

AGENDA

MEETING OF QUAD CITIES, IOWA-ILLINOIS METROPOLITAN PLANNING AREA TRANSPORTATION POLICY COMMITTEE

Tuesday, March 24, 2026 – 12:00 Noon
Rock Island County Office Building
1504 Third Avenue, Room 320
Rock Island, Illinois
Richard “Quijas” Brunk, MPO Chair

The Policy Committee will be held in-person, and members are required in the room for a quorum. Ex-officio members of the Policy Committee and the public can opt to dial into the meeting using the following conference number and access codes: +1 309 205 3325 Meeting ID: 846 3066 1402 Passcode: 286918 <https://us02web.zoom.us/j/84630661402?pwd=97fiCE1PHyZu9czEAjdzqabc4Sobpt.1> for audio, and the link for visuals. Agenda packets are linked in “Quad Cities MPO News” at: <https://bistateonline.org/>

1. Public Hearing on Thrive 2055: Quad Cities Long Range Transportation Plan (A public notice was published on March 10, 2026 in the Quad Cities Times and Dispatch/Argus newspapers announcing this public hearing. Six public information meetings, five in-person and one virtual, were held to solicit comments on the plan, giving the provided minimum 30-day notice for plan review prior to the public hearing. Draft chapters have been posted on or before January 13, 2026 at <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/lrtp-and-pms>. A short overview will be provided prior to accepting public comments.) – Gena McCullough and Bryan Schmid
2. Approval of Minutes of the February 24, 2026 Quad Cities MPO Transportation Policy Committee Meeting and Ratification of Actions (A copy of the meeting minutes is enclosed in Committee members’ packets, and actions taken at the meeting will require ratifications, since there was not a quorum at the February 24, 2026 meeting.)
3. Consideration of Revisions to the Quad Cities MPO FFY2026-2029 Transportation Improvement Program (A copy of the proposed revisions is enclosed in Committee members’ packets and provided to transportation interests.) – Sarah Bambas
4. Consideration of Thrive 2055: Quad Cities Long Range Transportation Plan (A summary of public comments and how they have been addressed or will be addressed in the plan is enclosed in Committee members’ packets. The revisions are also provided to the Regional Transportation Advisory Group and Transit Interests Group – Combined and Urban Interests. Appendix A and C will be posted by end of day, Friday, March 20, 2026 at the link noted in the public hearing item.) – Gena McCullough
5. Concurrence with FY2027 Transportation Planning Work Program (TPWP) Activities (A copy of the draft FY2027 TPWP is posted to the website at: <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/other-plans/tpwp-public-participation-title-vi-policy>.) – Gena McCullough
6. Status of Funding Targets for the Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA), and Carbon Reduction Program (CRP) – Bryan Schmid
7. Public Comments
8. Other Business
 - *USDOT Competitive Grants Dashboard* <https://www.transportation.gov/grants/dashboard>
 - *Next Quad Cities MPO Policy Committee Meeting – 4/28/26*

9. Adjournment

Persons requiring language or physical accommodations at the meeting should notify Bi-State staff at least 72 hours in advance of the meeting date, allowing time to address reasonable accommodation at the meeting. Please call (309)793-6300 for any language, accessibility, or other type of accommodation requests. (Las personas que requieran adaptaciones físicas o de lenguaje en la reunión deben notificar al personal de Bi-State con al menos 72 horas de anticipación a la fecha de la reunión, dándole tiempo para abordar las adaptaciones razonables en la reunión. Llame al (309)793-6300 para cualquier idioma, accesibilidad u otro tipo de solicitudes de alojamiento.)

cc: Transportation Technical Committee, Regional Transportation Advisory Group (Urban and Combined Interests),
Regional Transit Interest and Advisory Group (Urban Interests), and Media

Please contact Gena McCullough at Bi-State (309)793-6300, Ext. 1146 or gmccullough@bistateonline.org **before NOON Monday, March 23, 2026** to indicate your attendance and facilitate a quorum. Voting alternates must be an elected official from the respective jurisdiction or MetroLINK board member.

