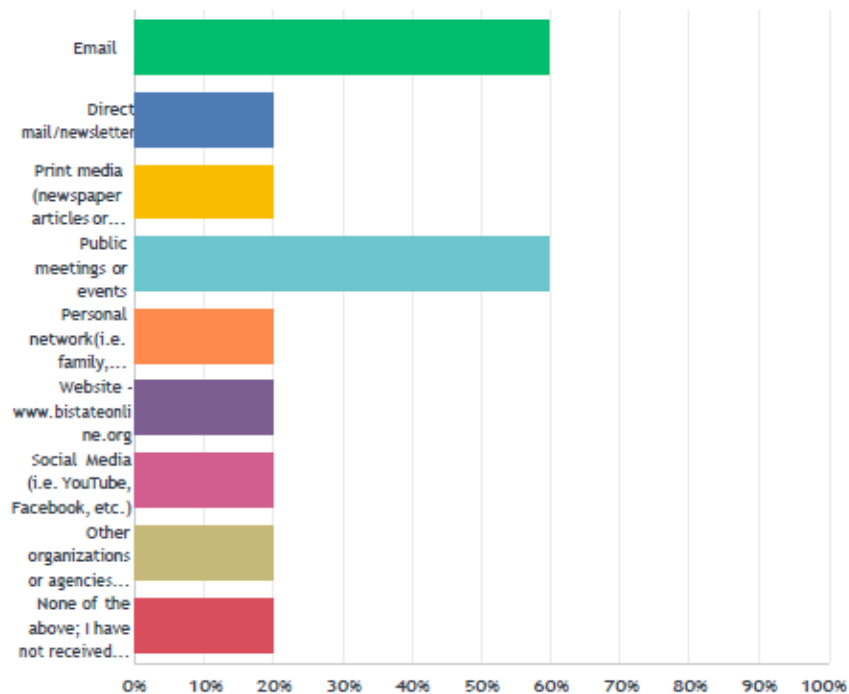


ANSWER CHOICES	RESPONSES	
Resident/Public/Stakeholder	40.00%	2
I am a committee and/or Commission member	40.00%	2
Local government or State DOT staff	0.00%	0
Elected official	0.00%	0
Partner agency	20.00%	1
Other (please specify)	0.00%	0
TOTAL		5



Q3 How have you received or otherwise come across information regarding transportation planning in the Quad Cities Iowa/Illinois Metropolitan Planning Area? (select all that apply)

Answered: 5 Skipped: 0

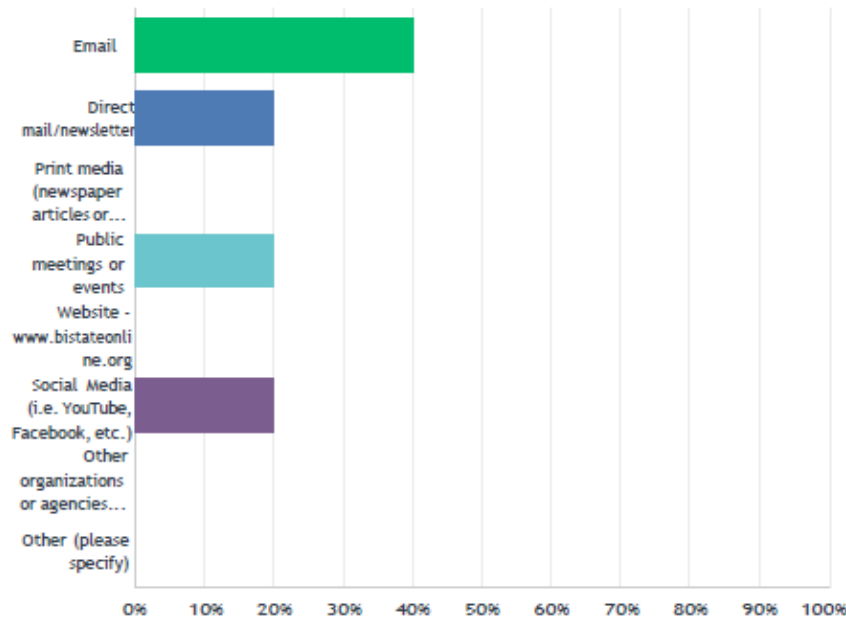


ANSWER CHOICES	RESPONSES	
Email	60.00%	3
Direct mail/newsletter	20.00%	1
Print media (newspaper articles or ads)	20.00%	1
Public meetings or events	60.00%	3
Personal network (i.e. family, friends, neighbors, etc.)	20.00%	1
Website - www.bistateonline.org	20.00%	1
Social Media (i.e. YouTube, Facebook, etc.)	20.00%	1
Other organizations or agencies (i.e. neighborhood/civic groups, businesses, etc.)	20.00%	1
None of the above; I have not received or come across this type of information before.	20.00%	1
Total Respondents: 5		



Q4 Thinking of the communication methods from question 3, what is your preferred source of information for transportation planning in the Quad Cities Iowa/Illinois Metropolitan Planning Area?

Answered: 5 Skipped: 0

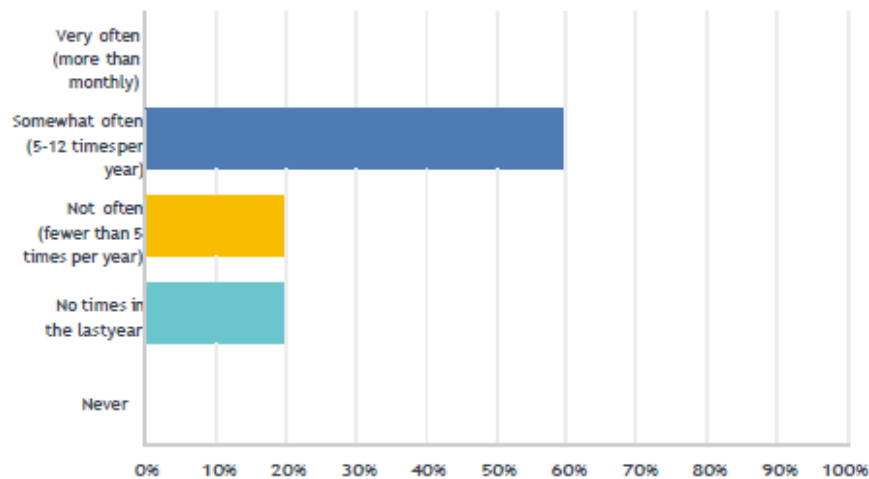


ANSWER CHOICES	RESPONSES	
Email	40.00%	2
Direct mail/newsletter	20.00%	1
Print media (newspaper articles or ads)	0.00%	0
Public meetings or events	20.00%	1
Website - www.bistateonline.org	0.00%	0
Social Media (i.e. YouTube, Facebook, etc.)	20.00%	1
Other organizations or agencies (i.e. neighborhood/civic groups, businesses, etc.)	0.00%	0
Other (please specify)	0.00%	0
TOTAL		5



Q5 Over the past year, how often have you seen or sought out information regarding transportation planning in Quad Cities Iowa/Illinois Metropolitan Planning Area?

Answered: 5 Skipped: 0

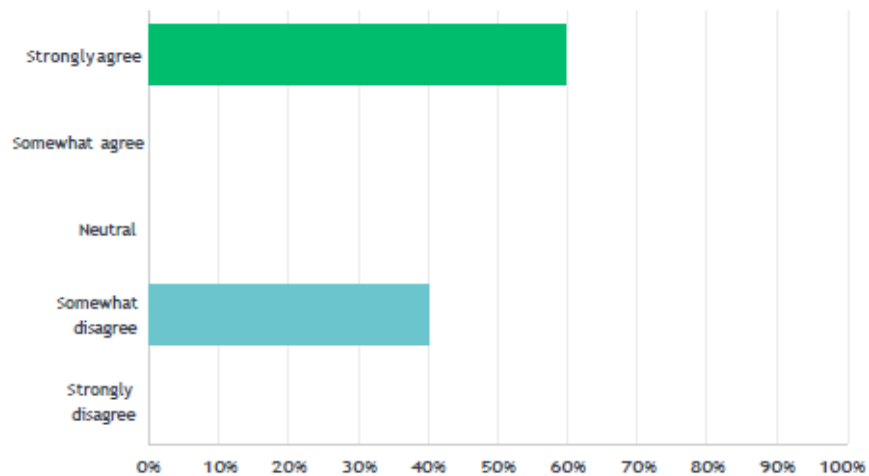


ANSWER CHOICES	RESPONSES	
Very often (more than monthly)	0.00%	0
Somewhat often (5-12 times per year)	60.00%	3
Not often (fewer than 5 times per year)	20.00%	1
No times in the last year	20.00%	1
Never	0.00%	0
TOTAL		5



Q6 Overall, you feel that you are well informed on the transportation planning process within the Quad Cities Iowa/Illinois Metropolitan Planning Area.

Answered: 5 Skipped: 0

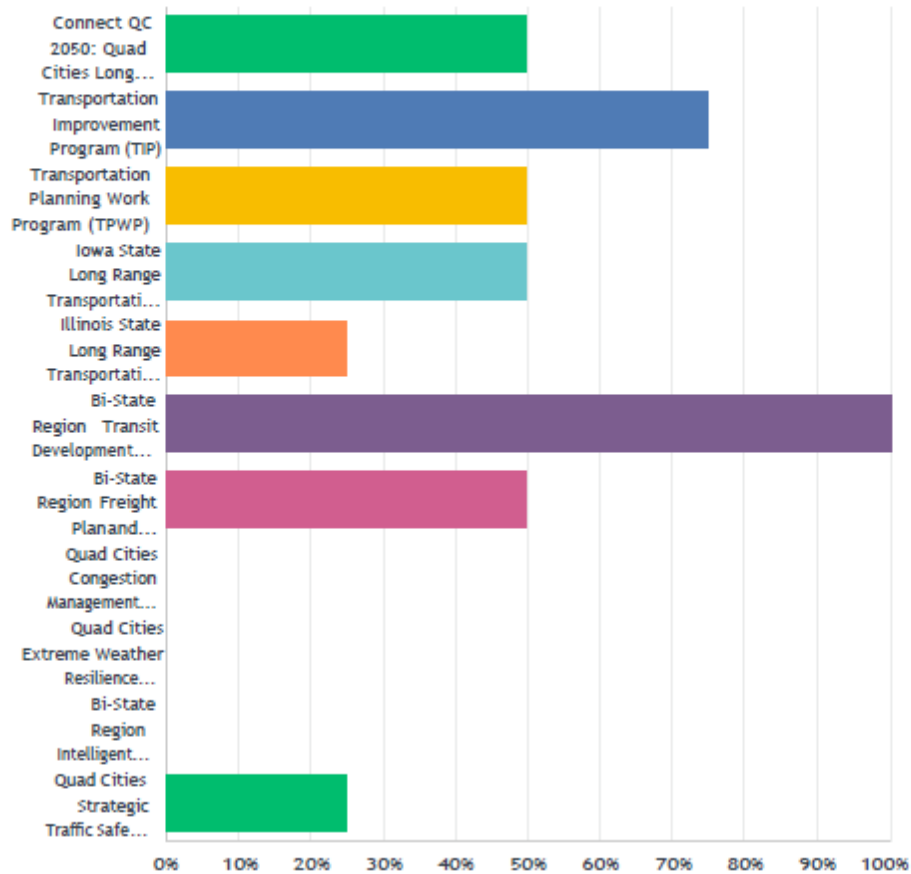


ANSWER CHOICES	RESPONSES	
Strongly agree	60.00%	3
Somewhat agree	0.00%	0
Neutral	0.00%	0
Somewhat disagree	40.00%	2
Strongly disagree	0.00%	0
TOTAL		5



Q7 Have you read or are you aware of the following documents? (select all that apply)

Answered: 4 Skipped: 1



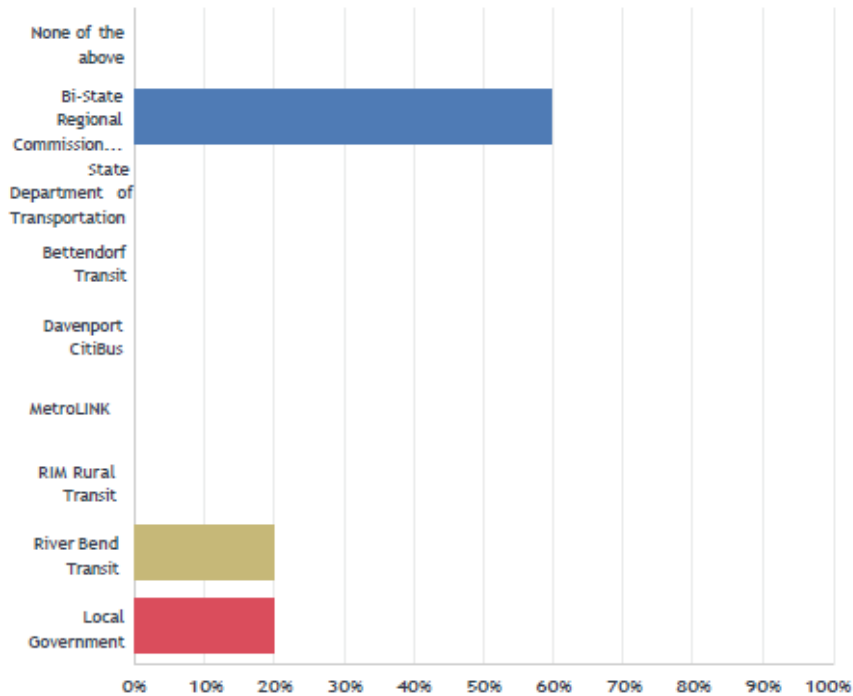


ANSWER CHOICES	RESPONSES	
Connect QC 2050: Quad Cities Long Range Transportation Plan (LRTP)	50.00%	2
Transportation Improvement Program (TIP)	75.00%	3
Transportation Planning Work Program (TPWP)	50.00%	2
Iowa State Long Range Transportation Plan	50.00%	2
Illinois State Long Range Transportation Plan	25.00%	1
Bi-State Region Transit Development Plan (TDP)	100.00%	4
Bi-State Region Freight Plan and Addendum	50.00%	2
Quad Cities Congestion Management Process	0.00%	0
Quad Cities Extreme Weather Resilience Report	0.00%	0
Bi-State Region Intelligent Transportation System (ITS) Architecture	0.00%	0
Quad Cities Strategic Traffic Safety Plan	25.00%	1
Total Respondents: 4		



Q8 What transportation agency do you see information from or engage with the most?

Answered: 5 Skipped: 0

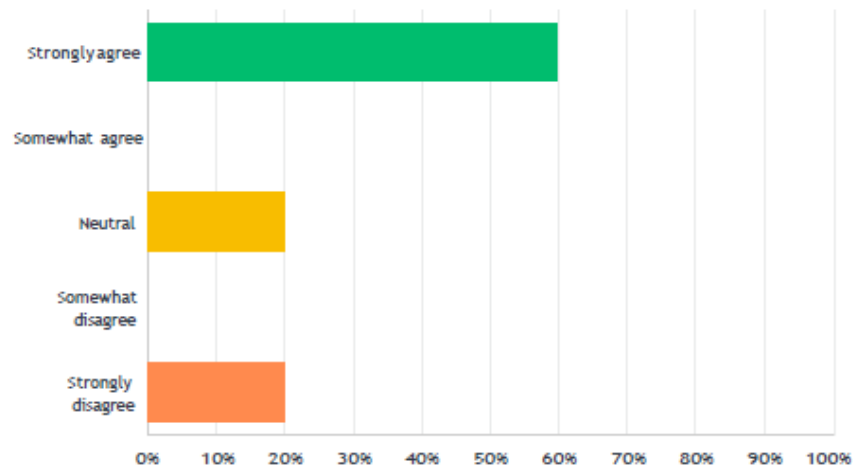


ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Bi-State Regional Commission (BSRC)	60.00%	3
State Department of Transportation	0.00%	0
Bettendorf Transit	0.00%	0
Davenport CitiBus	0.00%	0
MetroLINK	0.00%	0
RIM Rural Transit	0.00%	0
River Bend Transit	20.00%	1
Local Government	20.00%	1
TOTAL		5



Q9 Overall, you are satisfied with the amount of transportation planning information you receive.

