

**Minutes of the**  
**REGION 9**  
**TRANSPORTATION POLICY COMMITTEE**

*Serving Rural Scott County and all of Muscatine County*

Thursday, February 19, 2026 – 2:00 p.m.  
River Bend Transit  
7440 Vine Street Court, Davenport, 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

1. Approval of Minutes of the October 31, 2025 Region 9 Policy Committee Meeting. Mayor Limberg opened the meeting and asked for consideration of approval of the minutes. Mr. Sorenson made a motion to approve the Transportation Policy Committee minutes from the October 31, 2025 meeting. Mr. Paustian seconded, and the minutes were approved as written.
2. Consideration of ADA Program Access Plan. Ms. McCullough presented to the group on the 2026 *Bi-State Regional Commission ADA Program Access Plan*. The plan originated from a 2024 Transportation Management Area (TMA) certification review, which recommended that Bi-State develop an ADA Program Access Plan. Built using guidance from the Iowa DOT and Illinois DOT, as well as using the Denver Regional Council of Governments & Skagit Council of Governments as examples, the plan outlines federal ADA requirements, as well as specific requirements for public notice and meeting locations, and provides a resource checklist and a request and complaint procedure. Ms. McCullough noted that this plan states that the amount of time required for requests for language accommodation is 72 hours prior to a meeting. This reflects a change that will be made in the 2026 MPO and RPA Public Participation Plans, as previous years only required 24 hours' notice. Mr. Sorenson motioned to approve the ADA access plan, Mr. Sauer seconded, and the ADA access plan was approved unanimously as a recommendation for the Bi-State Regional Commission.
3. Discussion of 2050 Region 9 Long Range Plan Update. Mr. Sutton gave a presentation on the status of the *2050 Long Range Transportation Plan for Iowa Region 9 (LRTP)*, noting that drafts of the Roadway Network and Freight Network chapters could be found on the Bi-State website. Highlighting the work that had been done on the Roadway Network chapter, he presented to the group a series of tables and maps that will be in the chapter. Among the tables presented were tables highlighting road mileage by pavement condition in Region 9 and crash severity from 2020-2024 in Scott and Muscatine Counties. The maps presented included road surface condition, crash frequency, and future roadway priorities maps. There was discussion regarding the crash maps, with the group suggesting that the map should be changed to show fatal and major injury crashes, rather than just

symbolizing individual crashes.

Mr. Sutton noted that 53 long-range projects had been identified for the plan, with a jurisdictional breakdown as follows:

- 19 from the City of Muscatine
- 19 from Muscatine County
- 12 from Scott County
- 1 from the State of Iowa
- 1 from the City of Long Grove
- 1 from the City of Wilton

Highlighting the upcoming Trails chapter, Mr. Sutton showed the group the data, graphs, and map that will be in the chapter. The graphs included total trail miles by facility, pedestrian and bicycle crash severity in Region 9, and the FHWA recommendations for shoulder width and bike facility type based on traffic speed and volume. Mr. Sutton then showed the group a series of cost per mile cost estimates for the construction and maintenance of trails. Noting that the Region 9 technical committee had already indicated that these numbers were too low, he presented the figures, showing construction per mile estimates at a low end of \$300,000 (urban) – \$480,000 (rural), based on the *2025 Iowa DOT Bike/Ped Plan*, and high end of \$1,000,000 per mile, based on the *2017 Iowa City Bicycle Master Plan*. Maintenance costs were estimated to be between at a low end of \$679 (urban) – \$967 (rural), based on 2022 estimates from the Rails to Trails Conservancy, and high end of \$4,000 per mile, based on the *2017 Iowa City Bicycle Master Plan*. Mr. Sutton then said that new construction cost estimates, based on feedback from the technical committee, with a low end of \$639,000 per mile and a high end of 1,847,000 per mile. These estimates were taken from trail projects in the *2024-2028 Muscatine Capital Improvement Plan*. The new construction cost estimates were then applied to proposed trail connections in the region, giving the estimated cost ranges for the construction. Mr. Sutton and Ms. McCullough noted that they were examining alternative maintenance cost estimates, and were reaching out to multiple jurisdictions in the Bi-State region to see if they had maintenance cost estimates.

4. Public Comments. There were no public comments.
5. Other Business. Mr. Sutton informed the group that updated STBG and TAP targets had been released. He noted that for Federal Fiscal Year (FFY) 2026, the STBG target had increased from \$1,729,251 to \$1,767,518 and the TAP target had increased from \$182,502 to \$217,672. For FFY 2027-2030, STBG and TAP targets had decreased from \$1,761,000 to \$1,759,000 and \$188,000 to \$187,000 respectively. With these updates, he said, there is now \$3,727,048 in STBG funds and \$717,651 in TAP funds available for programming through FFY 2030
6. Adjournment. Mr. Sorenson motioned to adjourn, Mr. Paustian seconded, and the meeting adjourned unanimously at 2:10 p.m.