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

Tuesday, February 24, 2026, 12:00 p.m.
Bi-State Regional Commission
County Council Chambers 317, Third Floor
1504 Third Avenue
Rock Island, IL

MEMBERS PRESENT

Mike Bartels	Mayor, Village of Coal Valley
Faith Duncan	Illinois Department of Transportation, District 2
Rick Dunn	Alderson, City of Davenport
Dennis Gerard	Mayor, City of LeClaire
Jason Gordon	Mayor, City of Davenport
Ross Paustian	Scott County Board of Supervisors
Brian Vyncke	Rock Island County Board

OTHERS PRESENT

Sarah Bambas	Bi-State Regional Commission
Doug DeLille	Illinois Department of Transportation, District 2
Gena McCullough	Bi-State Regional Commission
Sangeetha Rayapati	Mayor, City of Moline (virtual)
Bryan Schmid	Bi-State Regional Commission
Kathy Starling	IICIL (virtual)
Oakley Thompson	Bi-State Regional Commission

1. Approval of Minutes of the January 27, 2026 for the Quad Cities MPO Transportation Policy Committee Meeting. A copy of the meeting minutes was enclosed in Committee members' packets. Vice-Chairman Gerard, in the absence of the Chair, requested a motion to approve the minutes from the January 27, 2026 Transportation Policy Committee meeting. Mayor Gordon motioned to approve the minutes as written. Mr. Vyncke seconded, and the motion carried. Actions taken at the meeting will require ratification at the next Policy Committee meeting due to a lack of a quorum of members in the room.
2. Consideration of Revisions to the Quad Cities MPO FFY 2026-2029 Transportation Improvement Program. Ms. Bambas reported that there were six amendments to the 2026-2029 Transportation Improvement Program (TIP). Illinois DOT submitted a new project for IL 5/IL 74. Next, the City of Davenport's new ICAAP project for a roundabout at Utica Ridge Road and East 56th Street. The second is one of Davenport CitiBus's preventative maintenance projects that is increasing federal funds by over 30%. Lastly, there were a few MetroLINK projects that were moving from past TIPs. Some were increasing in federal funds by over 30%, and some were decreasing in federal funds by over 30%. Ms. Bambas also mentioned that there were four other amendments that came in after the agenda packet went out. One new project from Illinois DOT and a few MetroLINK projects moving from past TIPs increased in federal funding by over 30%. Vice-Chairman Gerard called for a motion to approve the amendments into the TIP. Mayor Bartels motioned to approve the amendments as presented. Mayor Gordon seconded, and the motion carried. See attached TIP amendments at the end of the minutes for reference.
3. Consideration of Programming Iowa Quad Cities Surface Transportation Program Block Grant (STBG) Funds Toward Off-Year Pavement Data Collection in CY2027. Ms. McCullough explained that the IA DOT requested to know whether the Iowa Quad Cities wished to opt into the off-year collection of pavement data

for all public roads, which would take place in 2027. The local share of the cost would amount to \$76,685.14, and would come off the top of the Iowa Quad Cities’ STBG funding balance. Ms. McCullough informed the Policy Committee members that the Technical Committee recommended opting in to the pavement data collection and utilizing the STBG funds, which will improve the decision-making process of what roads are in need of repair. No match is required locally. The question was raised of who orchestrates the collection process. Ms. McCullough stated that the Iowa DOT partners with Iowa State University’s Institute for Transportation to collect the pavement conditions across the state. Mayor Bartels motioned to approve the amendments. Mr. Vyncke seconded, and the motion carried.

4. Consideration of Traffic Safety Management and Transit Asset Management Performance Measures Targets. Ms. McCullough introduced the Traffic Safety Management performance measure targets. Bi-State Regional Commission continues to support state targets set by the Iowa and Illinois DOTs. The targets are shown in the table below:

Measure	Iowa Target 2022-2026 Rolling Average	Illinois Target 2022-2026 Rolling Average
# of Fatalities	364.6	1,077.5
# of Serious Injuries	1,385.3	7,215.5
Fatalities Per 100 mil VMT	1.092	1.061
Serious Injuries 100 mil VMT	4.126	7.595
# Non-Motorized Fatalities & Serious Injuries	149.8	1,289.3