Answered: 5 Skipped: 0

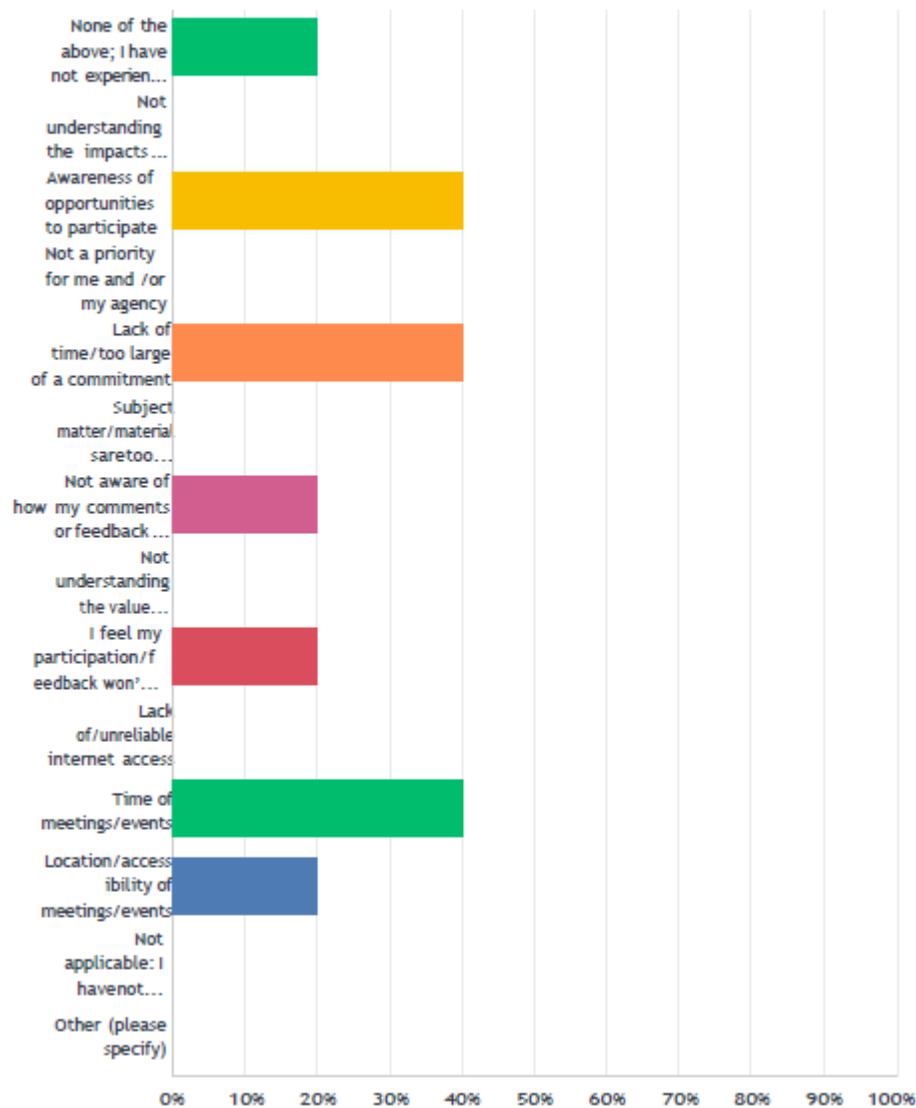


ANSWER CHOICES	RESPONSES	
Strongly agree	60.00%	3
Somewhat agree	0.00%	0
Neutral	20.00%	1
Somewhat disagree	0.00%	0
Strongly disagree	20.00%	1
TOTAL		5



Q10 What barriers to engaging with the transportation planning process have you experienced? (select all that apply)

Answered: 5 Skipped: 0





ANSWER CHOICES	RESPONSES	
None of the above; I have not experienced any barriers	20.00%	1
Not understanding the impacts of transportation in my life and/or my agency/industry	0.00%	0
Awareness of opportunities to participate	40.00%	2
Not a priority for me and /or my agency	0.00%	0
Lack of time/too large of a commitment	40.00%	2
Subject matter/materials are too technical and/or complicated	0.00%	0
Not aware of how my comments or feedback are used	20.00%	1
Not understanding the value and/or experiencing the results of my feedback	0.00%	0
I feel my participation/feedback won't make a difference	20.00%	1
Lack of/unreliable internet access	0.00%	0
Time of meetings/events	40.00%	2
Location/accessibility of meetings/events	20.00%	1
Not applicable: I have not engaged in the planning process	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 5		

Q11 What do you feel works well in the Quad Cities Iowa/Illinois Metropolitan Planning Area?

Answered: 5 Skipped: 0

Responses:

"Not sure what this is in reference too."

"Multi-agency stakeholder collaboration is strong in the QC, Bi-State is a very capable point entity for the region"

"Good communication"

"BSRC does a good job getting information out in a timely fashion"

"Bi-State Regional Commission does a great job convening local partners."



Q12 In what ways could the transportation planning process in the Quad Cities Iowa/Illinois Metropolitan Planning Area be improved?

Answered: 5 Skipped: 0

Responses:

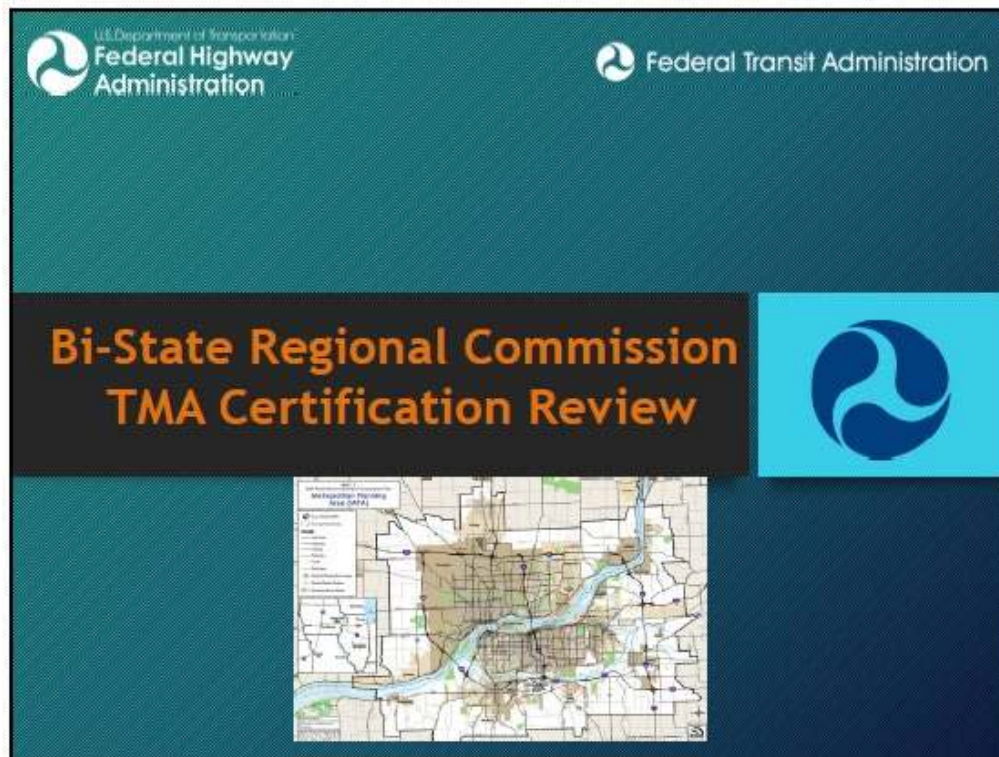
"No description of the planning area or the planning process. Has the process been studied?"

"Periodic in-person sessions targeted toward educating stakeholder entities on the purpose, process and specific projects on the docket."

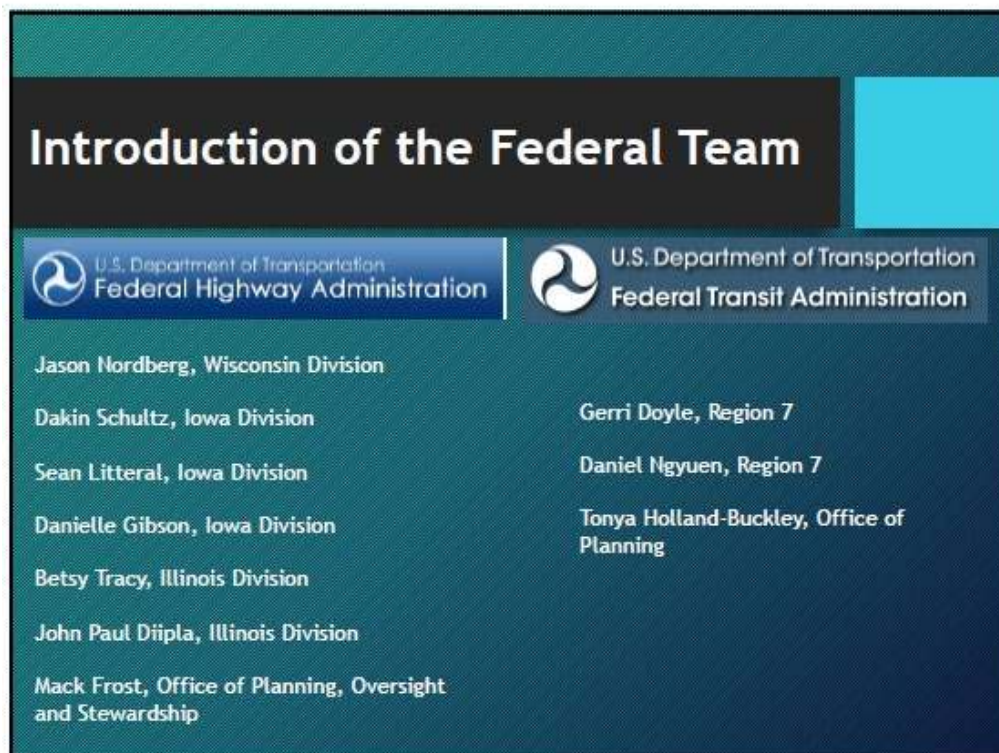
"Be nice to have the number sooner to be able to pass grant opportunities on to municipalities"

"Can't think of anything."

"Increased infrastructure of trails and sidewalks to improve bicycle and pedestrian safety."



1



Introduction of the Federal Team

 U.S. Department of Transportation Federal Highway Administration	 U.S. Department of Transportation Federal Transit Administration
Jason Nordberg, Wisconsin Division	
Dakin Schultz, Iowa Division	Gerri Doyle, Region 7
Sean Litteral, Iowa Division	Daniel Ngyuen, Region 7
Danielle Gibson, Iowa Division	Tonya Holland-Buckley, Office of Planning
Betsy Tracy, Illinois Division	
John Paul Diipala, Illinois Division	
Mack Frost, Office of Planning, Oversight and Stewardship	



Why Are **We** Here?

- Every 4 years FTA and FHWA jointly review the metropolitan transportation planning process for those areas with over 200,000 population
- Part of this review includes seeking public input on the MPO's transportation planning process

3

What Will Happen To **Your Comments Today?**

- Comments received today and by email by June 28 will be summarized in a report.
- Comments are taken into consideration while evaluating the transportation planning completed for the area
- Report is issued in approximately 60 days summarizing the discussions during the review



Metropolitan Transportation Planning Process

What is the *Planning Process*?

- A process by which transportation decisions are made and projects are planned, selected and prioritized for implementation within the region.



5

Metropolitan Transportation Planning Process

Why is the Planning Process *Important*?

- Decides how a substantial share of federal funding is spent nationwide.
- Because of limited funding, the MPO must prioritize the regional needs and determine the best and most economical solution.
- The process lays the framework for the future transportation system.





Metropolitan Transportation Planning Process

Who is **involved**?

- MPO(s)
 - Policy Committee
 - Technical Committee
 - Citizen's Committee (optional)
- State Department(s) of Transportation
- Public Transportation Operator(s)*
- Local Jurisdictions (cities, counties)
- Local Citizens
- Interest Groups
- FTA & FHWA



7

Metropolitan Transportation Planning Process

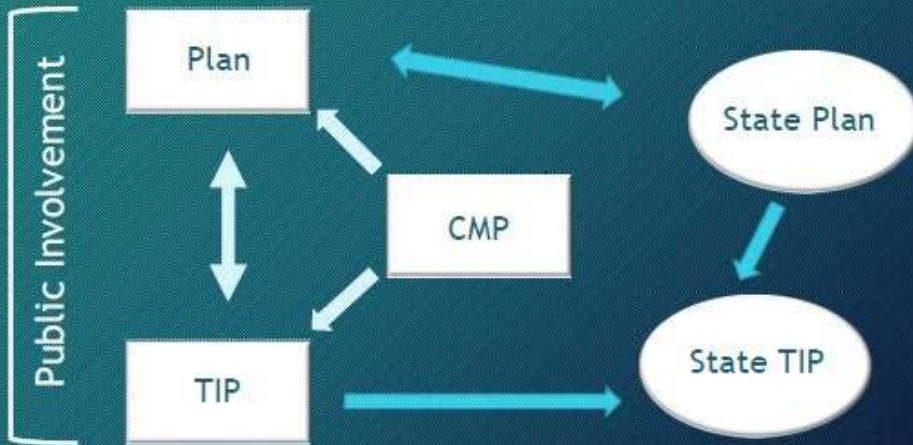
How?

- 3-C Approach
 - Continuing
 - Cooperative
 - Comprehensive
- Multimodal
- Public Input





Metropolitan Transportation Planning Process **How do the products fit together?**



9

Metropolitan Transportation Planning Process

Comments?

- Do you have an adequate opportunity to participate in the MPO Transportation Planning Process?
- Have you been involved in the MPO Transportation Planning Process?
- What are your views of the process?



Contacts

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Gerri Doyle

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Kansas City

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gerri.doyle@dot.gov



U.S. Department of Transportation
Federal Transit Administration



APPENDIX D - LIST OF ACRONYMS

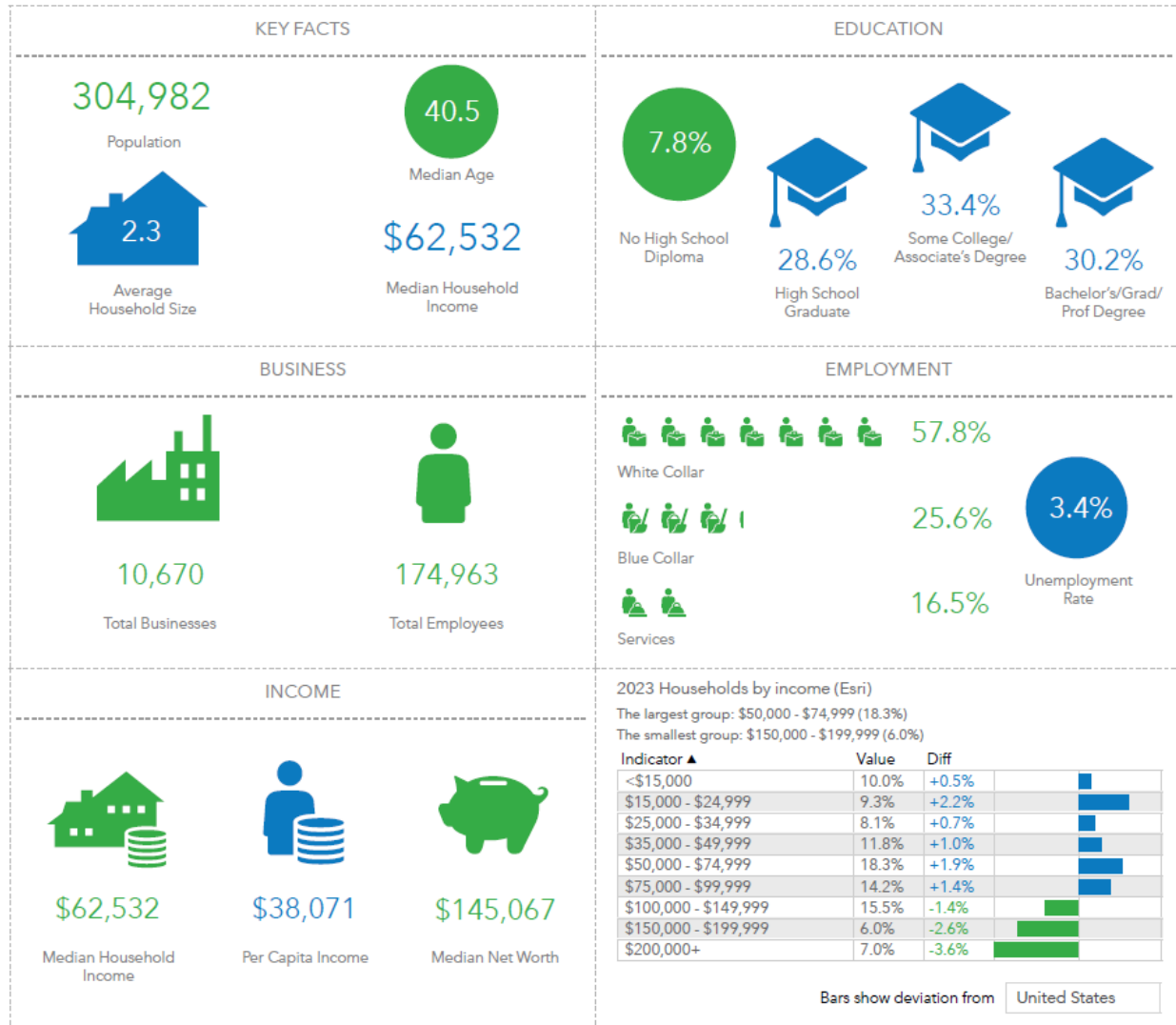
ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CO: Carbon Monoxide
DOT: Department of Transportation
EJ: Environmental Justice
FAST: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
ITS: Intelligent Transportation Systems
LEP: Limited-English-Proficiency
M&O: Management and Operations
MAP-21: Moving Ahead for Progress in the 21st Century
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NO₂: Nitrogen Dioxide
O₃: Ozone
PM₁₀ and PM_{2.5}: Particulate Matter
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation



APPENDIX E – BSRC MPO Presentations and Handouts

Key Facts

Quad Cities Metropolitan Planning Area
Area: 391.12 square miles



Source: This infographic contains data provided by Esri (2023, 2028), Esri-Data Axle (2023). © 2024 Esri



COMMUTE PROFILE

Quad Cities Metropolitan Planning Area
Area: 391.12 square miles

This infographic provides information about how population age 16+ travels to work. This data comes from the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis on the [ACS documentation page](#).

