

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

Tuesday, April 22, 2025 – 12:00 Noon
Rock Island County Office Building
1504 Third Avenue, Room 320
Rock Island, IL
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: 830 5320 5568 Passcode: 286926 for audio, and the link for visuals <https://us02web.zoom.us/j/83053205568?pwd=llHzdagwAtbRgt2QxibmoPju7bnnsf.1> Agenda packets are linked in “Quad Cities MPO News” at: <https://bistateonline.org/>

1. Approval of Minutes of the March 25, 2025 Quad Cities MPO Transportation Policy Committee Meeting (A copy of the meeting minutes is enclosed in Committee members’ packets.)
2. Consideration of Revisions to the Quad Cities MPO FFY2025-2028 Transportation Improvement Program (A copy of the proposed revisions is enclosed in Committee members’ packets and provided to transportation interests.) – Sarah Bambas
3. Consideration of Letter to Support Passenger Rail in the Illinois DOT Multi-Year Program and Statewide Transportation Improvement Program (A letter is enclosed in Committee members’ packets.) – Mayor Sangeetha Rayapati
4. Consideration of Letter of Comment to House Transportation and Infrastructure Committee on Priorities for Reauthorization of the Transportation Act (A letter is enclosed in Committee members’ packets.) – Gena McCullough
5. Consideration of Letter to Support Completion of the Grand Illinois Trail (A letter is enclosed in Committee members’ packets.) – Bryan Schmid
6. Presentation on Long Range Transportation Plan Fiscal Constraint Forecasts – Dave Kovarik
7. Public Comments
8. Other Business
 - U.S. 67/Centennial Bridge Corridor Project Public Meeting, April 17, 2025 2:00-6:00 p.m., Holiday Inn, Rock Island, 226 17th Street
 - Quad Cities-Kewanee-Muscatine Traffic Safety Action Plan Virtual Public Meeting April 30, 2025 5:00 – 6:30 p.m. <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/other-plans/traffic-safety-planning>
 - Long Range Transportation Plan (LRTP) Public Survey: <https://www.surveymonkey.com/r/KZ6Z862>
 - LRTP Facebook page: <https://www.facebook.com/QCLRTP>
 - USDOT Key Notices of Funding Opportunity <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
 - Port Infrastructure Development Program – 4/30/25
 - Safe Streets and Roads For All (SS4A) – 6/26/25
 - National Work Zone Awareness Week (April 15-19, 2025 “Work Zones are Temporary. Actions Behind the Wheel Can Last Forever” – “Go Orange Day” April 17 wear orange for work zone safety awareness.
 - April is Distracted Driver Awareness Month
 - Next Quad Cities MPO Policy Committee Meeting – May 27, 2025

9. Adjournment

Persons requiring language or physical accommodations at the meeting should notify Bi-State staff at least 24 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 24 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, April 21, 2025** 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, March 25, 2025, 12:00 p.m.
Bi-State Regional Commission
County Board Chamber
1504 Third Avenue
Rock Island, IL

MEMBERS PRESENT

Richard “Quijas” Brunk	Chair, Rock Island County Board
Faith Duncan	Illinois Department of Transportation, District 2
Rick Dunn	Alderman, City of Davenport
Reggie Freeman	Mayor, East Moline
Bob Gallagher	Mayor, City of Bettendorf
Dennis Gerard	Mayor, City of LeClaire
Dave Krouth	Chair, MetroLINK Board
Ross Paustian	Scott County Board of Supervisors
Mike Thoms	Mayor, City of Rock Island

OTHERS PRESENT

Doug DeLille	Illinois Department of Transportation, District 2
Nithin Kalakuntla	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission

1. Approval of Minutes of the February 25, 2025 Quad Cities MPO Transportation Policy Committee Meeting. A copy of the meeting minutes was enclosed in Committee members’ packets. Chairman Brunk requested a motion to approve the February 25, 2025 minutes of the Transportation Policy Committee. Mayor Thoms motioned to approve the minutes as written. Mayor Gerard seconded, and the motion carried.
2. Consideration of Revisions to the Quad Cities MPO FFY2025-2028 Transportation Improvement Program. Mr. Schmid noted that there were two amendments for consideration, both from the City of Davenport. The first, DA-23-04 moved fiscal years from FY23 to FY25. The second was for a new project, DA-26-01, a bridge replacement over Duck Creek on Wisconsin Avenue. In addition, there were two administrative modifications from the City of Bettendorf, BE-24-01 and Davenport CitiBus, CB-23-06. Administrative modifications do not require formal approval. Mr. Schmid requested a motion to approve the amendments to the FY2025-2028 TIP. Mayor Gallagher motioned to approve the amendments as presented. Mayor Thoms seconded, and the motion carried. The amendments and administrative modifications are included at the end of the minutes for reference on the Policy Committee action.

3. Consideration of Pavement and Bridge Condition and Reliability Performance Measures’ Targets. Ms. McCullough presented on the Condition and Reliability Performance Measures’ targets. The Iowa and Illinois targets are as follows:

Iowa DOT Targets (“NC” indicates “no change”)

<u>Performance Measure</u>	<u>2-year actual (2023)</u>	<u>4-year target (2025)</u>
<u>% Pavements - Interstate System: Good condition</u>	<u>58.2%</u>	<u>53.0%</u>
<u>% Pavements - Interstate System: Poor condition</u>	<u>0.5%</u>	<u>3.0% NC</u>
<u>% Pavements - Non-Interstate NHS: Good condition</u>	<u>35.3%</u>	<u>30.0%</u>
<u>% Pavements - Non-Interstate NHS in Poor condition</u>	<u>4.0%</u>	<u>6.0% NC</u>
<u>% NHS bridges: Good condition</u>	<u>48.9%</u>	<u>48.0%</u>
<u>% NHS bridges: Poor condition</u>	<u>1.3%</u>	<u>6.6% NC</u>
<u>% person-miles traveled on the Interstate that are Reliable</u>	<u>99.9%</u>	<u>98.0% NC</u>
<u>% person-miles traveled on the non-Interstate NHS that are Reliable</u>	<u>96.7%</u>	<u>94.0% NC</u>
<u>Truck Travel Time Reliability (TTTR) Index</u>	<u>1.13</u>	<u>1.25 NC</u>

Illinois DOT

<u>Performance Measure</u>	<u>2-year actual (2023)</u>	<u>4-year target (2025)</u>
<u>% Pavements - Interstate System: Good condition</u>	<u>64.9%</u>	<u>65.0%</u>
<u>% Pavements - Interstate System: Poor condition</u>	<u>0.4%</u>	<u>0.5%</u>
<u>% Pavements - Non-Interstate NHS: Good condition</u>	<u>30.8%</u>	<u>30.0% NC</u>
<u>% Pavements - Non-Interstate NHS in Poor condition</u>	<u>10.1%</u>	<u>8.5% NC</u>
<u>% NHS bridges: Good condition</u>	<u>22.4%</u>	<u>19.0%</u>
<u>% NHS bridges: Poor condition</u>	<u>10.5%</u>	<u>12.0% NC</u>
<u>% person-miles traveled on the Interstate that are Reliable</u>	<u>83.5%</u>	<u>80.0%</u>
<u>% person-miles traveled on the non-Interstate NHS that are Reliable</u>	<u>92.3%</u>	<u>90.0% NC</u>
<u>Truck Travel Time Reliability (TTTR) Index</u>	<u>1.30</u>	<u>1.32</u>

A question was asked about why the IA DOT was setting measures below the observed measure. Bi-State staff indicated they would get clarification from the DOT. Mayor Thoms motioned to accept and support the state targets as presented. Mr. Paustian seconded, and the motion carried.