Mr. Gordon motioned to approve the Traffic Safety Management performance measure targets. Mr. Paustian seconded the motion, which carried. Mr. Schmid then discussed the details of the second memo in the agenda packets regarding Transit Asset Management performance measure targets. Targets were submitted by the three fixed-route transit agencies in the urban area. Davenport CitiBus and Bettendorf Transit draft their own TAM plans, while MetroLINK takes part in the IL DOT’s statewide plan for Tier 2 agencies. Mr. Vyncke motioned to support the transit systems’ Transit Asset Management (TAM) performance measure targets. Mayor Bartels seconded the motion, which carried.

5. Public Comments. There were no public comments.
6. Other Business. Aside from the items below, Ms. McCullough mentioned that five out of six public review meetings have been held to solicit input from the public on the *Thrive 2055:Quad Cities Long Range Transportation Plan*. Twelve citizens have shared their thoughts in person so far, along with digital responses shared on Facebook and through the online feedback form. The next in-person meeting will be on Thursday, February 26 at the Rust-Belt in East Moline.
 - *L RTP Facebook page:* <https://www.facebook.com/QCLRTP>
 - *USDOT Competitive Grants Dashboard* <https://www.transportation.gov/grants/dashboard>
 - *Next Quad Cities MPO Policy Committee Meeting – 3/24/26*
7. Adjournment. Mayor Gordon motioned to adjourn. Mr. Vyncke seconded, and the meeting adjourned at 12:30 p.m.

February 24, 2026 - Transportation Policy Committee –
 FFY2026-2029 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
STATE OF ILLINOIS - IL														
IL-27-14	2027	ILL 5/ILL 74	ILL 5 from 16th St to 0.1 mi W of 38th St & ILL 74 from 0.9 Mi S of 23rd Ave (Ave of the Cities) in Moline to 0.4 mi S of ILL 5	Lighting, Widening Existing Pavement, Grading, Shoulder Repair, Pavement Marking	MAINT	\$4,000,000	\$3,480,000	NHPP	\$520,000	NHPP - State Match			2-25000-2000 & 2-25000-2100	New Project. Amendment Approved 2/2026
CITY OF DAVENPORT - DA														
DA-27-02	2027	Utica Ridge Road and East 56th Street Roundabout	Utica Ridge Road and East 56th Street Roundabout	Construct a roundabout	CMP*	\$1,383,515	\$1,106,812	ICAAP			\$276,703	LOC	58292	New ICAAP Project. Amendment Approved 2/2026

AMENDMENTS - COMMITTEE ACTION REQUIRED														
TRANSIT														
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES		
DAVENPORT CITIBUS - CB														
CB-26-06	2026	Preventative Maintenance - FY25 Funds	C	\$600,000	\$480,000	5307	\$0		\$120,000	LOC	12068	Federal share increased over 30%, Amendment Approved 2/2026.		
METROLINK - ML														
ML-24-17	2026	Facility Maintenance	C	\$663,269	\$663,269	5339	\$165,818	TDCs				Project moved from FFY25 to FFY26 and funds from ML-24-19 and ML-24-20 were added to the federal share, increasing it by more than 30%. Amendment Approved 2/2026. TDCs to be requested \$165,818		
ML-24-19	2026	Support Vehicle	C	\$149,447	\$149,447	5307	\$37,362	TDCs				Funds added to ML-24-29, removed from TIP		
ML-24-20	2026	Paratransit or Microtransit Vehicle	C	\$150,000	\$150,000	5307	\$37,500	TDCs				Funds added to ML-24-29, removed from TIP		
AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
STATE OF IOWA - IA														
IA-26-09	2026	US 6	Fairmount St to Division St	Pavement Rehabilitation	MAINT	\$2,820,930	\$2,256,744	NHPP	\$564,186	PRF			57877	Federal share increased by less than 30%, admin mod 2/2026
ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED														
TRANSIT														
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES		
METROLINK - ML														
ML-26-09	2026	Ferryboat Preventive Maintenance	C	\$59,870	\$47,896	5307	\$11,974	TDCs				Federal share increased by less than 30%, administrative modification 2/2026		

