

Minutes of the
REGION 9
TRANSPORTATION TECHNICAL COMMITTEE

Serving Rural Scott County and all of Muscatine County

Thursday, February 12, 2026 – 9:30 a.m.
River Bend Transit
7440 Vine Street Court, Davenport, IA
Angie Kersten, Chair

Technical Committee Members Present

Sherli Childers	River Bend Transit
Kevin Coon	City of Muscatine
Amy Fortenbacher	City of Muscatine
Bryan Horesowsky	Muscatine County
Jeff Horne	City of Wilton
Elliott Pennock	Scott County

Others Present

Brian Meinsma	Muscatine County
Gena McCullough	Bi-State Regional Commission
Zach Sutton	Bi-State Regional Commission

1. Approval of Minutes of the September 22, 2025 Region 9 Transportation Technical Committee Meeting. As acting chair, Mr. Horesowsky called the meeting of the Iowa Region 9 Transportation Technical Committee to order at 9:32 a.m. and asked for a motion to approve the minutes after noting that the meeting time listed in the previous minutes. Mr. Pennock made a motion to approve the Transportation Technical Committee minutes from the September 22, 2025 meeting pending that correction. Mr. Coon seconded, and the motion passed unanimously.
2. ADA Access Plan. Ms. McCullough presented on the 2026 *Bi-State Regional Commission ADA Program Access Plan*. The plan originated from a 2024 Quad Cities MPO 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 and Skagit Council of Governments as examples, the plan outlines federal ADA requirements, as well as specific requirements for public notice and meeting locations. It also 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 accommodation requests is 72 hours prior to a meeting or event. This reflects a change that will be made in the 2026 MPO and Region 9 Public Participation Plans, as previous years only required 24 hours' notice. Ms. Childers motioned to recommend approval of the plan to the Region 9 Policy Committee, Mr. Pennock seconded, and the committee voted unanimously to recommend the plan for approval.
3. Discussion of 2050 Long Range Plan for Iowa Region 9 Update. Mr. Sutton gave a presentation on the status of the *2050 Long Range Transportation Plan for 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 a series of

tables and maps 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 included road surface condition, crash frequency, and future roadway priorities maps. 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

Mr. Horesowsky pointed out that the road surface data was incorrect for Muscatine County, as well as a couple of incorrect map placements in the chapter. Mr. Sutton noted these issues and said that they would be reviewed and corrected accordingly following the meeting.

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. He provided a series of per mile cost estimates based on a variety of sources. Construction per mile costs were estimated 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 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*. These estimates were then applied to proposed trail connections in the region, giving the estimated cost ranges for both the construction and maintenance of these trails. The consensus among the group was that both construction and maintenance estimates were too low. Mr. Sutton mentioned that a previous iteration of the construction estimates in the draft chapter had used per mile cost estimates based on the city of Muscatine’s Capital Improvement Program, with a low end of \$639,000 per mile and a high end of 1,847,000 per mile. The group agreed that this was a more realistic range. Ms. McCullough suggested that Bi-State reach out to communities in the MPO to see if they had estimates for maintenance costs that could be used in the plan. Regarding the proposed trails map, which included potential alternate routes for the American Discovery and Mississippi River Trails, Mr. Horesowsky suggested that the alternate routes be removed, so that the focus is exclusively on the primary routes for those trails. The group agreed.

Mr. Horesowsky also suggested that the freight chapter, which had been presented on at the previous meeting, include a paragraph discussing the Iowa All Systems Overweight Permit.

4. Pavement Collection Data FFY 2027 – 2030. The group discussed whether or not Region 9 should opt-in to additional pavement collection data being offered by the Iowa DOT in 2027. The Iowa DOT collects pavement data every four years, but offers agencies the opportunity to have data collected every two years, if they cover the costs. Region 9 is due for regular pavement data collection in 2029, and the DOT estimated that the cost of opting in for the region would be \$48,000. This would come off the top of the Region 9 Surface Transportation Block Grant (STBG) funding. No match is required. Mr. Pennock said that Scott County would be interesting in opting in, while

Mr. Coon and Mr. Horesowky both said that their respective jurisdictions would likely not use the data, but that they would potentially be willing to opt in if Scott County strongly wished for Region 9 to do so. It was agreed by the group to table the discussion and postpone and decision until Mr. Coon and Mr. Pennock could discuss the matter with Mr. Brian Stinneman and Ms. Angie Kersten, respectively.

5. Public Comments. There were no public comments.
6. Other Business. It was brought to the attention of the members that the group was overdue for a new round of officer elections. The group decided that the current group of officers should remain in their positions and have elections at the start of the next full term – January 2027.
7. Adjournment. Mr. Coon made a motion to adjourn the meeting, with Mr. Pennock seconding. The motion was approved by consensus, and the meeting adjourned at 10:56 a.m.