TRANSPORTATION TO WORK



0.9%

Took Public Transportation



6.9%

Carpooled



2.3%

Walked to Work



0.2%

Bike to Work

WORKERS



143,795

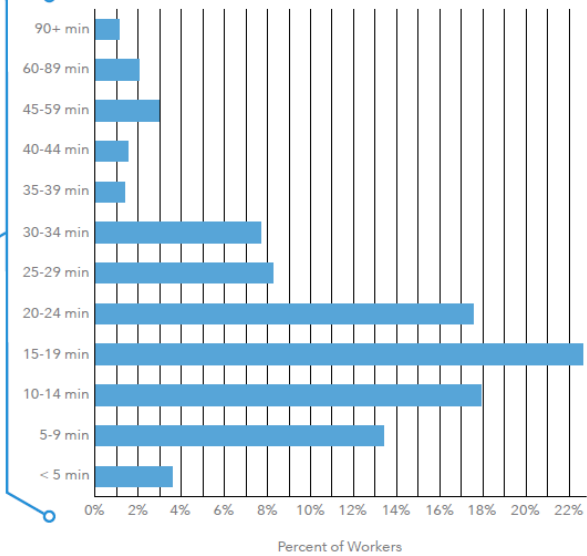
ACS Workers Age 16+



83.5%

Drove Alone to Work

TRAVEL TIME TO WORK



Source: This infographic contains data provided by ACS (2017-2021).

© 2024 Esri

2020 Census Summary

Quad Cities Metropolitan Planning Area
Area: 391.12 square miles



The 2020 Census data includes information on population and housing as well as detailed data on age, sex, race, Hispanic origin, household and family type, relationship to householder, group quarters population, housing occupancy, and tenure.

2010-2020 ANNUAL GROWTH RATE



0.23%

Population



-0.05%

Group Quarters



0.35%

Households

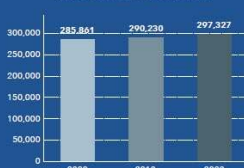


Source: This infographic contains data provided by U.S. Census (2000, 2010, 2020). © 2024 Esri

KEY FACTS

304,907 Total Population 138,390 Housing Units 779.6 Population Density 2.35 Average Household Size 126,674 Total Households 53.0 Diversity Index

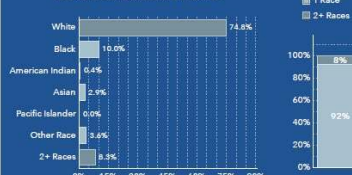
HOUSEHOLD POPULATION



GROUP QUARTERS



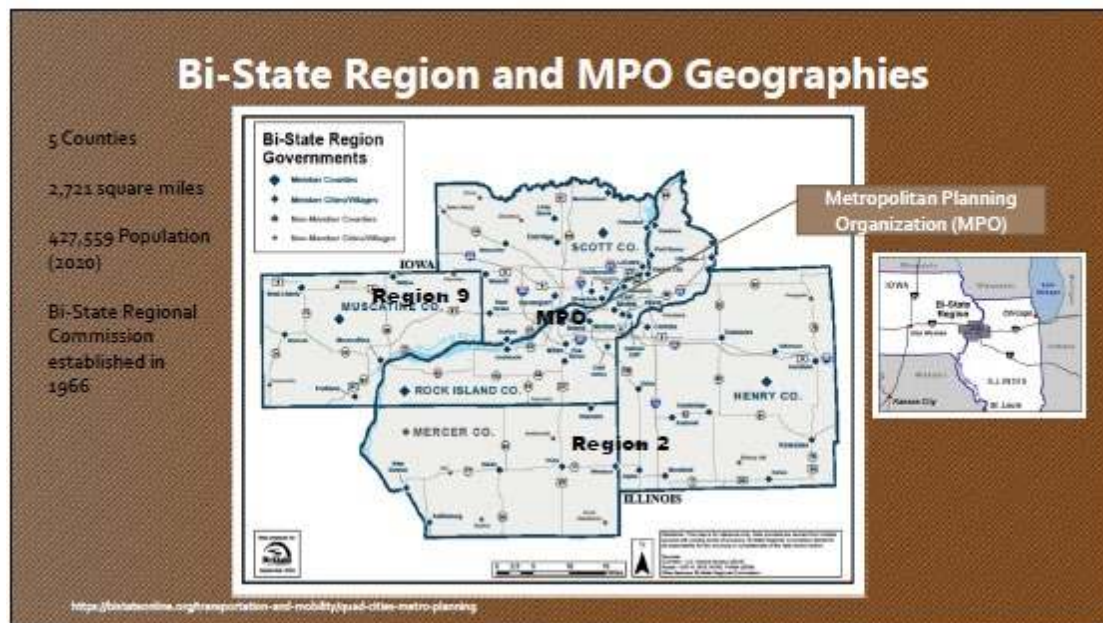
TOTAL POPULATION BY RACE



POPULATION BY AGE AND RACE		Less Than 18 Years	18 Years and Older
Total		69,597	235,310
1 Race		59,137	220,623
White		43,325	184,690
Black		9,885	20,618
American Indian/Alaska Native		334	999
Asian		2,485	6,425
Pacific Islander		30	73
Some Other Race		3,079	7,818
2 or More Races		10,460	14,687



1



2



Transportation Planning for the Greater Quad Cities Area

3 Counties – Scott
County, IA and Rock
Island and Henry
Counties, IL

391.12 square miles

304,982 MPA
Population (2023 ACS)

2020 MPA Boundary will
reflect 2010 MPA
Boundary (Planned for
August 2024)

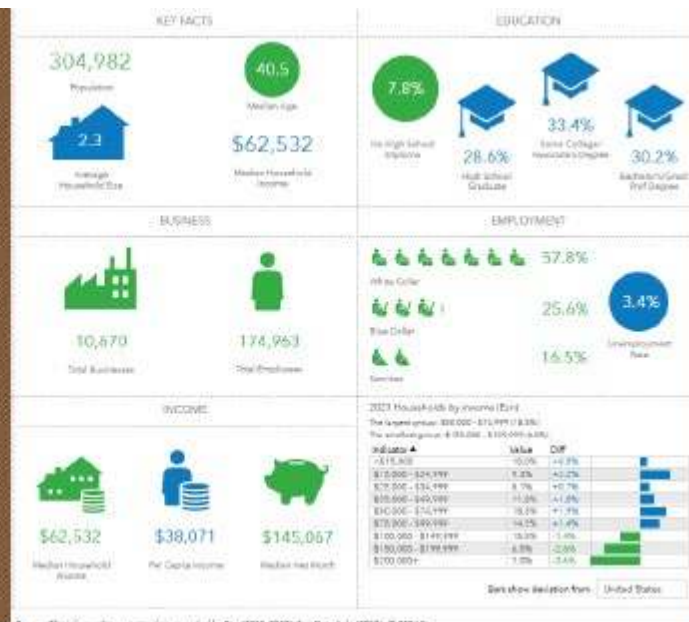
UAB Minor Revisions
(Completed)

Quad Cities Metropolitan Planning Area Boundary (2010)



Planning for the Quad Cities (2023) –

Who we are...





COMMUTE PROFILE

This infographic contains information about the population age 16+ ready to work. The data comes from the American Community Survey (ACS) from the US Census Bureau. Read or re-visit our guide on the [ACS data sources](#).

0.9%

4,9
Catalytic

Table 1

Table 2



1. 2000年10月1日起，凡在我国境内销售货物的单位和个人，均应按销售额的一定比例缴纳增值税。

143,795

All 23 members have 100%



January 18, 2006

Thickness (mm)	Frequency
14.0-15.0	1
13.0-14.0	2
12.0-13.0	3
11.0-12.0	1
10.0-11.0	1
9.0-10.0	5
8.0-9.0	5
7.0-8.0	18
6.0-7.0	19
5.0-6.0	22
4.0-5.0	21
3.0-4.0	19
2.0-3.0	18
1.0-2.0	4

Source: This infographic contains data compiled by KTCG (2014-2017).

© 2004 Wiley Periodicals, Inc.

Commuting Patterns

Legend:

- Highway
- Transit
- Other

Mecklenburg County: 1,000,000 people, 350 sq. miles, 25.0 min. average commute time

Wake County: 400,000 people, 100 sq. miles, 20.0 min. average commute time

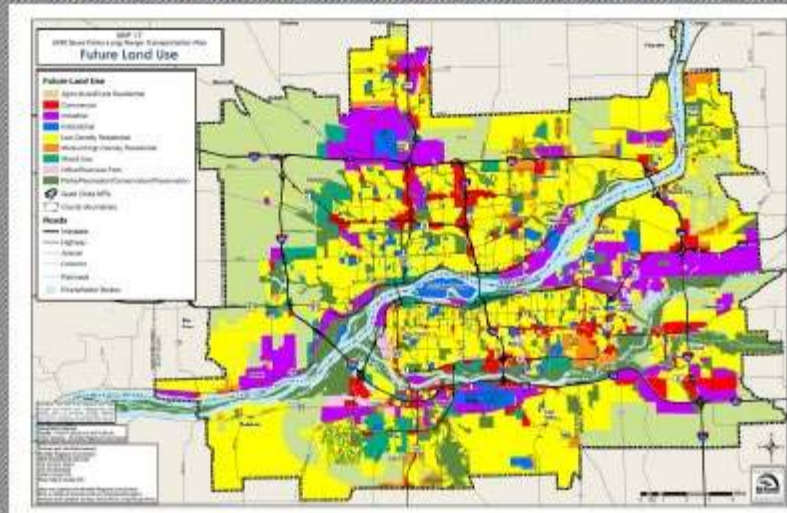
Forsyth County: 200,000 people, 50 sq. miles, 15.0 min. average commute time

Guilford County: 100,000 people, 25 sq. miles, 10.0 min. average commute time

Cabarrus County: 50,000 people, 12.5 sq. miles, 5.0 min. average commute time



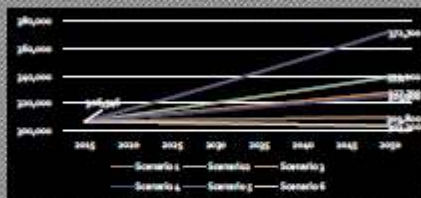
Planning for Future Development 2050



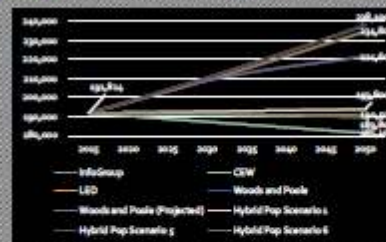
<https://transdotonline.org/transportation-and-mobility/land-use/city-planning>

Forecasting the Urban Activity

Population Projections to 2050



Employment Projections to 2050



Land-Based Data	Base Year 2015 Total	Horizon Year 2030 Total	Horizon Year 2050 Total
Population	310,196	330,000	350,000
Employment	192,784	206,500	219,000

<https://transdotonline.org/transportation-and-mobility/land-use/city-planning>

Multimodal System

2050

- 800 Miles of Federally Eligible Roads of 2,000 Miles Total
- 214 Miles of Bikeways & 19 Complete Streets Corridors
- 29 fixed routes – 3 systems
- 2 regional transit systems
- 116 transit vehicles + 3 vessels
- 11 Transit Priority Corridors
- ~30% streets w/ sidewalks one or both sides (Excludes Local Roads)
- 9 Safe Routes to Schools Plans
- QC-Chicago Passenger Rail Service (Planned)
- Airport Improvements
- MRPEIWI Ports Statistical Area Designation (dba Upper Mississippi River Ports-UMRP)

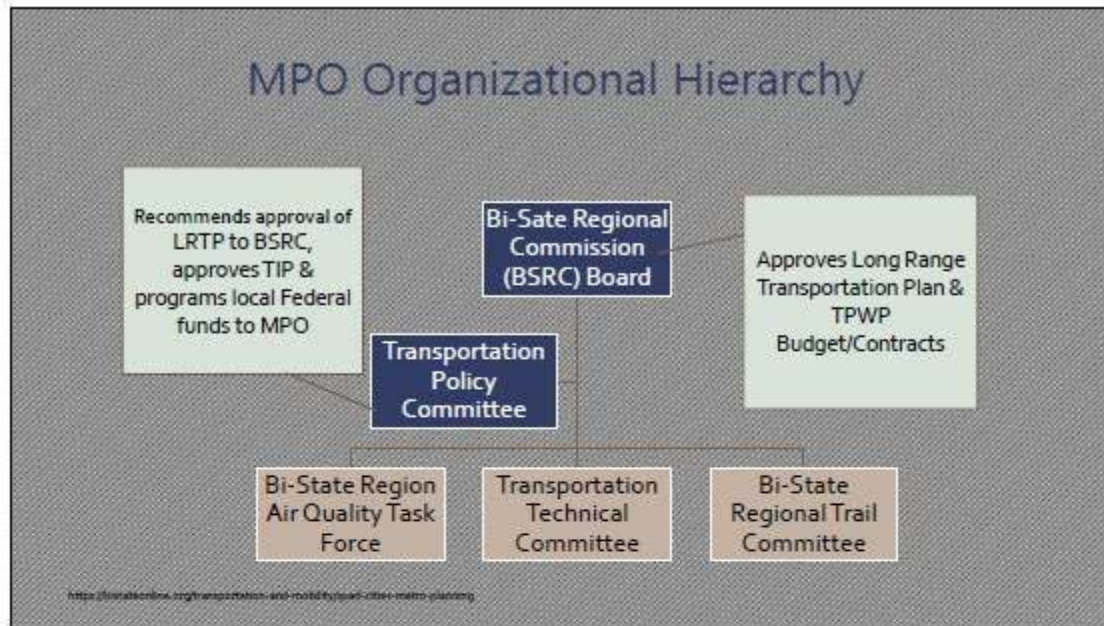


9

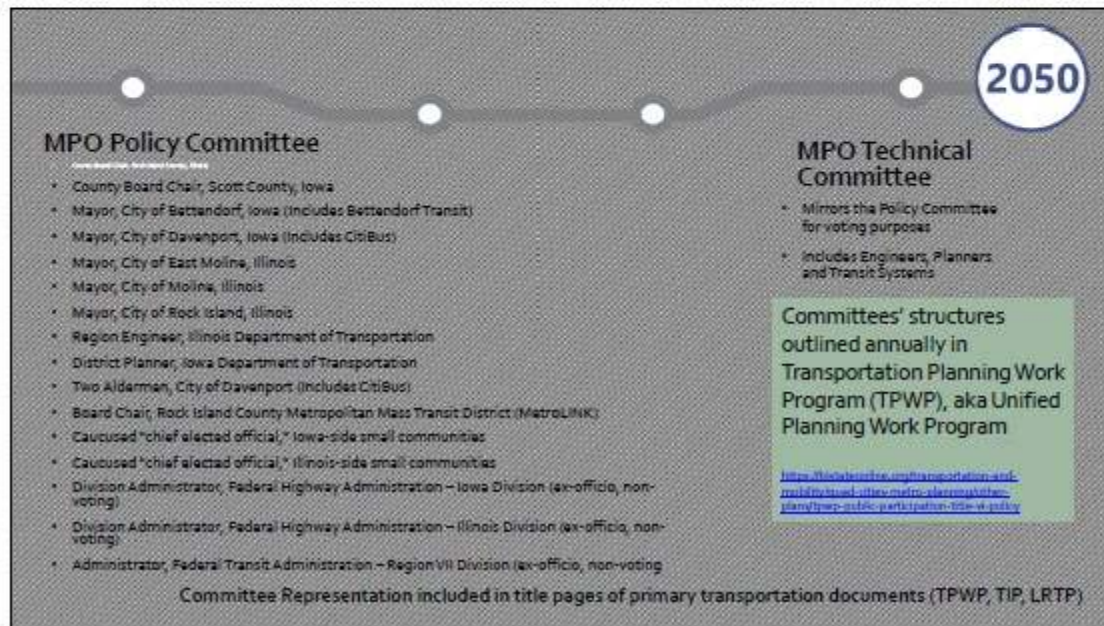
**Regional Planning Agency and Metropolitan
Planning Organization**



2024-06



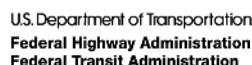
11





13





(2050)

- Support Economic Vitality
- Increase Safety
- Increase Security
- Increase Access and Mobility Options
- Protect and Enhance the Built & Natural Environments
- Enhance Connectivity and Integration of Modes
- Promote efficient system management and operations
- Emphasize System Preservation



15

2050

[illegible]

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Additional routes, better traffic, improved bike lanes, better roads, sidewalks, bridges, roadways, train tracks, and more.