March 24, 2026 - Transportation Policy Committee - FFY2026-2029
Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
CITY OF DAVENPORT - DA														
DA-24-03	2026	River Drive and Mound Street	River Drive and Mound Street and approx. 604 feet east of the intersection	Storm Water gate well structure and associated storm sewer improvements at River and Mound	CMP	\$1,600,000	\$1,207,460	PROTECT			\$392,540	CTY	55827	Change in scope and federal share decreased by over 30%. Amendment Pending 3/2026
DA-24-05	2027	Marquette Street/Rockingham Road	Marquette Street Between 2nd and 3rd Streets/Rockingham Road Between Sturdevant and Marquette	Raise and reconstruct Rockingham Road / 2nd Street between Sturdevant and Marquette. Raise and reconstruct 2nd St and Marquette Street intersection, with new traffic signals, up to 3rd Street	CMP	\$6,498,000	\$5,000,000	PROTECT			\$1,498,000	CTY	55829	Change in scope and federal share increased by over 30%. Amendment Pending 3/2026
DA-24-08	2027	3rd Street & LeClaire Street/4th Street and LeClaire Street/3rd and 4th Streets & River Drive	LeClaire St from 2nd to 4th St/ 3rd St 1/2 block on each side of LeClaire/ 3rd & River Dr Intersection/4th & River Drive Intersection.	Raise & reconstruct approximately 800 LF of LeClaire Street and 750 LF of 3rd Street and reconfigure geometry at the intersections of River Drive & 3rd Street and River Drive & 4th Street	CMP	\$3,445,000	\$2,800,000	PROTECT			\$645,000	CTY	55833	Change in scope and federal share decreased by over 30%. Amendment Pending 3/2026
CITY OF BETTENDORF - BE														
BE-24-02	2026	Middle Road	Forest Grove Dr. to Crow Creek Rd. Includes ~568.89' west of Hopewell Ave, ~287.29 East of Hopewell Ave, ~440.75 west of 53rd Ave, 240.11' east of 53rd Ave, and ~372.03' south of Crow Creek Rd	FE	L RTP	\$2,000,000	\$1,600,000	Earmark - HPC			\$400,000	CTY	54980	Additional termini were added. Amendment Pending 3/2026
AMENDMENTS - COMMITTEE ACTION REQUIRED														
TRANSIT														
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES		
DAVENPORT CITIBUS - CB														
CB-26-09	2026	Preventive Maintenance	C	\$242,639	\$32,630	FY 23 5339			\$8,158	LOC	12071	Description updated from "Fareboxes" to "Driver Enclosures and Cameras". Federal Share increased over 30%. Amendment Pending 3/2026		
					\$161,481	FY 24 5339			\$40,370					
METROLINK - ML														
ML-26-02	2026	Preventive Maintenance	C	\$625,000	\$500,000	5307	\$125,000	TDCs					Federal Share decreased by over 30%. Amendment Pending 3/2026. TDCs to be requested: \$125,000	
ML-26-03	2026	Transit Enhancements	C	\$625,000	\$500,000	5307	\$125,000	TDCs					Being removed from the TIP. Amendment Pending 3/2026	
ML-26-04	2026	MSE	C	\$381,100	\$304,880	5307	\$76,220	TDCs					Federal share decreased by over 30%. Amendment Pending 3/2026. TDCs to be requested: \$76,220	
ML-26-05	2026	ADP Hardware	C	\$625,000	\$500,000	5307	\$125,000	TDCs					Being removed from the TIP. Amendment Pending 3/2026	
ML-26-06	2026	ADP Software	C	\$400,000	\$320,000	5307	\$80,000	TDCs					Federal Share decreased by over 30%. Amendment Pending 3/2026. TDCs to be requested: \$80,000	
ML-26-11	2026	Dock Manufacturing & Construction	C	\$625,000	\$500,000	5307	\$125,000	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$125,000	
ML-26-12	2026	Professional Services / Planning	C	\$1,250,000	\$1,000,000	5307	\$250,000	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$250,000	
ML-26-13	2026	Shelters	C	\$225,000	\$180,000	5307	\$45,000	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$45,000	
ML-26-14	2026	Engineering	C	\$1,030,938	\$824,750	5337	\$206,188	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$206,188	
ML-26-15	2026	Facility Maintenance	C	\$716,829	\$573,463	5339	\$143,366	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$143,366	
ML-26-16	2026	Fixed Route Vehicle	C	\$162,500	\$130,000	5339	\$32,500	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$32,500	
ML-26-17	2026	OMC Equipment Modernization	C	\$5,000,000	\$5,000,000	Community Project Funding							pending grant application, Amendment Pending 3/2026	
ML-26-18	2026	Engineering	C	\$625,000	\$500,000	5307	\$125,000	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$125,000	
ML-26-19	2026	Facility Maintenance	C	\$937,500	\$750,000	5307	\$187,500	TDCs					New Project. Amendment Pending 3/2026. TDC's to be requested: \$187,500	
ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED														
ROADWAY/TRAIL/OTHER														
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
STATE OF IOWA - IA														
IA-28-08	2026	US 61	DME RR 0.8 mi N of I-80 (NB/SB)	Bridge Rehabilitation	MAINT	\$7,620,000	\$6,096,000	STBG	\$1,524,000	PRF	\$0		55685	Federal share increased by less than 30%, admin mod. 3/2026