4. Concurrence with FY2026 Transportation Planning Work Program (TPWP) Activities. Ms. McCullough presented on the activities and contents of the FY2026 Transportation Planning Work Program. The program outlines planning activities to be conducted by Bi-State staff in FY2026. Activities address annual documents (TPWP & TIP), other documents (LRTP, ADA Access Plan, CMP), and river crossing improvements, among others. Work is categorized under program support and administration; general development and comprehensive planning; long-range transportation planning; short-range transportation planning; and complete streets planning. Ms. McCullough reviewed the accomplishments achieved so far in FY2025, as well as the adoption process of the TPWP by Bi-State Regional Commission. She shared planning targets received from both state DOTs. In total, \$1,192,183 will be available in federal funds for FY2026, which is flat from FY2025. Mayor Gerard motioned to concur with the FY2026 TPWP activities as outlined in the draft. Mayor Gallagher seconded the motion, which carried.
5. Update on Safe Streets and Roads for All (SS4A) Traffic Safety Action Plan. Ms. McCullough presented on the traffic safety planning in the Bi-State Region. The Traffic Safety Action Plan investigated crashes in four geographies: Illinois Quad Cities, Iowa Quad Cities, Muscatine, and Kewanee. Crashes in the study area resulted in an average of 21.8 traffic-related deaths per year over a ten-year period, amounting to an over \$2 billion impact. The analysis revealed the most frequent types of crashes resulting in death or serious injury. “Vehicle conflict” was the most-frequent crash type for these crashes, while overturned vehicle, pedestrian, and pedalcyclist crashes saw the highest rates of fatal or incapacitating injuries as a result of the crash. A scoring evaluation matrix was shared, showing five criteria for evaluating projects and their potential for addressing safety concerns. This document will be considered a “living document,” and can be updated by the committee in time. A demonstration of commitment to Vision Zero will be required for communities applying for implementation grants through SS4A. The MPO could adopt a resolution, but local community support may be valuable for implementation grant applications.
6. Public Comments. There were no public comments.
7. Other Business. Ms. McCullough noted that the LRTP public survey will remain open through the end of April. Bi-State staff will draft a support letter for the Grand Illinois Trail (GIT) for next month’s meeting. At the public meeting on the Illinois 84 corridor in Colona held by the IL DOT, it was noted that the DOT would be considering a cantilevered bridge over the Rock River that will aid in the completion of the GIT. She also mentioned the items below to the committee members:
 - *USDOT Key Notices of Funding Opportunity* <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
– *Port Infrastructure Development Program* – 4/30/25
 - *Next Quad Cities MPO Policy Committee Meeting* – April 22, 2025
8. Adjournment. Mayor Thoms motioned to adjourn. Mayor Gallagher seconded, and the meeting adjourned at 12:30 p.m.

March 25, 2025 - Transportation Policy 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
CITY OF DAVENPORT - DA														
DA-23-04	2025	4th St	Telegraph Rd to E River Dr	Resurfacing (Telegraph – Harrison), one-way conversion (Marquette – Harrison), and extend striping and sides (Telegraph – E. River Drive)	MAINT	\$5,774,627	\$3,694,670	STBG	\$0		\$2,079,957	CTY	54801	Moved to FY 2025 from FY 2023. Total cost adjusted, federal share remains the same. Amendment Approved 3/2025
DA-26-01	2026	Wisconsin Ave	Over Duck Creek (FHWA Structure 3170)	Bridge Replacement	MAINT	\$1,980,000	\$1,500,000	HBP			\$480,000	LOC	57314	New Project. Amendment Approved 3/2025
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
CITY OF BETTENDORF - BE														
BE-24-01	2026	Central Avenue	14th St to 150 ft. W of Pius Lane	Resurfacing	MAINT*	\$2,450,000	\$1,837,500	STBG			\$612,500	LOC	49800	Moved to FY 2026 from FY 2025. Administrative Modification 3/2025
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		
DAVENPORT CITIBUS - CB														
CB-23-06	2026	Bus Shelters	C	\$150,000	\$120,000	5339	\$0		\$30,000	LOC	11680	TPMS Number changed 2/2025		