- ✓ Repair/Replace Streets & Bridges
- ✓ Improve Transit Service Hours & Connectivity
- ✓ Continue/Connect Bike Facilities
- ✓ Be More Pedestrian Friendly
- ✓ Establish Passenger Rail Service
- ✓ BRT/Light Rail
- ✓ Other- Equity, EV, GHG, LU



FY2024 TPWP (Transportation Planning Work Program) Transportation Work Items

- Annual Documents- TPWP & TIP
- Consultant Studies Oversight
 - Safe Streets for All Study – Quad Cities, Kewanee & Muscatine Traffic Safety Action Plan (Underway)
 - Freight Plan Addendum -Data Update (Complete)
 - Andalusia-Indian Bluff Roads Corridor Study (Initiating)
- Traffic Safety Summit (Complete)
- Programming of STBG, TASA & Carbon Reduction Programs + Evaluation Manual Updates (Complete*)
- Drug & Alcohol Testing RFP (Complete)
- UMRP Interactive Mapping Project (Complete, On-going)



17

From Planning and Programming to Technical Assistance

- Traffic & Trail Coordination/Counting
- Request for Proposals/Grant Writing/Letters of Concurrence
- Coordination – Bridges, Hwy. Corridor Overlays, workshops
- Land Use Planning
- Air Quality Planning
- Hazard Mitigation/Resilience Planning





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Deputy Director
Bi-State Regional Commission
Rock Island, IL 61201
Phone: (309)793-6300, Ext. 1146
E-Mail: gmcullough@bistateonline.org



Questions or Comments
www.bistateonline.org



1

TIP – Include Complete Streets Component; Furthered Recommendation From Review Prior to 2020

- Incorporated More Detail in FFY2025-2028 TIP
- Complete Streets Map with projects defined as Complete Streets
- Annual Elements Plan Justification highlights Complete Streets with asterisk





Public Participation – Pursue Innovative Public Involvement Strategies

- Going Out to Where People Meet
- Idea Stations (2020)
- Virtual Public Input (2021)
- Virtual Conference (2021)
- Social Media (2020): YouTube <https://www.youtube.com/watch?v=KRTVp0r8KA> & L RTP Facebook Page
- Online Survey (2019)
- Waze for Cities (2022)
- QCTrails.org <https://www.qctrails.org/>
- Upper Mississippi River Ports Interactive Map (2023) <https://biestateonline.org/transportation-and-mobility/regional-freight-system>



3

Civil Rights – Title VI: Update Assurances

- Updated citations for planning process certification including Title VI + summary explanation of what these represent (Annual)
- Update Title VI Policy and Non-Discrimination Policy 2021 (3-Year cycle) by September
- Added IADOT Title VI Plan Template & Assurances to accompany self-certification in TIP





Congestion Management Process/Management and Operations

- Updated Bi-State Regional ITS Architecture (2022)
- Annual ITS Check-In with Traffic Safety Officials
- Created webpage with description and downloadable plan <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/other-plans/its-architecture>



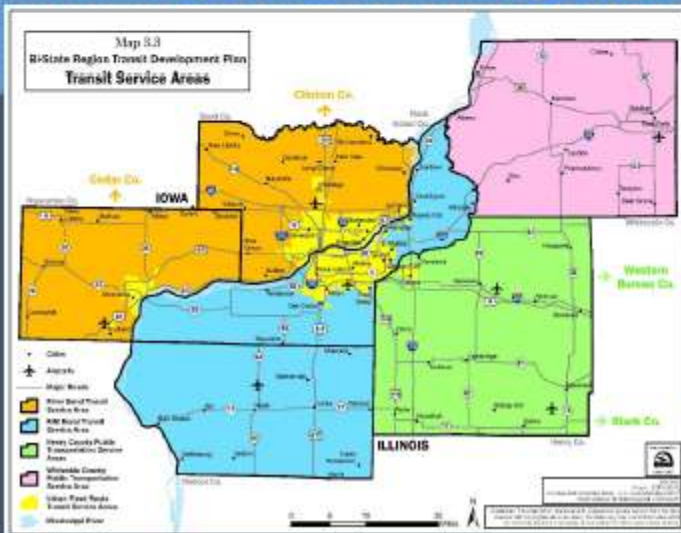


Quad Cities Area Transit Systems

2022 Bi-State Region Transit Development Plan-
Passenger Transportation and Human Services Coordination
June 11-12, 2024 Quad Cities MPO Certification Review

1

Transit Services Planning Area





Transit System	# of Routes	# of Vehicles	Typical Weekday Hours	Weekend Hours	Service Frequency on Routes (Headways)	Adult Basic Fare	Annual Ridership (FY 2021 *)
Bellevue Transit	3	5	6:00 a.m. – 7:00 p.m., varies by route	8:30 a.m. – 5:30 p.m., varies by route; Saturday only	60 minutes	\$1.00	60,665
Davenport Transit	10	23	6:00 a.m. – 7:00 p.m., varies by route	9:00 a.m. – 7:00 p.m., Saturday only	30 or 60 minutes by route	\$1.00	396,848
Rock Island County Metropolitan Mass Transit District (MetroLink)	12	76: 3 vessels (Channel Cat)	5:00 a.m. – 10:00 p.m.; Channel Cat is seasonal	7:00 a.m. – 6:30 p.m.; Saturday and 8:00 a.m. – 5:00 p.m.; Sunday	15, 30 or 60 minutes by route	\$1.00	1,423,350

[illegible]



Transit Development Plan Goals

Convenience

- Expand door-to-door service
- Extend hours and days of service
- Increase marketing
- Expand educational programs

Investment

- Inform legislative leaders
- Advocate long-term funding streams
- Increase coordination between human service agencies

Affordability

- Expand partnerships between public and private providers
- Create voucher system for after hours

Land Use

- Coordinate between transit and economic development
- Strengthen relationships between private developers and transit operators
- Increase public input throughout the economic development process

Geographic Coverage

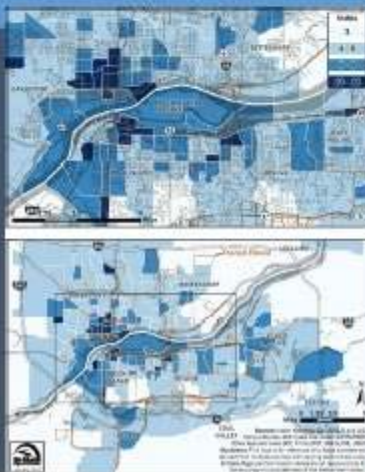
- Improve connections between urban and rural systems
- Create rural satellite locations for medical appointments

Safety

- Continue training on suspicious behaviors and emergency procedures
- Increase projects funding specialized transportation service
- Coordinate with local law enforcement officials

5

Transit Accessibility Analysis - Findings



Goal: Find areas and populations who are and are not served well by existing transit options

Means: Transportation network-based GIS data analysis

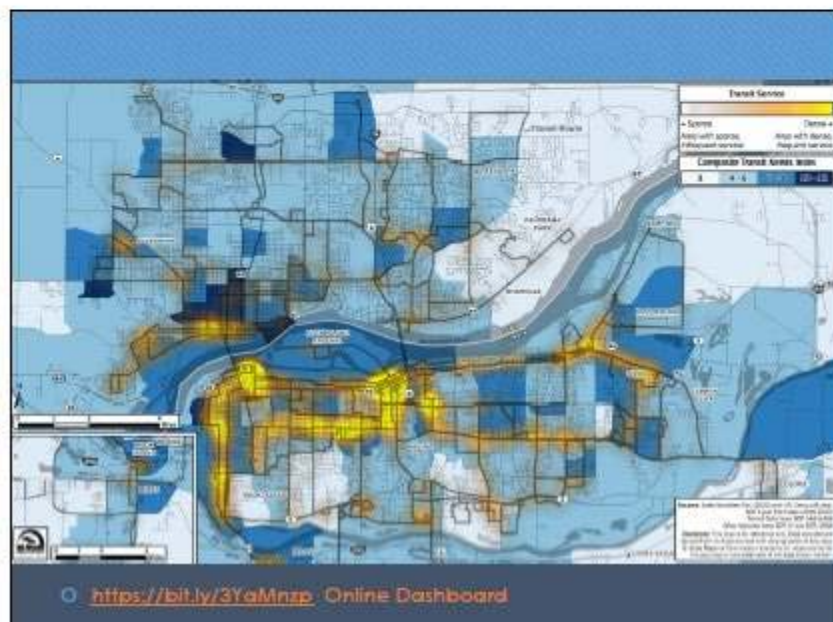
Data sources: transit systems, communities, US Census-ACS, ESRI indices

Composite Transit Needs Index

- HHs below poverty level
- HHs w/ no vehicle
- Population density

[illegible]

7





Common Transit Issues/Barriers

- Common transit issues described in the Bi-State Region include:
 - Extended hours and days of service
 - Availability of funding, equipment, drivers
 - Affordability for the customers
 - More informative education and marketing
- Common barriers include:
 - Fragmented systems
 - Issues of complexity and lack of convenience
 - Disconnections between destinations
 - Non-standard work hours



9

Recent Updates in Bi-State Region

- BSRC mapping updates
- New buses
- Fare collection system
- Information systems
- Rural Maps in TDP Appendix B
 - Outlines the most frequented stops for rural systems





1

Formal MPO Transportation Agreements

- Cooperative Transportation Planning Agreement (TPWP)
- Intergovernmental Agreement Between BSRC, ILDOT and MetroLINK re: performance-based planning coordination (LRTP PM Addendum)
- Memo of Concurrence with City of Bettendorf and BSRC re: performance-based planning coordination (LRTP PM Addendum)
- Memo of Concurrence with City of Davenport and BSRC re: performance-based planning coordination (LRTP PM Addendum)
- Performance Management Agreement between BSRC and Iowa DOT (TPWP & LRTP PM Addendum)



Formal MPO Transportation Agreements

- Supplemental Agreements for Davenport IA-IL Urbanized Area by Fiscal Year for FTA 5307, 5310, 5337 and 5339 Funds (Prepared with annual TIP update, submitted directly to FTA-Region 7)
- Annual planning agreements with IADOT and ILDOT for PL/FTA Planning Funds

3

Other Certifications & Assurances

- Resolution Adopting TPWP (TPWP)- Annual
- Assurance of Local Match (TPWP & TIP) – Annual
- Self-Certification of Procurement and Consultant Selection (TPWP)- Annual
- Certificate of Indirect Costs for State and Local Governments and Indian Tribes (TPWP) – Annual
- Certificate of Compliance with the Statement of Financial Capacity Analysis (TIP) – Annual

.



Other Certifications & Assurances

- Metropolitan Transportation Planning Process Certification, including Title VI (TIP) – Annual
- USDOT Standard Title VI/Non-Discrimination Assurances (2021 Title VI Plan – 3 Year Cycle and TIP –Annual)



1

Public Participation Plan (2019)

- With Consideration of Revisions 8/2024 – Primarily CRP Addition
- Contained in Appendices of TPWP, TIP, LRP & on MPO LRTP & PMs pg.
- Content:
 - Public Notification
 - Regional Transportation Advisory Group Contacts
 - Annual TIP Project Request Notifications
 - Public Comment/Notification
 - Publications
 - Public Hearings
 - Data
 - Accommodation



Bi-State Regional Commission Website

www.bistateonline.org

Launched Website Update
2024; New Joomla 4 Platform

Quad Cities MPO News on
homepage

Quad Cities MPO landing page
with links to major documents



3

Dedicated Webpages: Drop-Down Menus

- LRTP and PMs
 - 2050 LRTP (2021)
 - Addendums
 - Model Documentation
 - Performance Measures Report
 - Congestion Management Process
 - Current Performance Measure Targets (New)
 - Extreme Weather Resilience Report (2020)
 - QC Household Travel Survey (2013-14)
 - Public Participation Plan (2019)
- TIP and Funding Projects
 - FFY2024-2027 TIP & Revisions
 - General TIP Information & Funding Primer
 - Progress Reports
 - Funding Projects – CRP, STBG & TASA + FTA 5307, 5310 & 5339 Explanation
 - Funding Solicitations
- Bi-State Region Transit Development Plan
- Other Plans (ITS, Freight, TPWP & Traffic Safety)
- Other Resources (Construction/Traffic)



L RTP Appendix A: Documents Public Participation- Example

2050

Connect QC 2050

Progress, Innovation, and Connectivity
Quad Cities Long Range Transportation Plan- Citizen Survey Results
MPO Transportation Policy Committee 2020-01-28

5

2050

Citizen Survey Results

- 179 Responses
- Opened September 6, 2019
- Closed October 25, 2019



Respondent Profile

- Majority Zip Codes 52722, 61265, 61201, 52803, 52806
- Gender – 46% Female, 49% Male
- Race/Ethnicity – 95% White
- HH Income – Majority > \$50,000
- 77% Drive Alone
- Average Travel Time < 15 minutes (45%)



Q1 What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years?

- ✓ Repair Streets
- ✓ Repair/Replace Bridges
- ✓ Better Bike Lanes
- ✓ Improve Transit Service
- ✓ Be More Pedestrian Friendly
- ✓ Establish Passenger Rail Service

7

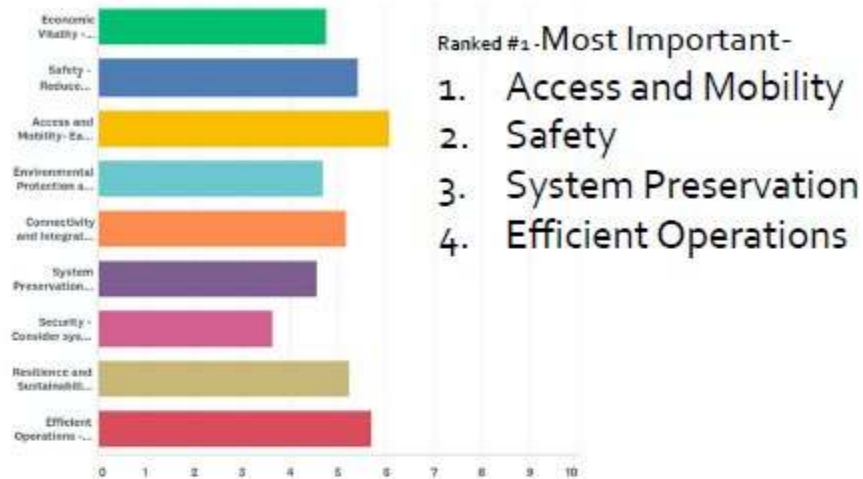
2050

Maintenance





Q3 How would you rank the following goals for the Quad Cities transportation system from most important (#1) to least important (#9)?



