

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
METROPOLITAN PLANNING AREA
TRANSPORTATION POLICY COMMITTEE
WITH REGION 9 TRANSPORTATION POLICY COMMITTEE

Tuesday, December 3, 2024, 12:00 p.m.
Bi-State Regional Commission
County Board Room, Third Floor
1504 Third Avenue
Rock Island, IL

MEMBERS PRESENT

Ken Beck	Scott County Board of Supervisors, Representative for Region 9
Maria Bribriesco	Scott County Board of Supervisors, Representative for MPO
Richard “Quijas” Brunk	Rock Island County Chair
Reggie Freeman	Mayor, East Moline
Doug DeLille	Illinois Department of Transportation, District 2
Dennis Gerard	Mayor, City of LeClaire
Mike Matson	Mayor, City of Davenport
Mark Poulos	Alderman, City of Rock Island
Scott Sauer	River Bend Transit Board, Representative for Region 9
Jeff Sorensen	Muscatine County Board of Supervisors, Representative for Region 9
Hector Torres-Cacho	Iowa Department of Transportation, District 6

OTHERS PRESENT

Brian Ballard	City of Riverdale
Sarah Bambas	Bi-State Regional Commission
Nithin Kalakuntla	Bi-State Regional Commission
Dave Kovarik	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Ricky Newcomb	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Kathy Starling (Virtual)	Iowa-Illinois Center for Independent Living
Zach Sutton	Bi-State Regional Commission

1. Approval of Minutes of the October 22, 2024 Quad Cities MPO Transportation Policy Committee Meeting. A copy of the meeting minutes was enclosed in Committee members’ packets. Mayor Matson requested a motion for approval of the October 22, 2024 minutes of the Transportation Policy Committee. Mayor Gerard motioned to approve the minutes as written. Mr. Brunk seconded, and the motion carried.
2. Consideration of Revising the MPA/RPA Boundary Adjustment Resolution for Iowa Transportation Planning Areas. Ms. McCullough explained the different boundaries within the MPO and Region 9. Region 9 has its own planning area that is separate from the Iowa Quad Cities Metropolitan Planning Area (MPA). Within the Quad Cities MPA boundary, there are three boundaries: an outermost MPA boundary, an adjusted urbanized boundary, and then within that boundary is the urbanized boundary. The Iowa MPA boundary population is 160,238. The Iowa adjusted urbanized area boundary population is 157,178. The Iowa urbanized area boundary is 151,477. The recently approved resolution that determined what boundary to be used for funding targets indicated that the MPA boundary would be used. Iowa DOT alerted Bi-State staff that the MPO has used the adjusted urbanized boundary in the past. If the MPO and RPA decide to revise the resolution by selecting the

adjusted urbanized boundary, then the RPA would receive an additional 3,060 in population, which would subtract from the MPO's population. In terms of a funding illustration, the RPA Surface Transportation Block Grant (STBG) would receive an additional \$94,860. For an illustration of Transportation Alternatives Set-Aside (TASA), the RPA would receive \$9,180. Both of these numbers would be subtracted from the MPO's total STBG and TASA funds. Ms. McCullough stated that the transportation technical committee's recommendation was to be consistent with what we have done in the past.

There was discussion among the committee members on topics of population change from 2010 to 2020, where the funds go, and road usage in the MPO vs. in the RPA. There was a consensus from Region 9 members to approve the usage of the adjusted urbanized boundary for funding targets. This was followed by more discussion from the committee members about who is eligible to vote on the resolution for the MPO. It was determined that only Iowa Quad City committee members could vote on the resolution for the MPO. Mr. Torres-Cacho abstained from voting. For the MPO vote, Ms. Bribriesco and Mayor Gerard were in favor of the usage of the adjusted urbanized area boundary in the MPO, Mayor Matson voted nay being in favor of putting funds where the travel demand is. Mayor Matson asked that next time there is a vote on funding target boundaries, there should be a discussion meeting prior to the voting meeting. With the consensus of the RPA and MPO motion, the resolution was approved to utilize the adjusted urban area boundary for funding target setting.