April 22, 2025 - Transportation Policy 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 IOWA - IA														
IA-25-08	2025	I-280	I-80 to IA 22 Interchange	Pavement Markings	MAINT	\$280,000	\$252,000	HISP	\$28,000	PRF			57704	New Project, Amendment Pending 4/2025
IA-26-07	2025	I-80	1 mi W of Middle Rd to 1 mi E of Middle Rd - Bettendorf	Bridge Replacement & Culvert Extension	MAINT	\$45,760,000	\$38,896,000	NHPP	\$6,864,000	PRF	0		52487	Moved to FY2025 from FY2026 and federal share increased by more than 30%, Amendment Pending 4/2025
IA-26-07	2028	I-80	1 mi W of Middle Rd to 1 mi E of Middle Rd - Bettendorf	Bridge Replacement & Culvert Extension	MAINT	\$260,000	\$221,000	NHPP	\$39,000	PRF	0		52487	FY2028 funding for IA-26-07. Same project. Amendment Pending 4/2025
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		
BETTENDORF TRANSIT - BT														
BT-25-01	2025	Transit Operations	O	\$1,639,498	\$675,000 \$49,500 \$220,665 \$212,084	5307- ARPA Funds 5307- FY19 Funds 5307- FY20 Funds 5307- FY21 Funds	\$0		\$0 \$49,500 \$220,665 \$212,084	LOC	985	Federal share increased over 30%. Amendment Pending 4/2025		
BT-25-02	2025	Preventative Maintenance	C	\$312,501	\$127,475 \$122,525	5307- FY20 Funds 5307- FY21 Funds	\$0		\$31,869 \$30,632	LOC	987	Federal share increased over 30%. Amendment Pending 4/2025		
BT-25-03	2025	ADA Paratransit	O	\$441,214	\$40,993 \$39,400 \$60,577	5307- FY20 Funds 5307- FY21 Funds 5310	\$265,000	STA	\$10,249 \$9,850 \$15,145	LOC	3787	Federal share increased over 30%. Amendment Pending 4/2025		
BT-25-04	2025	Transit Planning	P	\$37,501	\$15,297 \$14,703	5307- FY20 Funds 5307- FY21 Funds	\$0		\$3,825 \$3,676	LOC	993	Federal share increased over 30%. Amendment Pending 4/2025		
BT-25-05	2025	ADP Software	C	\$13,501	\$5,506 \$5,294	5307- FY20 Funds 5307- FY21 Funds	\$0		\$1,377 \$1,324	LOC	5657	Federal share increased over 30%. Amendment Pending 4/2025		
DAVENPORT CITIBUS - CB														
CB-23-10	2025	4 Electric Buses and bus charging infrastructure	C	\$6,342,445	\$5,320,460	5339- LoNo	\$0		\$1,021,985	City, RDA & MidAmerican	10233	Project moved from FY23 to FY25. Federal funds increased by less than 30%. Amendment Pending 4/2025		
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
CITY OF MOLINE - MO														
MO-25-06	2025	25th Avenue	7th Street to 10th Street Place & 10th Street Place to 12th Street Place	Shared-Use Trail Construction	L RTP*	1376132	\$1,100,905	TASA			275227	MFT		Combined MO-25-01 & MO-26-03, administrative modification 3/3035
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-25-09	2025	Ferryboat Preventive Maintenance	C	\$52,409	\$41,927	5307	0		\$10,482	LOC		Federal Share increased by less than 30%. Administrative Modification 3/2025		



Serving local governments in Muscatine and Scott Counties, Iowa;
Henry, Mercer, and Rock Island Counties, Illinois

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Rich Volkert, Mayor, Galva

Cities of Blue Grass, Buffalo,

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Long Grove, McCausland,

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Eileen Roethler

Rick Schloemer

Bill Stoermer

Executive Director

Denise Bulat

April 22, 2025

Ms. Gia Biagi, Acting Secretary
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Acting Secretary Biagi,