9





11

Measuring Engagement - LRTP

- Achievement of the Public Involvement Outline Proposed Opportunities
- Quantity of Meetings Attended
- Number of Participants
- Number of Communication Tools Utilized
- Comments Received





2020 Census Outreach for Accurate Count and Base Data for MPO & Bi-State Region

- Neighborhood Meetings – low income, LEP groups
- Media Events
- Complete Count Committee Coordination
- Public Outreach – Childcare Facilities & Social Services
- BAS Mapping
- Ongoing Inquiries (ACS)



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TRANSPORTATION IMPROVEMENT PROGRAM

FFY2025-2028 TIP Update

June 11, 2024
Quad Cities MPO
Transportation Technical Committee

1

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2

OVERVIEW

- TIP General Information
- Surface Transportation Block Grant, Transportation Alternatives Set Aside, and Carbon Reduction Program
- Transit Funding
- Complete Streets, Maps, and Major Projects
- Unmet Needs
- Title VI
- Public Input



3

WHAT IS A TIP?

- The 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 and/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 Infrastructure Investment and Jobs Act (IIJA) or Bi-Partisan Infrastructure Act (BIF)

3

4

TIP PROCESS

- Comprehensive, coordinated, and continuing (3C)
- Updated annually on a federal fiscal year basis (October 1st-September 30th)
- Financially feasible
 - ⊙ Based on anticipated state, federal, and local sources for the region in year of expenditure dollars
 - ⊙ Annual Elements identify programmed projects and federal dollars by Federal Fiscal Year



5

TIP REVISIONS

- Amendment
 - ⦿ Requires Policy Committee approval
 - ⦿ A major revision
 - Added or deleted Federally-funded projects
 - Federal aid revised by 30% or more
 - Major change in project scope
 - Addition of a federal source
- Administrative Modification
 - ⦿ Does not require Policy Committee approval
 - ⦿ Minor revision
 - Shift in project fiscal year
 - Shift of funding from one federal source to another within the same project already in a TIP annual element

5

6

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS FOR THE QCA

- Iowa and Illinois QC receive a portion of STBG funds annually
- Can be used for Roadway Improvements and non-roadway projects on the National Highway System or Federal Aid roads (Collector or above)
- The Transportation Policy Committee is delegated the authority for programming STBG funds by the MPO
- Programmed typically every two years



7

STBG FUNDING SUMMARY (IL QC)

MPO RQC Federal Aid - Surface Transportation Block Grant (STBG) Program					
	2024	2025	2026	2027	2028
STBG Target		\$2,405,319	\$2,405,319	\$2,405,319	\$2,405,319
Total Available for Programming		\$2,626,615	\$3,823,350	\$3,330,971	\$3,594,733
Total STBG Programmed		\$1,208,584	\$2,897,698	\$2,141,556	\$0
STBG Balance	\$221,296	\$1,418,031	\$925,652	\$1,189,414	\$3,594,733

RI-23-01	31st Avenue (Rock Island Pkwy to 11th Street) - Rock Island			\$1,600,000	2024
MO-24-01	19th Ave (Rt to 7th Street) - Moline			\$1,012,349	2024
RI-23-01	30th Street (5th Ave to 18th Ave) - Rock Island			\$1,840,000	2025
CV-23-01	1st Street - Coal Valley			\$859,235	2025
MO-24-02	19th Ave (7th Street to 16th Street) - Moline			\$1,208,584	2025
RI-23-02	8.92 (15th Street to 24th Street) - Rock Island			\$2,600,000	2025
MO-26-02	26th Street (Avenue of the Cities to 19th Avenue) - Moline			\$1,217,698.30	2026
RC-26-01	County Highway 78 (Rt/Milan Pkwy) (E 1st Street/Airport Road south to US 67) - Rock Island County			\$1,680,000	2026
RI-27-02	31st Avenue (11th-17th Streets) - Rock Island			\$2,141,556	2027

7

8

STBG FUNDING SUMMARY (IA QC)

MPO RQC Federal Aid - Surface Transportation Block Grant (STBG) Program					
	2024	2025	2026	2027	2028
STBG Target		\$4,608,973	\$4,697,000	\$4,785,000	\$4,785,000
Total Available for Programming		\$5,063,351	\$4,937,334	\$7,708,917	\$12,418,917
Total STBG Programmed		\$4,822,967	\$2,013,467	\$77,000	\$8,133,657
STBG Balance	\$454,378	\$240,384	\$2,923,917	\$7,631,917	\$4,285,260

DA-23-01	3rd Street (Telegraph Rd to E River Dr) - Davenport			\$3,564,718	2023
DA-23-04	4th Streets (Telegraph Rd to E River Dr) - Davenport			\$3,694,870	2023
DA-20-01	53rd St. (Eastern Ave - Elmore Circle) - Davenport			\$3,706,878	2024
SC-24-01	Z30: Bridge (1) over Spencer Creek - Scott County			\$652,500	2024
BE-24-01	Central Ave: 14th St to 150 ft. W of Pius Lane - Bettendorf			\$1,837,500	2025
IE-24-01	US 67: Ewing St to Chestnut St - LeClaire			\$3,762,094	2025
DA-25-01	W Central Park Ave: Lincoln to Fairmount - Davenport			\$2,782,257	2025
DA-25-02	Eastern Avenue: Bridge over Duck Creek - Davenport			\$2,040,710	2025
BE-26-01	Maplecrest Road (18th to 29th St) - Bettendorf			\$2,013,467	2026
DA-27-01	West 53rd 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	2028



9

TRANSPORTATION ALTERNATIVES PROGRAM SET-ASIDE (TASA)

- Both Iowa and Illinois have state-wide competitive programs to distribute federal transportation alternatives (TA) dollars
- Under IIJA, both Iowa and Illinois Quad Cities can distribute TA dollars from a set-aside of the STBG program
- TASA eligible projects
 - Trail Construction
 - Safe Routes to School
 - Historic preservation and rehabilitation of historic transportation facilities

9

SB18

10

TASA FUNDING SUMMARY (IL QC)

Illinois Quad Cities	2024	2025	2026	2027	2028
TASA Target	\$301,237	\$301,237	\$301,237	\$301,237	\$301,237
Total Available for Programming	\$672,007	\$973,244	\$930,861	\$1,232,098	\$1,533,335
Total TASA Programmed	\$0	-\$343,620	\$0	\$0	\$0
TASA Balance	\$672,007	\$629,624	\$930,861	\$1,232,098	\$1,533,335
MO-23-03	MOLINE – 36th Ave Shared-Use Path			\$259,175	2023
MO-16-04	MOLINE – Mississippi River Trail (MRT) Extension			\$373,360	2024
SL-21-01	SILVIS – 10th St. Avenue of the Cities to Crossstown Ave.			\$529,640	2025
MO-25-01	MOLINE – Morgan Park Trail			\$343,620	2025
MO-26-03	MOLINE – Morgan Park Trail Phase II			\$757,285	2026



11

TASA FUNDING SUMMARY
(IA QC)

Iowa Quad Cities	2024	2025	2026	2027	2028
TASA Target	\$438,019	\$449,263	\$464,000	\$479,000	\$479,000
Total Available for Programming	\$2,313,315	\$869,741	\$807,241	\$614,625	\$1,093,625
Total TASA Programmed	-\$1,892,837	-\$526,500	-\$671,616	\$0	-\$1,093,625
TASA Balance	\$420,478	\$343,241	\$135,625	\$614,625	\$0
DA-21-01	DAVENPORT – Brady Street (59 th St – Veterans Memorial Parkway) Shared Use Path			\$530,917	2024
EL-22-01	ELDRIDGE – Townsend Farms Trail			\$284,800	2024
DA-23-02	DAVENPORT – West Loop Trail Phase I			\$522,770	2024
DA-24-01	DAVENPORT – West Loop Phase II			\$554,350	2025
BE-25-01	BETTENDORF – East Side of Middle Rd Trail from Hopewell to Forest Grove			\$526,500	2025
LE-26-01	LECLAIRE – Trail Construction on West Side of 35 th St from 195 th St to Wisconsin St			\$671,818	2026
DA-28-01	DAVENPORT – Goosecreek Trail, Kimberly Rd to 39 th St			\$1,093,625	2028

11

12		CARBON REDUCTION PROGRAM	
		- Under IJA, 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 emissions of carbon dioxide from on-road sources - Selected projects should align with each respective State's Carbon Reduction Strategy - 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	
		- Eligible Projects - Traffic monitoring and control - Advanced truck stop electrification - Pedestrian, bike and non-motorized facilities - Congestion management & ITS - Energy efficient street and traffic lights - Deploy AV vehicles and infrastructure - Diesel engine retrofits - Public transportation - Reduce freight impacts on environment/ communities	



13

QC MPO CARBON REDUCTION PROGRAM FUNDS

MPO II QC Federal Aid – Carbon Reduction Program					
Federal Fiscal Year	2024	2025	2026	2027	2028
CRP Target		\$306,044	\$306,044	\$306,044	\$306,044
Total Available for Programming		\$306,044	\$437,088	\$743,132	\$1,049,176
Total CRP Programmed		\$175,000	\$0	\$0	\$0
CRP Balance	\$0	\$131,044	\$437,088	\$743,132	\$1,049,176

MPO IA QC Federal Aid – Carbon Reduction Program					
Federal Fiscal Year	2024	2025	2026	2027	2028
CRP Target	\$428,980	\$437,170	\$446,000	\$455,000	\$455,000
Total Available for Programming		\$875,797	\$1,321,797	\$1,776,797	\$2,231,797
Total CRP Programmed		\$0	\$0	\$0	\$0
CRP Balance	\$428,980	\$875,797	\$1,321,797	\$1,776,797	\$2,231,797

13

14

FINISHED STBG & TASA PROJECTS

Location	STBG Funds
River Drive (34th to 43rd St) – Moline	\$556,000
Avenue of the Cities (34th St to 43rd St) – Moline	\$556,800
7th Street (12th Ave to 18th Ave) – Moline	\$632,000
First St. with LeClaire Rd. Intersection – Eldridge	\$3,734,800
Forest Grove Dr. (International Dr. - Middle Rd.) – Bettendorf	\$5,960,440

Location	ENHANCEMENT FUNDS
Grand Illinois Trail (TEP) – East Moline, Carbon Cliff, Silvis	\$559,433
Breezy Hollow (TEP) – East Moline	\$566,500
IL 84 Ped/Sidewalk Improvements (TAP) – Port Byron	\$165,200
East LeClaire Rd Trail – Eldridge	\$467,200
Goose Creek Trail Phase II (North of Goose Creek on east side of Brady to existing Goose Creek Trail at 59th St) – Davenport	\$1,527,675



15

TRANSIT FUNDING SECTIONS 5307, 5310, 5339 FFY 2024 FOR FFY 2025 PROGRAMMING

TRANSIT SYSTEM	TOTAL 5307 FUND ALLOCATION FFY 2024
Bettendorf Transit	\$589,084
Davenport CitiBus	\$1,853,231
MetroLINK	\$3,937,441
TOTAL – Quad Cities Urbanized Area	\$6,361,757

TRANSIT SYSTEM	TOTAL 5310 FUND ALLOCATION FFY 2024
Bettendorf Transit	\$60,577
Davenport CitiBus	\$157,355
MetroLINK	\$192,405
TOTAL – Quad Cities Urbanized Area	\$410,338

TRANSIT SYSTEM	TOTAL 5339 FUNDS ALLOCATION FFY 2024
Bettendorf Transit	\$47,702
Davenport CitiBus	\$143,291
MetroLINK	\$357,132
TOTAL – Quad Cities Urbanized Area	\$548,125

15

16

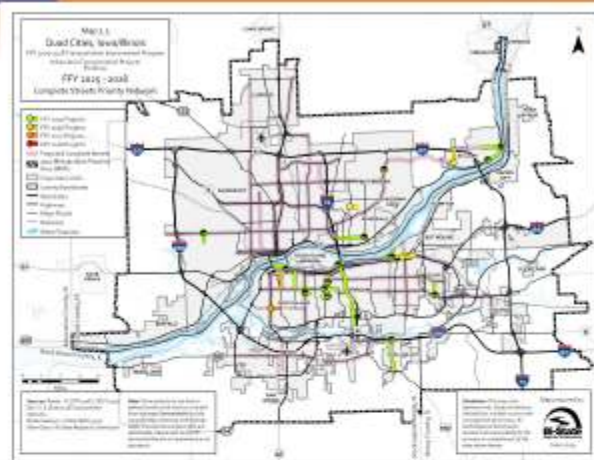
COMPLETE STREETS

- Complete Street refers to public right-of-way which is designed for the safety and accessibility of multiple users, regardless of disability. Example: Roadway with bike trails or lanes, transit, safe crossings, pedestrian walking areas
- * in plan justification for projects that are considered complete streets
- Determination: Project is defined as complete street or the application was scored with complete street components



17

COMPLETE STREETS MAP - FFY2025-2028 PROJECTS

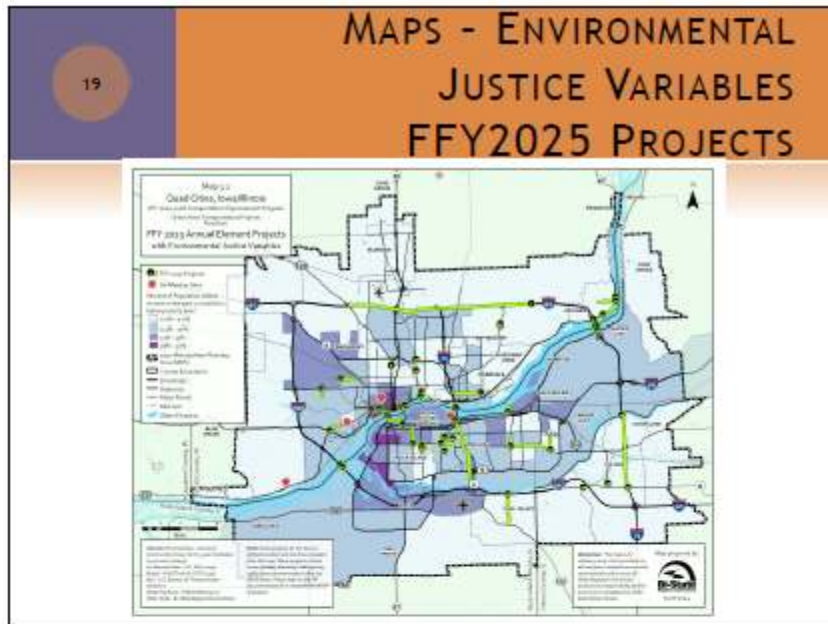


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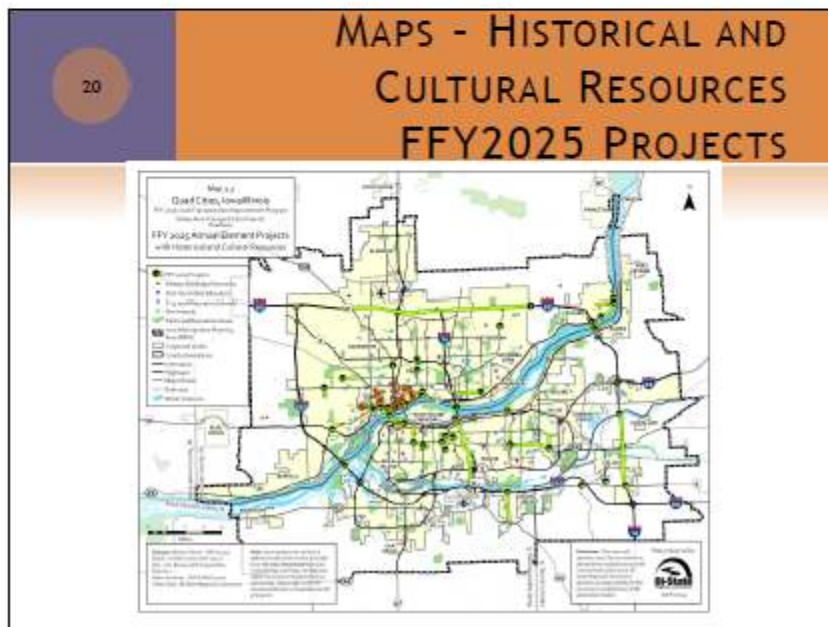
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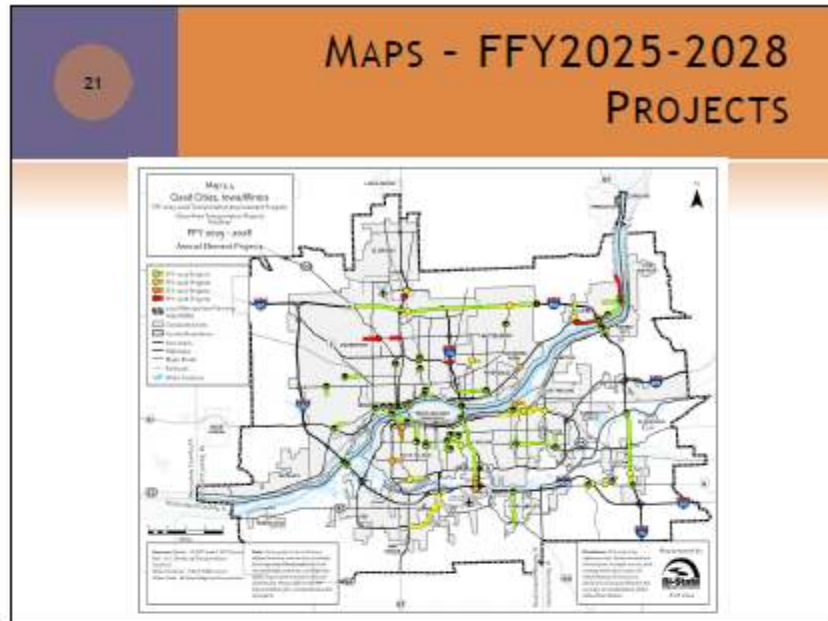
MAPS - NATURAL RESOURCES FFY2025 PROJECTS