2055 Long Range Transportation Plan Input Summary and Response Record

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
9/12/2025	Pearson	Public	<p>Future Land Use map shows future residential areas near Pinnacle Country Club on parcels owned by the club. The club is larger than what's shown on the map. [The land use data is based on trips. It's possible Pinnacle owns more parcels, but no trips are generated by them or there is nothing happening there, so it is considered vacant.]</p> <p>Two nature preserves are not shown on the Future Land Use map: Beling Ecological Preserve and Collinson Ecological Preserve [There is no apparent public access to the preserves, so they do not generate trips. The coding, however, was changed to "Passive Park."]</p>
1/16/2026	Wolf	Davenport CitiBus	<p>Page 190 and 197 says Davenport has 10 routes and that needs to be 15. [Will adjust text to 15 routes instead of 10]</p>
2/10/2026	DeLille	Illinois DOT	<p>Asked about "not specified" projects in the table of funding sources. [The \$18,750 in federal funds that did not specify a federal source were associated with the Extreme Weather Resiliency planning project from FY20. We will check on how to identify that in the list.]</p>
2/9/2026	Survey	Survey Respondent	<p>Elaborate on the benefits of bike/ped infrastructure such as economic, environmental, health, and equity benefits. [Sample benefits added on p. 173 under "Trails and Bikeways."]</p>
2/10/2026	Survey	Survey Respondent	<p>I did not see any proposed plans for multi used paths to connect the southeast part of the Bi State region? Priority should be to install bike paths along the Indian Bluff Road/ Andalusia Road from Andalusia to Route 150 and the connecting from 150 back to Route 6 going east through Coal Valley to the east most border of Colona. Route 6 in Coal Valley is going to start development along the corridor and this is one piece that could enhance the area and connect them to other communities. [A facility is proposed along the Andalusia Road corridor from Turkey Hollow Road to U.S. 150. Staff will contact Coal Valley to see if there would be interest in further extending this facility.]</p>
2/9/2026	Survey	Survey Respondent	<p>Quad Cities Bike Club should be revised to Quad Cities Bicycle Club [Paragraph removed from Chapter 6.]</p>
2/5/2026	Halm	Iowa DOT	<p>Policy Board is recommended to approve the forecast control totals for employment and population, as well as the calibrated model. Do be done prior to the final document approval</p> <p>a. I do not see this in the chapter [Discussed with Iowa DOT and indicated the Policy Committee received a report and provided a general consensus]</p> <p>Articulate how the model is utilized in project prioritization and selection.</p> <p>a. Around page 57 the network scenarios are documented, it appears that different groups of projects are analyzed, but prioritization and/or selection is not clear. It is possible that all capacity enhancing projects would be built in the TIP or near term.</p> <p>Comments on Chapter 4</p> <ul style="list-style-type: none"> - Page 5/84, for the reference of the continuous count stations, there are roughly 170 managed by the Iowa DOT [Text updated.]

