

Minutes of the
REGION 9
TRANSPORTATION POLICY COMMITTEE

Serving Rural Scott County and all of Muscatine County

Friday, July 11, 2025 – 11:00 a.m.
Scott County Secondary Roads
950 Blackhawk Trail Rd, Eldridge, IA
Mike Limberg, Chair

Technical Committee Members Present

Michael Limberg	Mayor of City of Love Grove
Ross Paustian	Scott County Board of Supervisors
Scott Sauer	River Bend Transit Board
Jeff Sorenson	Muscatine County Board of Supervisors

Others Present

Gena McCullough	Bi-State Regional Commission
Zach Sutton	Bi-State Regional Commission
Carter Thompson	Bi-State Regional Commission

1. Public Hearing on Region 9 FFY 2026-2029 Transportation Improvement Program (TIP). Mayor Limberg called the meeting to order at 11:00 a.m. and requested a motion to open the public hearing. Mr. Sorenson motioned to open the meeting, and Mr. Paustian seconded. Having received no public comment, either in person or online, Mayor Limberg then requested a motion to close the public hearing. Mr. Sorenson motioned, and Mr. Paustian seconded. The hearing closed at 11:01 a.m.
2. Approval of Minutes of the March 26, 2025 Region 9 Policy Committee Meeting. Mr. Sorenson made a motion to approve the Transportation Policy Committee minutes from the March 26, 2025 meeting. Mr. Sauer seconded, and the minutes were approved as written.
3. Consideration of FFY 2026-2029 Region 9 Transportation Improvement Program (TIP). A draft copy was included in the meeting materials. Mr. Sutton gave a presentation on the draft of the FFY 25-28 Region 9 TIP document. The presentation included a brief overview of what a TIP document is, as well as the process of creating and amending the TIP. The presentation also included a table of projects in the TIP for the next fiscal year (FFY 26) with a cost greater than \$1 million. Mr. Sutton informed the committee that a discrepancy between the Iowa DOT and Bi-State had been found regarding the amount of STBG funding available to Region 9. After conversations with the DOT and a review of Bi-State's figures, it was determined that, due to recent projects coming in under budget and a couple of mis-entered figures, there were roughly \$400,000 more STBG funds available for Region 9 than had been shown in Bi-State's figures. This meant that there was no longer an overage in STBG funds for FFYs 2027 and 2028. There was also a similar, but much smaller, discrepancy regarding Region 9's TAP funds, with the region having roughly \$40,000 more in TAP funding than what Bi-State had shown. Following a brief discussion, Mr. Sorenson motioned to approve the FFY 2026-2029 Region 9 TIP, Mr. Paustian seconded, and the committee unanimously voted to approve the TIP.
4. Consideration of Iowa Region 9 Candidate Project for Transportation Alternative Set-Aside (TASA a.k.a TAP) Funds. Mr. Sutton informed the committee that one application for TAP/TASA funds had been submitted this funding cycle. This application was submitted by the City of Muscatine originally

requesting \$330,000 in funds for the first phase of the Mad Creek Trail project, “a ten-foot-wide multi-use trail extending 0.42 miles from the existing Mississippi River Trail at the mouth of Mad Creek to the north side of 5th Street. The trail will run along the east bank of Mad Creek.” He informed the committee that the Region 9 Technical Committee had recommended that the project be awarded \$329,600 in TAP/TASA funds (exactly 80% of the original total project cost of \$412,000) in FFY 2027 as a set amount. Mr. Sauer motioned to award the project \$329,600 in FFY 2027 as a set amount. Mr. Paustian second the motion, and the funds were awarded unanimously to the City of Muscatine for Phase I Mad Creek Trail (extending 0.42 miles from the existing Mississippi River Trail at the mouth of Mad Creek to the north side of 5th Street).

5. Discussion of Regional Profile and Regional Transit Network Chapters of 2050 Region 9 Long Range Plan. Mr. Sutton gave a presentation on the progress that had been made in updating the Regional Profile and Regional Transit Network Chapters of the 2050 Long Range Transportation Plan (LRTP). He began by going over the list of goals in the Regional Profile, updated to reflect discussions at the last Tech and Policy committee meetings. These changes included that the phrase “climate changes” be removed from the description of the Preservation & Resiliency Goal and changing the description of the Accessibility and Mobility goal to end with the phrase “for those that require additional accommodations.” It was suggested by the committee that “river navigation” be added to the list of modes in the “Modes” goal.