19





21





23

UNMET NEEDS

- Tables 4.1 and 4.2
- Roadway/trail and transit projects that are consistent with the 2050 Long Range Transportation Plan
- Have not yet identified a federal funding source
- Not included in the Annual Elements due to fiscal constraint requirements.

23

24

TITLE VI

- Added Title VI to Appendix C of the TIP to include a Title VI plan template and assurances with signatures
- Requested by Iowa DOT Civil Rights Office
- Fulfills the FHWA Requirements
- Adopted 2021 Title VI Plan fulfills FTA requirements and will be updated by 9/2024



25

PUBLIC INPUT

- Public Hearing (June 25, Prior to Policy Meeting)
 - ⦿ Notice published in QC Times/Dispatch 14 days in advance of the public hearing
 - ⦿ Notice to media 14 days in advance
 - ⦿ Draft TIP is published on the Bi-State website

25

26



Sarah Bambas
Bi-State Regional Commission
1504 3rd Avenue
Rock Island, Illinois 61201
Phone: (309)793-6300
Email: sbambas@bistateonline.org



Environmental Justice – LRTP & TIP

Quad Cities MPO Certification Review
June 11-12, 2024

1

1

Core Principles of Environmental Justice in LRTP

- **Population impacts.** To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- **Participation.** To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- **Benefits.** To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.



2



Non-Discrimination Policies in the Planning Processes – LRTP

- ☐ Open & inclusive planning processes
- ☐ Outreach to low income, minority, and LEP populations
- ☐ Eliminating barriers to participation – location, time, format language, access
- ☐ Contact & complaint procedures outlined
- ☐ Representation on planning & advisory bodies
- ☐ Demographic Profile – Know The Metro Planning Area
- ☐ Assessing Investments in the Region – Benefits/Burdens

3

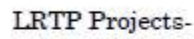
3

2050 LRTP Public Engagement (adopted March 2021)

- ☐ Transit Accessible Locations – Time of Day and Proximity to Transit Service
- ☐ Notifications per Public Participation Plan – RTAG & RTIG e-addresses or postal mailings
- ☐ Virtual Meetings at varied times during pandemic
- ☐ Use of website and other social media
- ☐ Online survey and online input form (fillable pdf)



4

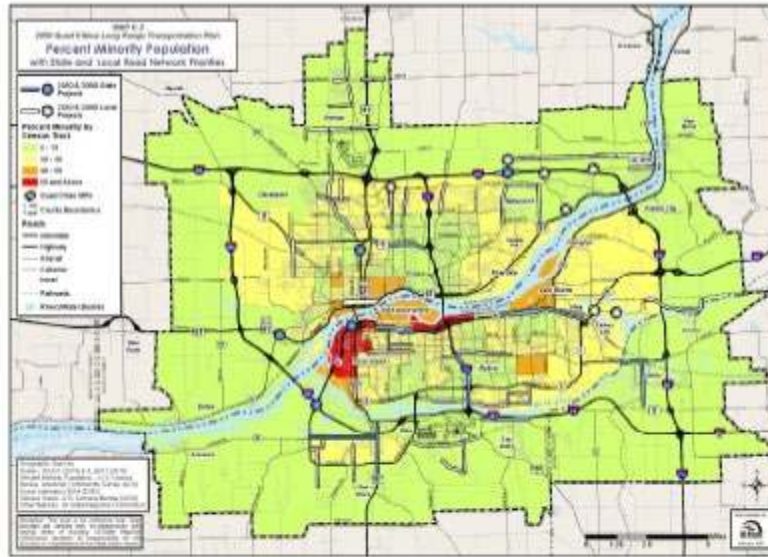


Locally Rise from Community Planning Level

Geographic Review in Relation to Populations Presented to Decision-Makers and Fiscal Constraint

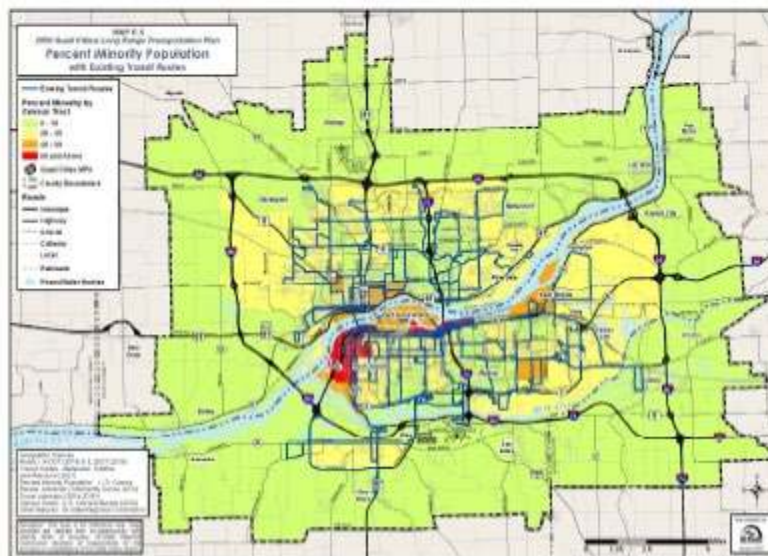
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8



9

- ☐ State DOT MYP Public Engagement Processes and Local Community CIP Processes
- ☐ TTC & TPC Meetings- Transit Accessible Locations – Time of Day and Proximity to Transit Service
- ☐ Notifications per Public Participation Plan – RTAG & RTIG e-addresses or postal mailings
- ☐ Virtual Meetings available TTC and TPC (when feasible for meeting location)
- ☐ Use of website





BI-STATE REGION FREIGHT PLAN 2015 & ADDENDUM 2024

Quad Cities MPO Certification Review

June 11-12, 2024

1





3

2024 Addendum Reaffirmed Bi-State Region Freight Plan Goals

- **Economy Goal:** Enhance the regional freight system to boost economic competitiveness and growth
- **Safety Goal:** Improve safety and reduce risks for all users of the regional freight system
- **Mobility Goal:** Improve freight system mobility by eliminating barriers and bottlenecks
- **System Preservation Goal:** Maintain, preserve, and extend the service life of regional freight system infrastructure
- **Sustainability and Resiliency Goal:** Create a more sustainable and resilient freight system

Integrate with LRTP update



Plan Implementation

- Mississippi River Rail Bridge Crossing Feasibility Analysis
- Mississippi River Ports of Eastern Iowa and Western Illinois Statistical Area
- Rock Island Port Authority
- Disaggregated Commodity Flow Data
- Regional Freight System Webpage
<https://ibistateonline.org/transportation-and-mobility/regional-freight-system>

- Participate in State Rail Meetings
- Participate in State Rail Plan Updates – Provided comments on ILDOT D2 Freight Summary
- MRPEIWI dba Upper Mississippi River Ports (UMRP) – 5 COGs developed Web-based Interactive Map of ports & terminals
- Upper Mississippi Strong Virtual Conference (2021)

Freight Network Inventory — Road

191

379

165

1,188

Miles of Interstate

Miles of National Highway System

Miles of National Highway Freight Network

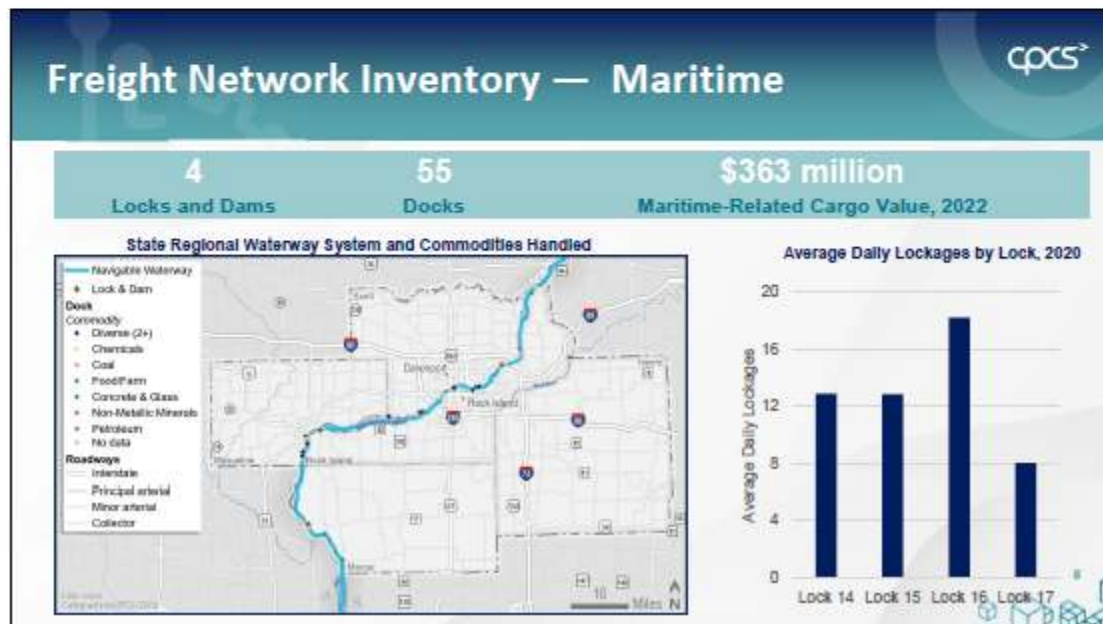
Bridges

Legend:

- Rural-to-Urban Roads
- Multinational Freight Network
- Interstate
- Highway
- Other
- Truck Route
- Class I
- Class II
- Priority Freight Network
- Interstate
- Perimeter/Arterial
- Collector
- Other Roadways
- Interstate
- Perimeter/Arterial
- Minor Arterial
- Collector



7





Freight Network Inventory — Air

cpcs

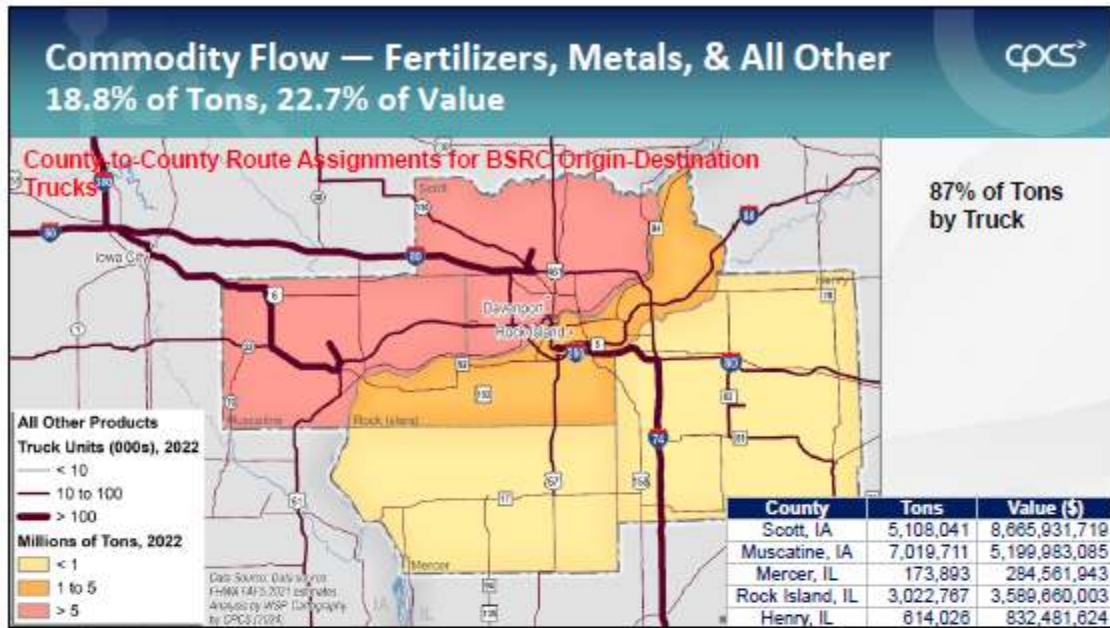


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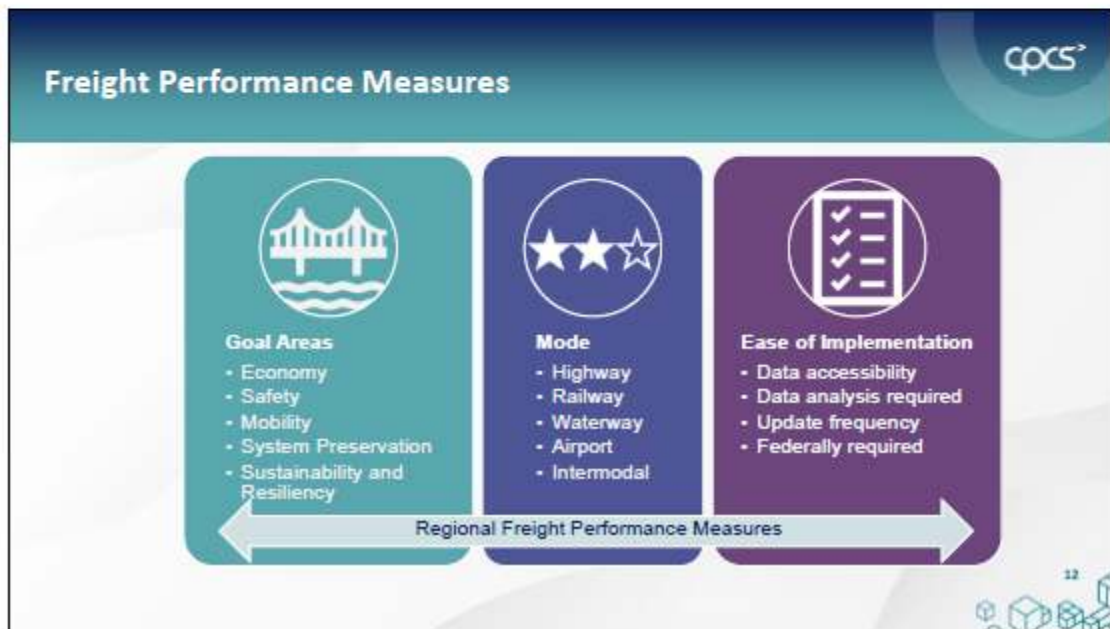
Commodity Flow — By Mode

cpcs





11





Performance Measures

Goal Area	Performance Measure
Economy	Total freight-dependent industry employment
	Total freight-dependent industry Gross Domestic Product (GDP)
Safety	Truck-involved crashes
	Rail crossing incidents
Mobility	Interstate Truck Travel Time Reliability (TTTR) Index (MPA)
	Regional top bottlenecks (select minor arterials and above)
	Average monthly delay at locks (tows)
	Percent of vessels delayed at locks (all)
System Preservation	Percentage of pavements of the Interstate System in Good/Poor condition (MPA and region)
	Percentage of pavements of the non-Interstate NHS in Good/Poor condition (MPA and region)
	Percentage of NHS bridges classified as in Good/Poor condition (MPA and region)
	Percent of bridges with an 80 or lower sufficiency rating
Sustainability and Resiliency	Unscheduled Closures at Rock Island District locks
	Hazardous material spills incidents

Highlighted items federally required performance measures. QC MPO supports states' measures.