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
			<ul style="list-style-type: none"> - Page 50/84, <ul style="list-style-type: none"> • There is mention of the TAZs in the new model. 2070 is listed several times, but the version that I have, show 2071 [2,071 is the correct number of TAZs. Text updated.] • The calibration year is listed as 2022, but page 5/84 references that 2023 data was used for calibration/counts. The Iowa DOT counts for the Bi-State area was 2022. [Text updated to reflect that AADT counts were from 2022.] - Page 57/84, the first sentence references Table 4.14, the table immediately after this section is mislabeled as Table 4.1 [Text updated.]
2/18/2026	Torres-Cacho	Iowa DOT	<ul style="list-style-type: none"> - Chapter 1, page 3, Table: Quad Cities Metro. Plan. Transportation Objective, is it meant to represent the 10 Planning Factors? If yes, should a row be provided for factor 10 - “Enhance travel and tourism”? [Included under Development Goals] - Chapter 1, page 15, second paragraph: travel time to work (18.6 minutes) and drive alone (85.5%) don’t appear to match with table 1.1 on page 16. [Data updated in version 1/14/26 for consistency.] - Chapter 3, page 75, there is a space between “u” and “s” in the heading titled Available Revenues. [Text appears correct in the PDF (version 1/22/26).] - Chapter 3, page 76, 1st paragraph 2nd sentence, there appears to be a typo - “sco e”. [Third line, text appears correct (version 1/22/26).] - Chapter 3, page 82, 1st paragraph under the heading “Projected Future Transportation Expenses” there is a typo - “ate” instead of rate. [About line 10, text appears correct (version 1/22/26).] - Chapter 3, page 83, 4th paragraph last sentence states \$451 M investment per Table 3.3. Page 90 of Table 3.3 has a grand total of \$441.5 M. Also, I noticed the two columns used to calculate the Project Cost grand total for the 2055 LRTP priorities is off by \$1. [Updated text with \$441.6 million. The difference in the sum of the two columns is a result of rounding.] - Chapter 3, page 95, change heading “US 67/Centennial Bridge Corridor reconstruction” to “US 67/Centennial Bridge Corridor Improvements”. Also remove reconstruction reference on page 96, last paragraph. We should not be calling it a reconstruction or replacement until a preferred alternative is selected...raises concern by the historical folks. Also, on it’s own the bridge is not a nationally registered historic structure. Rather the bridge is considered a contributing structure within the Downtown Rock Island Historic District which is on the NRHP. Contributing structures/properties are considered listed and are treated the same as individually listed properties. Illinois SHPO has the bridge listed as contributing structure #113. [Text updated.] - Chapter 3, page 98, Scott County - 210th/Jersey \$1M is not included in the IA QC total, should it be? [Project not found in Table 3.6 in the PDF (version 1/22/26)] - Chapter 4, page 105, 2nd paragraph, include state highway 461. [Text updated.] - Chapter 4, Table 4.3, page 110, the ADT does not appear to reflect what is on the related maps. It is interesting to compare to the last table from the 2021 LRTP. [AADT data in the table updated for consistency. Counts were taken in 2022, reported and downloaded in 2023.] - Chapter 4, page 117, what is the source for the statement that US 67 Centennial bridge is considered the most structurally deficient bridge in Iowa. The current Bridge Condition Classification is Fair. Please update on the map too. [Text removed. Data is derived from the 2023 National Bridge Inventory data set.]