Mr. Sutton then updated the group on the results of public input survey, noting that there had been 38 responses to the survey distributed by Bi-State. He also noted that in preparation for the recently held Region 9 Transit Summit, Bi-State had worked with Muscatine Public Health to release a second survey combining questions from an initial Muscatine Public Health survey with two questions from the Bi-State survey. These questions asked respondents to identify their three biggest issues and three biggest improvements that they would like to see regarding transit and transportation in Region 9. In the initial Bi-State survey, the three most commonly identified improvements that respondents would like to see were increased bus services – times and routes (18 responses), road maintenance/improvement (8), and more trail and increased connectivity (6). These areas were also the top three identified issues with the current system in the survey. The results of the second survey were still being tabulated. Mr. Sutton then gave the committee a brief overview of the data that would be used in the Transit chapter of the LRTP (Chapter 3). This data included the weekday and weekend hours of both MuscaBus and River Bend, ridership numbers and revenue for the last 15 years for both providers. Mr. Sutton also mentioned that Bi-State was working on a way to best project future ridership for both agencies, as the technical committee had said that the initial projections were too optimistic regarding ridership increases.

6. Public Comments. There was a discussion regarding comments that had been received in Long Grove regarding e-bike speed regulations and signage.
7. Other Business. Ms. McCullough informed the committee that both the *FFY 2026 Region 9 Transportation Planning Work Program* and the *2025 Quad Cities-Kewanee-Muscatine Traffic Safety Action Plan* can be found on Bi-State’s website. She also highlighted a few upcoming grant opportunities, including the Iowa State Transportation Alternatives Program (TAP), applications for which are due October 1, and the Iowa Clean Air Attainment Program, also due October 1.
8. Adjournment. Mr. Sorenson motioned to adjourn, Mr. Sauer seconded, and the meeting adjourned unanimously at 12:06 p.m.

TIP REVISION

Long Grove – Amendment

FFY	PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #	Revision
					DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
2025	LG-24-01	1st Street Multi-Use Path Phase 2 - 1st St. (Pine St. - N. Corporate Limits at N. Prairie Ball Diamond Park)	Ped/Bike Grade and Pave (DOT Code)	\$561,426	\$336,640	TAP			\$224,786		TPMS # 54883	Moving from FFY 24 to FFY 25

Scott County – Amendment

FFY	PROJECT NUMBER	PROJECT LOCATION	PROJECT DESCRIPTION	TOTAL ESTIMATED COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS #	PROJECT STATUS / NOTES
					DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
2026	SC-23-03	On Y4E, Over a Tributary to Rock Creek, S3 T80 R1E	Bridge Replacement	\$400,000	\$320,000	HBP(FA)	\$80,000	HBP-SWAP			TPMS #31024	To be removed.

RBT – Administrative Modification

FFY	PROJECT NUMBER	PROJECT DESCRIPTION	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS ID #	PROJECT STATUS / NOTES
					DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
2025	RBT-22-04	Construct Vehicle Storage Garage	\$8,421,000	\$8,421,000	\$6,736,800	SEC. 5339			\$1,684,200	LCL	11679	Funding increased by 5.5%, Moving from FFY 24 to FFY 25

MuscaBus – Amendment

PROJECT NUMBER	PROJECT DESCRIPTION	COST PER UNIT	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE		TPMS ID #	PROJECT STATUS / NOTES
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE		
MTS-25-01	FFY 2025 Transit Operations (includes Admin/Maintenance \$\$)	\$1,280,100	\$1,280,100	\$170,390	SEC. 5311	\$312,646	STA	\$797,064	LCL	9964	Federal Funding Decrease
MTS-25-02	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 253 with electric LD bus	\$300,000	\$300,000	\$255,000	SEC. 5339(c)			\$45,000	LCL		To be Removed
MTS-25-03	Expansion Electric LD Bus	\$300,000	\$300,000	\$255,000	SEC. 5339(c)			\$45,000	LCL		To be Removed
MTS-25-05	Garage expansion 120'X40'	\$340,000	\$340,000	\$272,000	SEC. 5339(c)			\$68,000	LCL		To be Removed
MTS-25-06	Charging Stations for electric buses and electrical fees	\$33,750	\$67,500	\$60,750	SEC. 5339(c)			\$6,750	LCL		To be Removed
MTS -25-07	Workforce Development for electric vehicle maintenance	\$55,000	\$55,000	\$44,000	SEC. 5339(c)			\$11,000	LCL		To be Removed
MTS-24-05	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 254	\$197,539	\$197,539	\$167,908	SEC. 5339(c)			\$29,631	LCL	10252	Funding Increase
MTS-25-08	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 253	\$197,539	\$197,539	\$167,908	SEC. 5339(c)			\$29,631	LCL	11686	Added to FFY 25