13

Safety Goal

Improve safety and reduce risks for all users of the regional freight system

qps²

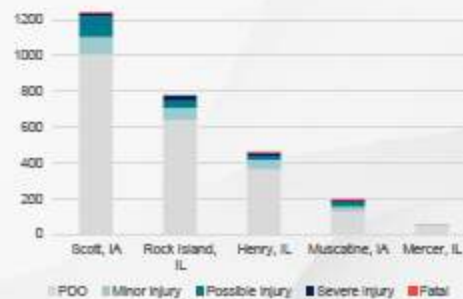
Performance Measures

Truck-Involved Crashes

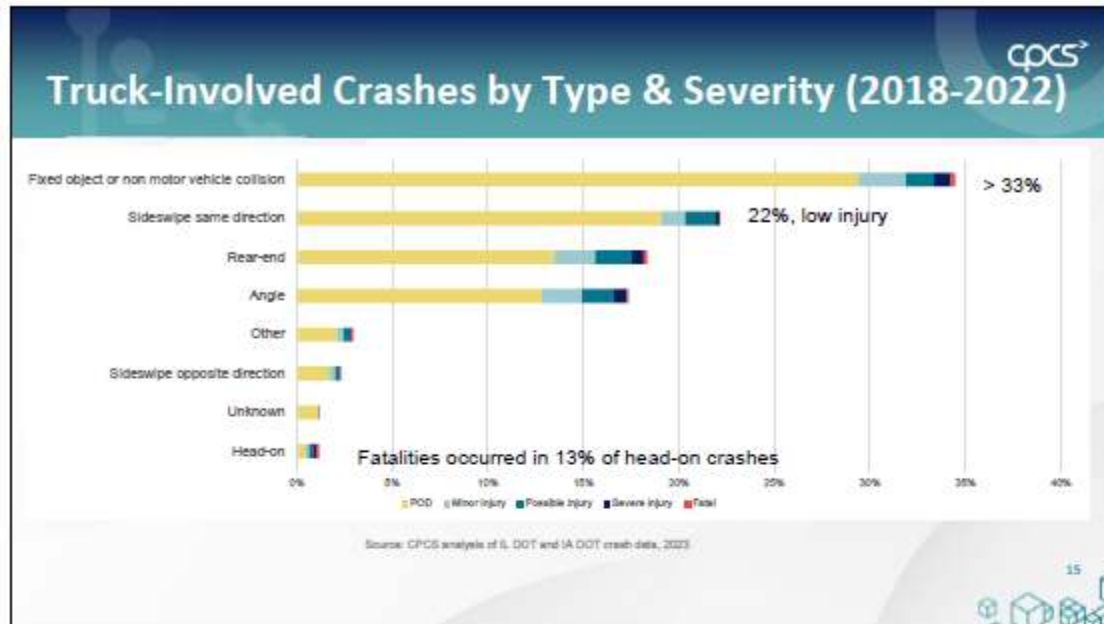
Truck-Involved Crashes in the BI-State Region, 2018 - 2022



Truck-Involved Crashes by Severity, 2018 - 2022



Source: QPS analysis of IL DOT and IA DOT crash data, 2023



15

Truck-Non-Motorist Crashes (2018-2022)

16 crashes in the Region
5 of the 16 crashes that occurred were fatal.

- 2 fatal crashes and a severely injured crash between a truck and a non-motorist occurred on either side of the I-80 interchange at US 61 in Davenport. Evasive swerving action by the truck driver resulted in one severe injury.
- There were another 2 fatal crashes between a truck and a non-motorist on US 61 at north and south Muscatine. Driver behavior was cited as the cause of one of the crashes.
- A fatal truck crash occurred on US 61 in Davenport, with the non-motorist action reported as a contributing factor to the crash.

Truck and non-motorist crashes were most common in Scott County with 8 occurring between 2018 and 2022, followed by Rock Island County with 4, Muscatine County with 3, Henry County with 1, and zero in Mercer County.

Non-motorists include pedestrians, cyclists, or other personal or animal conveyance.



Safety Goal

Improve safety and reduce risks for all users of the regional freight system

cpcs

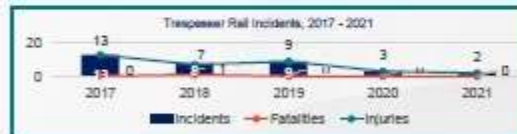
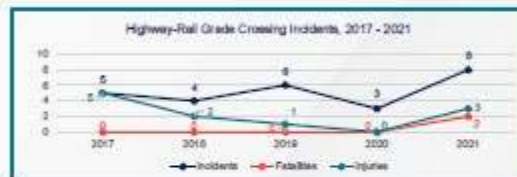
Performance Measures

Rail incidents

Rail Incidents in the BI-State Region, 2017 - 2021



Source: CPCS analysis of FRA, Incidents by County, DOT, 2022; FRA, Trespasser Deaths, DOT, 2021





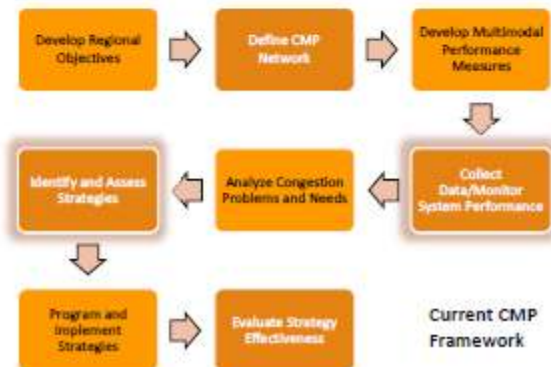
Congestion Management Process (2022)



Quad Cities MPO Certification Review – June 11-12, 2024

1

CMP in 8 Actions



2



Develop Regional Objectives

Action 1

Effectively Move Traffic

- Traffic signal retiming/coordination
- Crash reduction
- Work Zone Management
- Incident Response, especially on bridges
- Public Education

- 2020 QC Traffic Safety Plan
- 2025 SS4A Traffic Safety Action Plan
- Scott County CARS Group
- Highway Helper during I-74 Construction

Improve Public Transportation

- Expand service hours/frequency/locations
- Create express bus or rapid transit

- I-74 Commuter Route "Stretch" Bus Service During Construction
- Transit Priority Corridors for future BRT

3

Develop Regional Objectives

Action 1

Reduce Travel Demand

- Enhance connectivity among transit services
- Install bicycle lanes and facilities
- Carpool/vanpool initiatives
- Support implementation of passenger rail service

- Partnered in Former IADOT Rideshare
- Continue to support QC-Chicago Passenger Rail Service (Q Station)
- I-74 Bridge Trail

Design Safe, Efficient Streets and Highways

- ITS
- Access Management

- DOTs & Cities Access Management Coord.
- IADOT Traffic Management includes QC ITS Deployment

4



Develop Regional Objectives

Action 1

Accommodate Transit, Pedestrians and Bicyclists

- Sidewalks
- Bike lanes
- Offer facilities/amenities
- Interconnections and Linkages

- QCTrails.org
- Trails Ordinance
- Complete Streets Policy
- LRTP Sidewalk and Trails Maps

Promote Land Use Patterns and Transit Oriented Design Standards

- Mixed-use developments
- Street connectivity
- Park-and-ride lots

- IADOT Park & Ride Lots
- Metrolink's Micro-Transit in Milan
- Centre Station & Q for Future Passenger Rail
- Transit at QCIA

5

Define CMP Network

Action 2

- Bridges
- Shopping Areas
- Railroad Crossings
- Kimberly Road
- 53rd Street
- IL5/John Deere Road
- IL84/Colona Road
- Avenue of the Cities
- 18th Avenue



6



Performance Measures

Actions 3 & 4

Performance Measure	Update Frequency	Data Source
Volume/Capacity (V/C) Ratio	Every 5 years	IA/IL DOT Traffic Counts
Level of Service (LOS)	Every 5 years	Bi-State GIS
Average Travel Speed	Every 5 years; Annually	Bi-State Travel Forecasting Model; Bi-State Travel Time Runs INRIX/RITIS Data*
Vehicle Miles Traveled (VMT)	Every 5 years	Bi-State Travel Forecasting Model
Non-Recurring Delay (Crashes)	Annually	Local Police/Cities
Transit Service Data	Annually	Local Transit Agencies

7

7

Analyze Congestion Problems & Needs

Action 5

- Severity - refers to the magnitude of the congestion problem at its peak. Severity has been traditionally measures through indicators such as volume/capacity (V/C) ratios or Level of Service (LOS) measures;
- Extent - describes the number of system users or components (e.g. vehicles, pedestrians, transit routes, lanes miles) affected by congestion; and,
- Duration - describes the length in time that users experience congested conditions.

8



Identify & Assess Strategies

Action 6

Strategy	Characteristics	Benefit/Cost
Employer Support Programs	Eliminate Vehicle Trips	Med/High
Alternative Work Hour Programs	Reduce Congestion in Peak Hours	High
Non-Motorized/Non-Traditional Modes	Eliminate/Shift Vehicle Trips	Low
Access Management	Improving Flows and Efficiency	High
Signalization Improvements	Reduce Intersection Congestion	High
Growth and Land Use Management	Long Term Impact on Traffic Pattern	Medium
Incident Management	Reduce Temporal and Spot Congestion	Med/High
Transit	New Programs or Activities, Shift Vehicle Trips and Routes	Medium
ITS Technologies	Move the Flows Efficiently	Medium
Infrastructure Development	Increase Capacity and Flows	High
Parking Management	Encourage Bike and Pedestrian Travel	High

9

Program & Implement Strategies

Action 7

- Traffic Synchronization
- Reduce Single Occupancy Vehicle
- Safety Improvements
- Increase in Transit Ridership
- High Percentage of On-Time Arrivals
- ITS Technologies

10



Evaluate Strategies

Action 8

- Gather Data
 - Monitor Congestion Management Strategies
 - Evaluate and Report
 - Future Decision-Making
- TIP – Plan Justification identifies CMP projects
 - Programming – STBG evaluates capacity and crashes; CRP mitigates impacts of congestion
 - LRTP, Resilience Report & Traffic Safety Action Plan – Examine Non-Recurring Congestion
 - Annual Bridge Restrictions Coordination for Major River Crossings
 - Implemented WAZE for Cities to provide traveler info. on roadway restrictions

11

11

2050 LRTP Capacity Analysis



12



Freight Plan Mobility Goal

Boost freight system mobility by eliminating barriers and bottlenecks

Performance Measures

Truck Travel Time Reliability (TTTR)



Truck Travel Time Reliability Index, 2019-2023

Target	2019	2020	2021	2022	2023*
Less than 1.0	1.06	1.17	1.25	1.19	1.16

Six intersections exceed the TTTR 2023 target:

- US-61 (southbound) between I-80 and Kimberly Rd.
- The I-74 and I-280 interchange
- The I-74 and US-6 interchange
- The I-74 and US-67 interchange
- The I-80 and US-67 interchange
- The I-280 and IA-22 interchange

13

Mobility Goal

Boost freight system mobility by eliminating barriers and bottlenecks

Top Regional Truck Bottlenecks, 2022

Rank	Bottleneck	Segment	Total Duration	Base Impact	Base Impact Weighted by Total Delay	Base Impact Weighted by Truck Delay
Interstate						
1	I-80 N	1st Avenue and IL/IA Stateline	1 d 18 h 5 m	6,452	6,751,898	2,104,225
2	I-80 S	I-280 and I-80	1 d 4 h 2 m	1,922	1,083,331	498,641
3	I-80 E	I-74 and US-67	7 h 45 m	2,356	1,385,748	433,824
Non-Interstate						
1	IA-38 S	I-80 and US-61	247 d 5 h 34 m	4,974	1,109,357	134,292
2	Cleveland Rd E	IL-84 and I-80	264 d 11 h 53 m	13,255	1,797,080	125,299
3	US-61 N	IA-22 and Park Ave	31 d 17 h 2 m	4,746	880,936	119,550



Resilience Report – Weather Related Vulnerabilities



Davenport awarded
PROTECT grant for
flooding mitigation
on US67 River Drive



1

Bi-State Drug & Alcohol Testing Consortium

- Provide drug & alcohol testing services to participating entities to meet FMCSA and FTA safety-sensitive employee requirements
- Purchase collectively required testing services
- Coordinate and share administrative activities
- Maximize available resources to meet Federal requirements – pool of safety-sensitive employees from multiple employers



DATC Powers and Responsibilities

CONSORTIUM MEMBERSHIP

Review drug and alcohol testing needs
Procure qualified vendor(s) to provide services
Monitor vendor performance
Provide direction to Bi-State staff on programmatic needs

CONSORTIUM MEMBERS

Provide Designated Employee Representative (DER) for DATC Program
Determine pool of randomly selected employees
Maintain D&A identified employees and coordinate with vendor
Require baseline pre-employment drug test for new employees
Carry out policy, record-keeping and reporting responsibilities per federal guidelines for D&A testing for drivers and safety sensitive employees

BI-STATE DRUG AND ALCOHOL TESTING CONSORTIUM

3

3

DATC Membership (45) ~ 500+ Employees

Cities

- Bettendorf
- Blue Grass
- Durant
- East Moline
- Eldridge (Power & Light)
- Kewanee
- Muscatine (MPW)
- Silvis
- Wilton
- Atkinson
- Hampton
- Milan
- Orion

Counties – Highway Depts.

- Henry
- Mercer
- Muscatine
- Rock Island
- Scott

School Districts

- Alwood
- Cambridge
- Kewanee
- Riverdale
- Silvis
- Wilton
- Wethersfield

Others – Waste Commission of Scott County

Transit Systems

- Abilities Plus, Inc. (Henry County Public Transit)
- Bettendorff Transit
- MuscaBus
- RIM (Project Now)
- River Bend Transit

Townships

- Alba
- Annawan
- Bowling
- Buffalo Prairie
- Cambridge
- Clover
- Coe
- Drury
- Hampton
- Hanna
- Lynn
- Preemption
- Rural
- Rivoli
- Suez
- Weller

BI-STATE DRUG AND ALCOHOL TESTING CONSORTIUM

4



✓ Stay Clean. ✓ Stay Sober. ✓ Stay Safe.

Testing Services by Vendor

■ Pre-employment Drug Test	DSI
■ Random Testing Notice to employer	1/1/24-12/31/26 with ability to extend
■ Post Accident	■ \$49.50 DOT Urine Drug Test Year 1
■ Reasonable Cause Testing	■ \$47.50 Breath Alcohol Test Year 1
■ Return to Duty Testing	■ \$97.00 Combined Tests Year 1
■ Follow-Up Testing	■ \$150 (Combined Year 1) – After Hours Collection
■ Medical Review Officer - Subcontract	Invoices go directly to DATC member
■ Laboratory Services - Subcontract	Electronic Platform
■ Specimen Collection -Subcontract	

10-STATE DRUG AND ALCOHOL TESTING CONSORTIUM

5

5

River Crossing Coordination

- Annual Bridge Restrictions Coordination & Regular DOT Cross State Coordination
- I-74 Corridor Reconstruction & Trail Access
- I-80 Mississippi River Bridge Reconstruction Feasibility Study/PE & Trail Access
- US 67 Centennial Bridge Feasibility Study/Preliminary Engineering & Non-Motorized Access
- Rock River Bridges – Veteran's Memorial Bridge at Carr's Crossing



10-STATE DRUG AND ALCOHOL TESTING CONSORTIUM

6

Climate Resilience

FHWA Extreme Weather
Resilience Pilot (2018-2020) –
QC Extreme Weather Resilience
Report 2020

Multi-jurisdictional Hazard Mitigation Plans

CP Flood Mitigation – Elevation of Rail; Resulted in Inaccessible Road Crossings & Mitigation

**Davenport Flood Mitigation
Study – River Drive & Centennial
Bridge Access**

Flood Response Planning by QC Public Works

QC EMAs Coordination Group



River Flooding. Derecho. Ice Storm.