3. Consideration of Revisions to the Quad Cities FFY2025-2028 Transportation Improvement Program. Ms. Bambas noted that there were two amendments from the Illinois DOT. The first amendment is for IL-25-12 for FFY2025 being added to the TIP for Osco Road from I-80 to IL 81; it is a STP-Urban \$1,670,000 and STP-Rural project \$4,730,000 with a total cost of \$8 million. The second amendment is for the new project IL-25-13 for NEVI charging station at South Park Mall in Moline in FFY 2025. The total cost is \$919,465 with \$735,572 in NEVI funds. Mayor Gerard motioned to approve the amendments to the TIP as presented. Mr. Brunk seconded, and the motion carried.
4. Status of Illinois Quad Cities Federal Functional Classification and Consideration of Changes in Federal Functional Classification to the Iowa Quad Cities. Ms. Bambas presented the Federal Functional Classification (FFC) recommendations for the Illinois Quad Cities. Ms. Bambas provided a short background on FFCs and also presented the MPO FFC map. It was noted that 2/3 of the MPO's roads are local roads. Ms. Bambas stated that the Illinois DOT had sent FFC recommendations for four jurisdictions in the Illinois Quad Cities in August for review and consideration. These recommendations were then sent to the jurisdictions of Rock Island, Moline, East Moline, and Rock Island County. The jurisdictions were asked if they agreed with Illinois DOT's recommendations. All jurisdictions agreed to the recommendations except Rock Island County. Bi-State staff met with Rock Island County and Illinois DOT to discuss the recommendations, and it was concluded that the Rock Island County roads will remain as they are currently classified. Illinois DOT does not need a formal resolution for their FFC changes. Bi-State staff conveyed the Illinois Quad Cities changes to the Illinois DOT, and the DOT approved them. The original recommendations, excluding Rock Island County's, are now being sent to the Illinois FHWA for final approval. Ms. Bambas moved on to the Iowa Quad Cities FFC changes and stated that Bi-State staff had received feedback from the Iowa DOT that required additional follow-up with technical committee members. Ms. Bambas asked the Policy Committee to table the Iowa Quad Cities resolution until Bi-State can get confirmation from the jurisdictions on the Iowa DOT feedback. There was a consensus from the committee to table the resolution.
5. Status of Thrive QC 2055: Quad Cities Long Range Transportation Plan, Freight Chapter Presentation and Consideration of Future Population and Employment Projections. Ms. McCullough presented a status update to the Long Range Transportation Plan (LRTP). Chapter development is underway, and Bi-State staff will continue to bring forward chapters to both the Technical and Policy Committees when they are completed. Technical and Policy Committee members can then comment on the chapters. Ms. McCullough highlighted the community events that Bi-State staff have attended to receive input on the LRTP. A community survey will go out soon, and jurisdictions will be asked to help share the survey with citizens. Social media will also

be used more heavily with this LRTP update. Bi-State is looking into paid ads and sending out information to local schools and employers. A virtual kickoff meeting will be held in January or February 2025.

Mr. Kovarik presented the Freight Chapter of the LRTP. He highlighted four key areas in the chapter: air, rail, road, and river. The recent freight plan addendum was utilized to form this chapter. There had been an increase in air travel. There will also be capital improvements to Moline's airport (MLI). For rail, FRA data has not yet shown an increase in traffic. The annual tonnage has decreased as well. There was discussion among the committee members as to why tonnage has decreased and why there has not been a significant increase in rail traffic. Mr. Kovarik reminded committee members that this data is just estimates that may change in the future. For roads, truck traffic has a higher projection than the previous plan. The interstate bottlenecks for trucks were on I-80, I-280, and I-74. Truck traffic is projected to increase. For rivers, the average delay time has decreased, and the overall processing time has increased. The Freight Plan addendum had performance measures that are being brought forward into the chapter.

Mr. Newcomb presented on the population and job projections for 2055. Starting with the population projections, he noted there were 5 different scenarios shown with a base year population of 301,060 in 2023. Scenario 1 was formed by looking at the population trends in the Decennial Census from 2000-2020, which indicated a 0.13% growth rate and a 2055 population of 314,157. Scenario 2 looked at population trends in the Decennial Census from 2010-2020; this projection indicated a 0.15% growth rate and a 2055 population of 315,630. Scenario 3 looked at the population trends in Scott County from 2000-2020 that indicated a 0.50% growth rate and a 2055 population of 353,632. Scenario 4 showcased a Woods & Poole (W&P) historic population analysis from 2010-2019, which indicated a 0.17% growth rate and a 2055 population of 317,426. Lastly, Scenario 5 showed a W&P projection for 2023-2055 that had a -0.03% growth rate and a 2055 population of 297,888. Mr. Newcomb noted that Scenarios 1, 2, and 4 were in the same range, but the 2055 plan will show the high, medium, and low projections.

Next, job projections were presented showing the base year of 2023 had 155,771 jobs. Scenarios 1-3 were all between a job growth rate of 0.30%-0.42%. These scenarios had 2055 job projections of 171,611 – 177,887. These scenario sources came from Census Longitudinal Employer-Household Dynamics, W&P Historic, and W&P Projection. Scenarios 4-6 were used in comparison with Population Scenarios 2 (middle), 3 (high), and 5 (low). Mr. Newcomb concluded that these job projections showed a similar range as the last plan.

6. Public Comments. There were no public comments.
7. Other Business. Ms. McCullough mentioned the items below to the committee members.
 - *USDOT Key Notices of Funding Opportunity* <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>
 - *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – 2/24/25*
 - *Local and Regional Project Assistance Grants (RAISE) – 1/30/24*
 - *Port Infrastructure Development Program – December 2024 opening date*
 - *Status of Passenger Rail and Letter of Support (Letter to Committee members be provided prior to the meeting)*
 - *Next Quad Cities MPO Policy Committee Meeting – January 28, 2025*
8. Adjournment. – Mayor Freeman motioned to adjourn. Mayor Gerard seconded, and the meeting adjourned at 1:07 p.m.