

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION TECHNICAL COMMITTEE
WITH REGION 9 TRANSPORTATION TECHNICAL COMMITTEE

Tuesday, November 12, 2024, 10:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 320
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Brian Ballard	City of Riverdale
Rob Bates	Illinois Department of Transportation – District 2
David Dryer	City of Moline
Jeff Horne	City of Wilton
Angie Kersten	Scott County
Laura Klauer	City of Moline
Brent Morlok	City of Bettendorf
Tanner Osing	City of Rock Island
Gary Statz	City of Davenport
Lucie VanHecke	MetroLINK

OTHERS PRESENT

Sarah Bambas	Bi-State Regional Commission
Dennis Bockenstedt (virtually)	City of LeClaire
Kevin Coon (virtually)	City of Muscatine
Doug DeLille	Illinois Department of Transportation
Dave Kovarik	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Ricky Newcomb	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Katie Smith	Illinois Department of Transportation – District 2
Zach Sutton	Bi-State Regional Commission
Chelsey Waterman	MetroLINK

1. Approval of Minutes of the October 8, 2024 Transportation Technical Committee (TTC) Meeting. Mr. Morlok requested a motion for approval of the October 8, 2024 minutes of the Transportation Technical Committee. Mr. Bates motioned to approve the minutes as written. Ms. VanHecke seconded, and the motion carried.
2. Discussion and Consideration of MPO/RPA Boundaries Revisited. 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. Within the Quad Cities MPA boundary, there is 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 use 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 funding, the RPA STBG would receive an additional \$94,860. For TASA, the RPA would receive \$9,180. Both of these numbers would be subtracted from the MPO's total STBG and TASA funds. Mr. Morlok asked for a motion to recommend that the urbanized area boundary be used to determine funding allocation. Ms. Kersten motioned, and Mr. Ballard seconded. The motion carried.

3. Consideration of Revisions to the Quad Cities MPO FFY 2025-2028 Transportation Improvement Program. Ms. Bambas noted that there were two amendments from the Illinois DOT. The first amendment is for Osco Road from I-80 to IL 81, which is a STP urban and rural project. The second amendment is for the new NEVI charging station at South Park Mall in Moline. Mr. Ballard motioned to recommend this revision to the policy committee. Ms. Kersten seconded, and the motion carried.
4. Presentation on Thrive OC 2055 Long Range Transportation Plan – Freight Chapter and Status of Future Land Use. Mr. Kovarik highlighted four key areas in the chapter: air, rail, road, and river. The recent freight plan addendum was utilized to form this chapter. For air, there will 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. For road, truck traffic has a higher projection than the previous plan. The interstate bottlenecks for trucks were on I-80, I-280, and I-74. For river, 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. The land use projections will also be added to the chapter.
5. Discussion and Consideration of Future Population and Employment Projections for Thrive OC 2055 Long Range Transportation Plan. Mr. Newcomb presented the population projections for 2055. There were 5 different scenarios shown and 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, which 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; this indicated a 0.17% growth rate and a 2055 population of 317,426. Lastly, Scenario 5 showed a W&P projection for 2023-2055, which 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. 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. Status of Illinois and Iowa Quad Cities Federal Functional Classification. Ms. Bambas presented the Federal Functional Classification (FFC) Recommendations for the Illinois and Iowa 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. During the September Transportation Technical Committee, a map for the Illinois DOT FFC recommendations was presented. During this November meeting, a status update to those recommendations was given. Ms. Bambas stated that all 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. Illinois DOT does not need a formal resolution for their FFC changes. Bi-State staff conveyed the Illinois Quad Cities stances to the Illinois DOT, and the DOT approved them. The Iowa Quad Cities FFC changes were then presented. Changes in FFC came from the cities of Bettendorf and Eldridge. Ms. Bambas stated that the Iowa DOT has a more formal reclassification process, and there will need to be a motion to recommend these changes to the policy

committee. There was discussion about what a collector meant in the MPO vs outside of the MPO. There was also discussion about Riverdale having an interest in reclassifying one of their roads. Once the resolution of these FFC changes is approved at the policy level, it will be sent to the Iowa DOT who will review the mileage allocation. Mr. Ballard motioned to recommend the Iowa Quad Cities FFC changes to the policy committee. Mr. Statz seconded, and the motion carried.

7. Discussion on Congestion Management Location Analysis. Ms. McCullough presented the Congestion Management Process (CMP). CMP considers congestion-related issues using a set of technical tools and basing evaluations on the discrete set of locally determined performance measures. The CMP is related to the LRTP because it will help the MPO identify congested locations and develop alternative strategies to mitigate congestion. Ms. McCullough presented causes of congestion and Bi-State CMP historical data using travel time that was gathered by the floating car technique. Bi-State now uses Street Light Data for the CMP that uses average AADT, travel time, and free flow speed. Corridors in the MPO that Street Light Data captured below the speed limit were shown. There were a significant amount of corridors highlighted. The map was then adjusted to show corridors below 5mph of the speed limit that narrowed down the corridors. These corridors were then presented to the committee, and the question was proposed to the committee if these are accurate. Ms. Waterman mentioned to the committee that MetroLINK uses BlueToad bluetooth data collection for their origin and destination data. Ms. McCullough told the committee that the list of corridors would be sent out to the committee for comment.
8. Public Comments. There were no public comments
9. Other Business. Ms. McCullough mentioned the items below and also mentioned that Bi-State has a possibility to apply for a PROTECT grant that will fund an extreme resiliency plan for the whole Quad Cities.
 - *USDOT Key Notices of Funding Opportunity <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>*
 - *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – 2/24/25*
 - *Local and Regional Project Assistance Grants (RAISE) – November 2024 opening date*
 - *Port Infrastructure Development Program – December 2024 opening date*
10. Adjournment. Mr. Bates motioned to adjourn. Mr. Ballard seconded, and the meeting was adjourned at 11:10 a.m.

November 12, 2024 - Transportation Technical Committee –
 FFY2025-2028 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-25-12	2025	Osco Rd	I-80 to IL 81	Milling, pavement patching and resurfacing	L RTP	\$8,000,000	\$1,670,000 \$4,730,000	STP-Urban STP-Rural	\$1,600,000	STA				New Project. Amendment Approved 11/2024
IL-25-13	2025	South Park Mall (4401 27th St, Moline)	South Park Mall (4401 27th St, Moline)	Charging Station	OTHER	\$919,465	\$735,572	NEVI			\$183,893	LOC		New National Electric Vehicle Infrastructure Project. Amendment Approved 11/2024