CLIMATE RESILIENCE

7





Road Restrictions Information

- Interactive road restriction map for Quad Cities
- WAZE for Cities Program - Cities and Counties
 - Simple
 - Direct Input
 - One Platform
- Coordination with DOTs



9

Complete Streets



Long Range Transportation Plan

- Transit & Non-Motorized Transportation Chapters
- Complete Streets, Sidewalks and Trails; Complete Streets Policy



Transportation Improvement Program

- Programming of STBG, TASA & CRP Funds
- Complete Streets Map and Plan Justification Notation

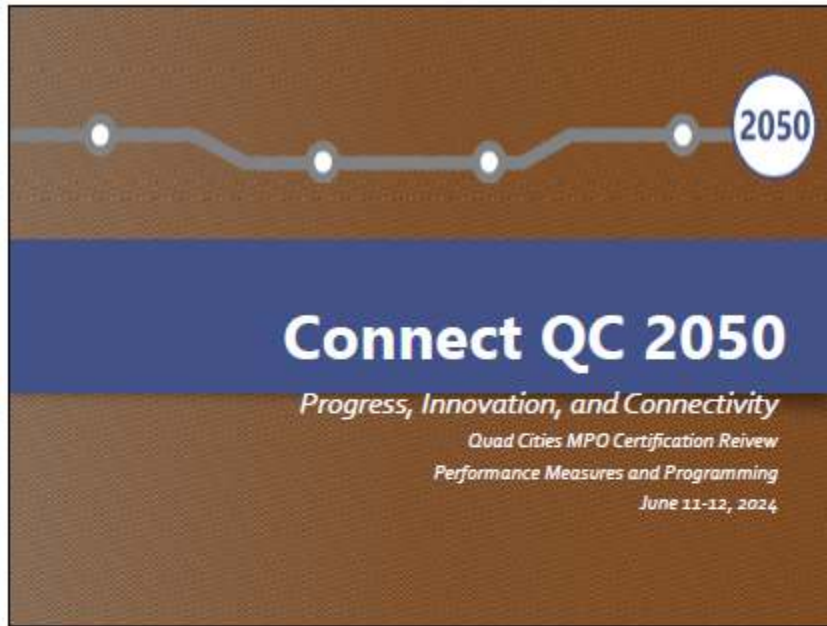


Technical Assistance & Coordination

- Partnership between BSRC/QCHI on QCTrails.org
- Trails Counting & Grant Writing Assistance

COMPLETE STREETS

10



1

TRANSPORTATION
PERFORMANCE MANAGEMENT

- IJJA continues focus on performance-based decisions
- FHWA-FTA developed requirements, guidance and resources
- MPOs are charged with setting targets OR accepting State's
- National Goals
 - Safety
 - Infrastructure Condition
 - Congestion Reduction & System Reliability
 - Freight Movement and Economic Vitality
 - Environmental Sustainability
 - Reduced Project Delivery Delays

2050



MPO ACCEPT RESPECTIVE STATE TARGETS OR RESPECTIVE TRANSIT SYSTEM'S TARGETS

- Accept Respective Targets
- Support Transit Systems to Contribute Toward Their Respective Target Achievement
 - Transit Accessibility Analysis
 - Grant Applications
- Support Local Jurisdictions to Contribute Toward State Target Achievement
 - Traffic Safety, System Reliability & Road/Bridge Asset Planning
 - Freight Planning & System Reliability
 - Grant Applications
- Challenges
 - State and Transit Target Prep Timelines Vary
 - Cycle of PM Updates Vary
 - Determining MPA Contribution to State Targets

3

ROLES AND RESPONSIBILITIES

- Iowa DOT Agreement & BSRC in TPWP
 - Performance Management Data
 - Performance Targets
 - Reporting
 - Progress and Critical Outcomes
 - Asset Management for NHS – bridge & pavement conditions
 - Asset Management for Transit (Memo of Concurrence for Iowa Transit Systems)
- Illinois DOT Agreement, BSRC & MetroLINK in PM Addendum
 - Three-Party Agreement
 - Similar categories as Iowa
- Transit Provider Memos of Understanding in PM Addendum



Illinois Statewide Safety Measures	Baseline 2016-2020 Rolling Average	Target 2018-2022 Rolling Average
Number of Fatalities	343.2	337.85
Fatality Rate*	1.033	1.037
Number of Serious Injuries	1,391.6	1,327.23
Serious Injury Rate*	4.241	4.073
Non-Motorized Fatalities & Serious Injuries	128.6	129.83

Illinois Statewide Safety Measures	Baseline 2016-2020 Rolling Average	Target 2018-2022 Rolling Average
Number of Fatalities	1,081.0	1,038.23
Fatality Rate*	1.04	0.96
Number of Serious Injuries	10,704.0	9,777.3
Serious Injury Rate*	10.17	9.22
Non-Motorized Fatalities & Serious Injuries	1,490.6	1,431.63

5

[illegible]



2018-2021 ROAD/BRIDGE CONDITIONS – INTERSTATES & NHS + TRUCK TRAVEL TIME RELIABILITY

IADOT

Performance Measure	Baseline 2017	2018 Target	2019 Performance	2020 Target	2021 Target
Percentage of pavements of the Interstate System in Good condition	95%	95%	95.8%	96.8%	97%
Percentage of pavements of the National System in Good condition	91%	90%	90.6%	91.5%	92%
Percentage of pavements of the new Interstate 205 in Good condition	95.8%	96.8%	97.4%	98.5%	99%
Percentage of pavements of the new Interstate 205 in Fair condition	4.2%	3.2%	2.6%	1.5%	1%
Percentage of I-205 bridges in Good condition	95.8%	96.8%	97.4%	98.5%	99%
Percentage of I-205 bridges in Fair condition	4.2%	3.2%	2.6%	1.5%	1%
Percentage of the pavements of the new Interstate 205 in Good condition	95.8%	96.8%	97.4%	98.5%	99%
Percentage of the pavements of the new Interstate 205 in Fair condition	4.2%	3.2%	2.6%	1.5%	1%
Truck Travel Time Reliability (TTR)	1.12	1.13	1.13	1.14	1.15

ILDOT

Performance Measure	Baseline 2017	2018 Target	2019 Performance	2020 Target	2021 Target
Percentage of pavements of the Interstate System in Good condition	95.8%	96%	96.5%	97.5%	98%
Percentage of pavements of the National System in Good condition	91%	90%	90.5%	91.5%	92%
Percentage of pavements of the new Interstate 205 in Good condition	95.8%	96.8%	97.4%	98.5%	99%
Percentage of pavements of the new Interstate 205 in Fair condition	4.2%	3.2%	2.6%	1.5%	1%
Percentage of I-205 bridges in Good condition	95.8%	96.8%	97.4%	98.5%	99%
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Truck Travel Time Reliability (TTR)	1.12	1.13	1.13	1.14	1.15

7

TRANSIT ASSET MANAGEMENT 2022 – TOWARD STATE OF GOOD REPAIR

MetroLINK Revenue Vehicles (Rolling Stock)

Vehicle Type	# of Vehicles At/Beyond ULR	Total Vehicles	% Vehicles At/Beyond ULR
Bus	14	60	23.33%
Cutaway	0	1	0.0%
Tram	0	8	0.0%
Minibus	5	8	62.5%
Tram	3	3	100.0%
Tram	2	3	66.67%
Total	20	83	24.10%

MetroLINK Non-Revenue Vehicles (Rolling Stock)

Vehicle Type	# of Vehicles At/Beyond ULR	Total Vehicles	% Vehicles At/Beyond ULR
Automobile	0	1	0.0%
Truck or rubber tire vehicles (including minivans and vans)	5	10	50.0%
Total	5	11	45.45%

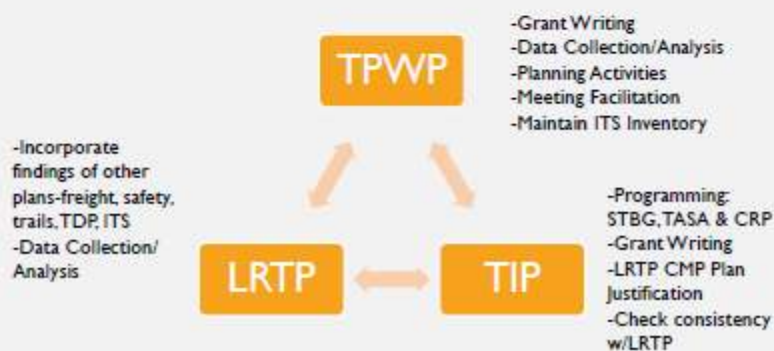


TRANSIT ASSET MANAGEMENT 2022 – TOWARD STATE OF GOOD REPAIR

Asset Category - Performance Measure	Asset Class	Bethesda Transit	Davenport CitiBus
REVENUE VEHICLES			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BE - Bus	N/A	25%
	CE - Category Bus	0%	N/A
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	N/A	0%
	Drive up Vehicle L2000/Custom 10DA	0%	0%
	Vehicle Wash/RS/Custom 30DA	100%	0%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%
	Maintenance	0%	N/A
	Parking Structures	0%	0%
	Passenger Facilities	N/A	0%

9

CONSISTENCY WITH CMP & ITS AND INTEGRATION INTO TIP & LRTP





CONSISTENCY WITH CMP & ITS AND INTEGRATION INTO TIP & LRTP

CMP

- LRTP –Identify modal CMP issues
- LRTP-Review Land Use & Transit Routes in relation to Major Destinations
- TIP-Support funding needs & coordination w/GIS/mapping of traffic, safety and condition data

ITS

- LRTP-Cross Check Service Packages w/Modal Elements that Deploy TSMO & ITS
- LRTP-With Traffic Safety Groups check incident management and emergency routes plans for updates
- TIP-Support funding needs & coordination

11

SYSTEM PERFORMANCE REPORTING

ROADWAY

- State Performance Dashboard by State:
<https://www.fhwa.dot.gov/tpmi/reporting/state/> for safety, condition and highway reliability
- As State's update targets, pass along to MPO for support

TRANSIT

- Report TAM data in NTD Asset Inventory Module
- Report Safety data
- As Systems update targets, pass along to MPO for support



Quad Cities Area Discretionary Grants

QUAD CITIES MPO CERTIFICATION REVIEW
JUNE 11-12, 2024

1

City of Bettendorf, IA

I-80/Middle Road Reconstruction

Middle Road (2024) Community
Project Funding Awarded

Multimodal Project Discretionary
Grant (MPDG) IADOT – I-80/Middle
Road Interchange in Bettendorf
(2024) \$62 M Total Cost





City of Davenport, IA

Access to Riverfront Transportation

\$13.6 M RAISE Grant Request (2022, 2023)

NOT AWARDED. PROTECT Request 2023
AWARDED \$13.1 M

\$29.3 M Total Project Cost – Includes Local
Match & Other Secured Funding

- Flood Mitigation Projects
- Sewer separation and blackflow prevention - W. River Drive & Marquette St. -
- Elevate roads – Gaines & 2nd, LeClaire & Govt. Bridge, Rockingham (Washington –Sturdevant), Marquette & Fillmore, River Drive & Mound
- Traffic safety improvements & street repair – 2nd & Marquette, 3rd/4th Streets; Rockingham & Marquette



Source: City of Davenport

Other Awards:

- Railroad Crossing Elimination (Grade Separation) (2022) \$7.8 M
- CRSI (2022) RR Crossing Safety Improvements/Quiet Zone \$2.7 M
- Port Security- Fireboat Replacement (2023) \$600 K
- Low-No Emissions – 4 Electric Buses (2023) \$4.8 M
- Community Project Funding (2022, 2023) \$4.9 M

3

City of East Moline, IL

Strengthening Downtown, Connecting Communities – Greater Downtown Revitalization Project

\$23.7 M RAISE Grant Request (2021, 2022 &
2023) – AWARDED 2023

\$29.7 M Total Project Cost

Downtown District street repair, sidewalks and
streetscaping on 15th Avenue

Rust Belt Connection sidewalks, RR x-ing, traffic
calming, multi-use path, transit access on 12th
Avenue

The Bend District sidewalks, Bend Blvd extension,
connection to Rust Belt and streetscaping



Source: City of East Moline



City of LeClaire, IA

US67 Corridor Connectivity Improvements and
Mississippi Riverfront Revitalization – Marina
District

\$17.6 M RAISE Grant Request (2021, 2022)

NOT AWARDED.

\$42.3 M Total Project Cost

- Street, bridge and trail improvements on Wisconsin, Territorial and Cody Rds.
- Boat access improvements
- EV charging stations
- Streetscape and park enhancements



Source: City of LeClaire

Community Project Funding-
Mississippi River Trail (2023)-Eagle Ridge-May St. \$1 M Not
Awarded
(funded by Statewide TAP)
35th St. Trail and Bridge (2023) Not Awarded
Mississippi River Trail (2023)-Ferry – Chestnut St. \$1.2 M Not
Awarded
Wisconsin St. Reconstruction (2023) \$6.1 M Awarded \$3 M

5

City of Moline, IL

Reconstruction of 7th Avenue and Connector
for pairing w/I-74 Reconstruction

RAISE Grant Request (2021)

NOT AWARDED to date

\$8.7 M Total Cost

Pavement improvements and utility work

Improve connectivity

Accommodate alternative transportation



Source: molineriverfrontplan.com



City of Rock Island, IL

U.S. 67/11th Street Reconstruction and
Commercial Corridor Revitalization

\$11.1 M RAISE Grant Request (2021, 2022, 2024)
and Reconnecting Communities &
Neighborhood Grant (2023)

Not Awarded to Date.

\$13.9 M Total Project Cost

Road reconstruction/3-lane conversion and
intersection improvements 11th St. (35th-41st
Aves.)

Bike, pedestrian and transit accommodations and
streetscaping

Storm sewer and sanitary sewer improvements



Source: WMO.com

Other Funding:

Community Project Funding (CDFG)- Received-
25th Street & RI Parkway

18th Avenue Flood Gate & Pump Station Rehab

Community Project Funding (CDFG) – Applications

Sunset Marina Dredging & Improvements

Mill St. WWTP Digester Repairs

11th St. (US 67) Planning 7th – 31st Aves.

7

Smaller Communities/County & Transit

Community Project Funding-

Buffalo IA22 Streetscaping

Riverdale US.67 at Bellingham Road

Scott County Bridge

Transit Systems (Sampling of Requests)-

CitiBus NoLO (2021, 2022)

MetroLINK Passenger Ferry Grant (2024, 2021)

MetroLINK LoNo (2022, 2023, 2024)

MetroLINK Bus/Bus Facilities (2022)

River Bend Transit LoNO (2023)





National Electric Vehicle Infrastructure/Alternative Fuels

Air Quality Task Force

Transit Systems CNG & Electrification

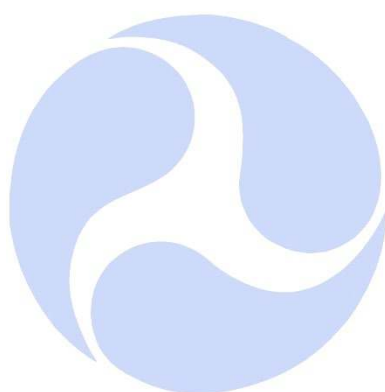
Eastern Iowa Electric Vehicle Readiness Plan &
Quarterly Meetings

- Ex. Evs-Scott County: 988 (836 in June 2023)
+18%
- 33 charging stations per DOE

I-80 Clean Fuels Corridor Session 8/2022- info.
shared on FHWA Alternative Fuels Corridor
Initiative

Clean Cities Iowa and Illinois







Report prepared by:

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