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
			<ul style="list-style-type: none"> - Chapter 4, page 121, 1st paragraph mentioned US 67 Centennial Bridge Phase I engineering for reconstruction to be completed by 2027. Please update statement. Reconstruction has not been selected as a preferred alternative. [Text revised to "engineering study"] - Chapter 6, general question, do cities in the MPO have an ADA transition plans? [Bi-State staff has not assessed if jurisdictions in the MPA have ADA transition plans.]
2/22/2026	Survey	Survey Respondent	<p>RBT info is not accurate. elders without disabilities can ride in Scott County but not in Davenport. Filling out the strict ADA guidelines Citi Bus required was disconcerting since I have utilized RBT for many years. I am 78 and have mobility problems as well as problems orienting myself if dropped off in a huge parking lot not near the door or at stop on the other side of a busy street. I also no longer drive. I want to feel safe...not be run over by a car or truck. The long ADA application with separate boxes for text using Adobe was frustrating and I printed what I had and filled in the rest by hand. instead of outfitting large city buses with lifts and etc. that money needs to be put into the door to door transportation RBT provides. Elders are subliminally accused by the requirements of strict ADA of wanting the convenience of door to door service...that is a myth. so as elders we are told if we are determined by Citi Bus to be able to hobble to a stop several blocks away...stand out in the cold, wind, rain, heat and then make 2 or 3 transfers one being the Dav/Bett transfer stop (old Duck Creek) for a medical appt. on 53rd (depending on which side of the road) I need to catch Citi Bus at 8 a.m. to make my appt. on the Bett. side of 53rd at 11 a.m. If elders with or without disabilities are expected to ride mass transit point to point, then door to door service needs to be reconsidered as an option for anyone over 65. Fortunately, I had enough residual disability from hip and knee surgeries and a stroke to remain eligible. Walking is important exercise for elders but where I walk around my block and the nearby school should not disqualify me from door to door service. As I said I feel unsafe dealing with traffic outside my neighborhood. And if starting at age 65 the medical community asks if I am a fall risk....then the mass transit community needs to use the same guidelines for elder riders. [Forwarded comment to the transit agencies that handle these programs to evaluate the comments for consideration]</p>
2/22/2026	Survey	Survey Respondent	<p>Cost of ticket/ride is not accurate [Forwarded comment to the transit agency and determined ticket prices are accurate]</p>
2/21/2026	Campagna	Facebook Comment	<p>The bus does not go to the Rust Belt [The Route 50 is located approximately 0.2 miles away.]</p>
2/20/2026	Peake	Facebook Comment	<p>I live on 7th Ave 2100 block and there is about 12 kids aging from 7-14 yrs old that have to cross all these streets in the snow and ice and make it over to 6th Ave and stand and wait for the city bus when the bus can come up 7th Ave and go around to 6th that way all these kids don't have to try to cross 3 streets I have suggested this to one of the city bus driver and he said it would make sense and that he would say something about it. I'm scared one of the kids are going to get hit. Instead of going on 6th Ave it needs to be 7th Ave they come up and go around pass river church onto 6th Ave it makes more sense for the kids sake. And I have two kids in that mix that walk over there as well. around 7am (school hours) you will see about 12 or a little more kids coming out this building including my kids and my son is the oldest when he is about to be 15 next month and I watch them cross these streets and I be scared for these little ones cause while they trying or about to run across the street a lot of times they can't see because the school bus that pulls up around the same time they all are leaving out to get over to 6th Ave the bus is blocking there view from the traffic. [Forwarded to MetroLINK staff and the suggestion was for students to walk to 25th Street (which has</p>

Date Received	Last Name	Jurisdiction, Organization, or Place of Residence	Summary Comment and Response (Blue Type)
			a shelter) and catch the bus as it heads up the hill. This adjustment would prevent them from needing to cross those streets. MetroLINK is reaching out directly to the commenter on this response]
2/21/2026	Survey	Survey Respondent	North south connections are still limited [Multiple north-south routes have been proposed in Map 6.2.]
2/25/2026	Survey	Survey Respondent	(need more clarification on) How the connection with the Eldridge trail to the Quad Cities trail network [A route connecting Eldridge and the urban trail network has not yet been decided.]
2/25/2026	Survey	Survey Respondent	The timeline for connecting the Eldridge trail to the Quad Cities trail network (is missing) [A timeline for completing this segment has not yet been established.]
2/25/2026	Survey	Survey Respondent	How to start service from the Quad Cities to Chicago by rail (is missing) [Negotiations between IL DOT and Iowa Interstate Railroad are ongoing as of February 2026.]