As the Quad Cities Metropolitan Planning Organization (MPO), the Transportation Policy Committee is writing to request your support and assistance with the Chicago-Quad Cities passenger rail route. We continue to support the Illinois Department of Transportation's efforts to seek federal passenger rail service funding assistance and encourage allocation of state funds to complete the last one-third of the route to be identified in the State's Multi-Year Program (MYP) and further in the State Transportation Improvement Program (STIP). This project will strengthen our state's economy and the Bi-State Region.

With two daily round trips, annual ridership has been forecasted to be more than 110,000 with 2.2 million people living in the corridor's major metropolitan areas. The overall increase in connectivity and mobility between these commercial centers will improve productivity and result in job creation. Envisioned in 1998, it is one of the most anticipated transportation projects in the Bi-State Region, and a high priority in regional plans, including the Quad Cities Long Range Transportation Plan and Comprehensive Economic Development Strategy (CEDs).

Two thirds of the 219.5 mile route is completed. A rail station, The Q, is ready and waiting for the segment between Wyanet and Moline, Illinois to be constructed. The Illinois Department of Transportation (DOT) now has signed preliminary engineering plans agreeing on improvements for passenger rail service. These plans are under review by the Federal Railroad Administration. Illinois DOT staff is also working toward a service development plan, and will be required to secure NEPA environmental clearance prior to final design and construction. There is an estimated shortfall of \$250 million to finish the project. We are supportive of the Illinois DOT's pursuit of federal funds to this end, and have asked the entire legislative delegation serving the Bi-State Region to help us move the project forward. State funding will spur continued progress toward rail service to the Quad Cities.

Passenger rail expansion will expand travel options, reduce congestion on the interstates, improve business along the entire corridor, and provide access to higher education facilities located in the Quad Cities as well as Iowa City, serving Western Illinois University, University of Iowa, Augustana College, and St. Ambrose

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University. Rail passenger service serves as an inducement to prospective employees and families as we are collaborating with the Quad Cities business sector to increase our workforce. Business productivity improves as passengers are able to freely use their devices and extend their office hours. Please work with us and the state and federal legislators to ensure that the Chicago-Quad Cities passenger rail service is implemented.

Sincerely,

Richard “Quijas” Brunk, Chair
Transportation Policy Committee
Chairman, Rock Island County, Illinois

RQB/GM/sdg
P:\USERS\WORD\Transportation\letters\MPO Letter of Support for Passenger Rail Service Funding 2025-04.docx



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Rick Schloemer

Bill Stoermer

Executive Director

Denise Bulat

April 22, 2025

The Honorable Sam Graves
Chairman
House Committee on Transportation and Infrastructure Committee
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee on Transportation and Infrastructure Committee
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen,

The Quad Cities, Iowa/Illinois Transportation Policy Committee as a delegated authority of Bi-State Regional Commission, the Metropolitan Planning Organization (MPO), plans for the future of transportation across three counties and multiple cities with Davenport, Iowa being the largest city. The MPO serves over 300,000 residents and oversees approximately \$16 million annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by local elected officials and transit representative, and supported by a professional planning staff, the MPO Transportation Policy Committee ensures federal dollars are invested strategically to deliver critical projects to the Quad Cities, Iowa/Illinois area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation plans that guide critical infrastructure investments. By law, MPOs coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, state DOTs, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

As the designated MPO for Quad Cities, Iowa/Illinois area, we align with the following legislative priorities for the upcoming surface transportation reauthorization. These priorities reflect the needs of our MPO and our peers nationwide. They will strengthen our collective ability to deliver future-ready, responsive, and reliable transportation systems as outlined following:

Continue Planning Funds to Meet Expanded Federal Planning Requirements—Planning is the foundation of effective project delivery. In addition to the Long Range Transportation Plan and Transportation Improvement Program, the MPO is responsible for efforts, such as traffic safety planning,



non-motorized transportation coordination, freight coordination, congestion management, and transportation technology coordination. These activities require technical modeling, public engagement, and interagency coordination. These funds empower MPOs to plan for transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and mobility.

Allow for Carryover of Federal Funds—Many Quad Cities projects, such as I-80 Mississippi River Bridge reconstruction or establishing passenger rail between Chicago-Quad Cities, require extensive coordination in our bistate region and span multiple fiscal years. Often times, these critical efforts do not align neatly with the federal fiscal calendar. Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance safety, mobility, and economic vitality for residents.

Shift Certain Discretionary Funding to Formula Funding—While competitive grants are valuable and have been pursued by local governments in our MPO, they have required significant, and often repeated staff and financial resources needed for extensive grant applications submittals. A shift to formula-based funding for certain federal programs ensures a more predictable and equitable distribution of resources, allowing MPOs to strategically plan and program for the long-term growth of local communities.

MPOs are essential to translating federal investments into locally derived, results-driven infrastructure. The recommendations outlined above would enable Bi-State Regional Commission's Quad Cities MPO to meet growing federal responsibilities, improve the efficiency of project delivery, and ensure the communities we serve receive the full benefits of national transportation policy.

We appreciate your leadership and consideration of these proposals and would welcome the opportunity to share additional information or discuss them further.

Sincerely,

Richard "Quijas" Brunk, Chair
Quad Cities Transportation Policy Committee
Bi-State Regional Commission
(309)793-6300



Serving local governments in Muscatine and Scott Counties, Iowa;
Henry, Mercer, and Rock Island Counties, Illinois

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April 22, 2025

Governor Pritzker
Springfield, Illinois
Office of the Governor
401 S. Spring St.
Springfield, IL 62704

Dear Governor Pritzker,

On January 30, over 50 representatives from municipalities, park districts, and trail organizations came together to discuss the completion of the Grand Illinois Trail (GIT). Since its initiation during Governor Edgar's administration, nearly 90% of the 530-mile trail has been developed through efforts by the Illinois Department of Natural Resources (IDNR), the Illinois Department of Transportation (IDOT), and local stakeholders. However, the state's recent withdrawal from a leadership role has left 10% of the trail unfinished, highlighting the need for renewed state support.

While we acknowledge the efforts made by local governments in addressing six of the nine significant gaps along the GIT, we encourage the State of Illinois to take an active role in both completing and promoting this important trail, which is the largest long-distance trail in the Midwest. As neighboring states continue to invest in their trail systems, we believe that Illinois stands to benefit greatly from similar investments. A recent market study indicates that closing the gaps in the GIT could lead to an estimated \$19 million in visitor spending, suggesting that there are valuable opportunities for tourism and economic development that could be realized. We hope for a collaborative effort that will enhance the GIT and support the growth of our local communities.

To leverage this tourism potential, we recommend the following actions:

1. Prioritize strategic trail projects, such as IDOT shoulder improvements near Mississippi Palisades State Park and developing crossing solutions for the Pecatonica Prairie Path.
2. Support local governments by prioritizing grant applications related to the GIT and allocating necessary infrastructure funding.
3. Market the GIT as a premier long-distance trail.
4. Enhance visitor resources at state parks and improve the GIT website.

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With a heightened focus and investment, the Grand Illinois Trail can evolve into a flagship tourism feature, offering significant economic, recreational, and community benefits for years to come. Thank you for your thoughtful consideration of these proposals.

Sincerely,

Richard “Quijas” Brunk, Chair
Quad Cities, IA/IL MPO

cc: Natalie Finnie, Director, Department of Natural Resources
 Gia Biagi, Secretary, Illinois Department of Transportation
 Kristin Richards, Director, Illinois Department of Commerce and Economic
 Opportunity
 Daniel Thomas, Director, Illinois Office of Tourism

ROB/GM/sdg
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