

Minutes of the
DAVENPORT-ROCK ISLAND-MOLINE, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION POLICY COMMITTEE

Tuesday, September 27, 2005, 12:00 Noon
Third Floor Conference Room
Bi-State Regional Commission
1504 Third Avenue
Rock Island, Illinois

Policy Members Present

Jim Bohnsack	Rock Island County Board Chair
Charlie Brooke	Mayor of Davenport
Fred Dean	Iowa Department of Transportation-Davenport
Tom Engelmann	City of Davenport Alderman
Mike Freemire	Mayor of Bettendorf
Lyle Lohse	Mayor of Silvis
Larry Lorensen	MetroLINK Board of Trustees Chair
Bob McGivern	City of Davenport Alderman
Larry Minard	Scott County
Ross Monk	Illinois Department of Transportation-Dixon
Mark Schwiebert	Mayor of Rock Island
John Thodos	Mayor of East Moline
Don Welvaert	Mayor of Moline

Others Present

Mike Atchley	City of Davenport
Denise Bulat	Bi-State Regional Commission
Doug DeLille	Bi-State Regional Commission
Marianne Doonan	Bi-State Regional Commission
Mark Hunt	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission

1. Approval of the Minutes of the May 31, 2005 Transportation Policy Committee Meeting. Mayor Freemire asked for approval of the May 31, 2005 Transportation Policy Committee minutes. Mr. Minard motioned to approve the minutes as written. Mayor Thodos seconded the motion and it carried.
2. Consideration of the FFY06-08 Transportation Improvement Program (TIP) Amendments. Mr. Hunt directed Policy Committee members to their agenda packet and a listing of proposed revisions to the FFY06-08 Transportation Improvement Program (TIP). The changes and additions occurred after the adoption of the urban TIP and prior to the final development of each state TIP. Each state requested these adjustments be made to coincide with their respective state TIPs. Mr. Bohnsack motioned to approve the amendments as presented. Mr. Minard seconded the motion and it carried. The amendments are attached to the minutes.

3. Status of 2035 Quad City Area Long Range Transportation Plan and Presentation of Chapter IV Intermodal Network. Ms. McCullough directed the Policy Committee to their agenda packet for a copy of the draft Chapter IV and map on the intermodal transportation network, freight movement and accessibility as part of the 2035 Quad City Area Long Range Transportation Plan. With reauthorization of the transportation act, Ms. McCullough noted that the transportation goals were consistent with the SAFETEA-LU. She reviewed the upcoming timeline, distributed a detailed project development timeline and noted the need for monthly Policy Committee meetings:

- September 2005 - Intermodal Network
- October 2005 - Trail/Pedestrian Network, Socio-Economic Data Review and Transit Projections
- November 2005 - Transit Network
- December 2005 - Roadway Network and Full Draft
- January 2006 - Public Meetings and Final Draft
- February 2006 - Presentation to Bi-State Regional Commission
- March 2006 - Consideration of Adoption by Bi-State Regional Commission

The Quad City Area intermodal network includes all modes of transportation from highway, rail, and air to water. The intermodal network plays an important role in the movement of goods and services. Motor freight is served by four interstate and five federal highways as well as ten state highways. There are 60 truck terminals in the planning area and 15 ground couriers. Seventy-two motor freight carriers operation within the Quad City Area. For rail transportation, there is a single Class I railroad, the Burlington Northern Santa Fe (BNSF) and two Class II railroads, Iowa Interstate Railroad and Iowa Chicago & Eastern (ICE), formerly I&M Rail Link. Related to safety, there has been one fatality at a railroad crossing in the last five years with a total of 35 accidents. There is no passenger rail service within the Quad City Area with the nearest located in Kewanee or Galesburg. The plan notes that currently there are no container transfer facilities in the area. Ms. McCullough reviewed air service and river navigation facilities and freight movement trends. Air freight is down from five years ago, while water freight is relatively stable.

In reviewing future needs, staff relied on a variety of public input from focus group meetings, the Regional Transportation Advisory Group survey and a survey of freight interests. Needs derived from input and research indicate the following intermodal network improvements:

- Development of intermodal container transfer facility
- Construction of rail overpass at IL94/Colona Road/BNSF crossing to relieve congestion and improvement safety
- Implement improvements identified for Locks 14 & 15 per the Corps of Engineers river navigation study
- Examine the feasibility of increased traffic capacity in the Interstate 80 corridor
- Examine recurring conflicts at low clearance bridges in the Quad City Area
- Integrate Intelligent Transportation System (ITS) technologies into the intermodal network to improve efficiencies
- Facilitate rail extensions to industrial sites and continue to improve rail river crossing ability

- Implement improvements noted in the Quad City International Airport and Davenport Municipal Airport master plans
- Monitor status and support efforts toward Midwest Rail Initiative for passenger rail service

Following the presentation, Ms. McCullough asked if there were any questions or comments on the intermodal network chapter. No major comments were noted.

4. Consideration of Resolution for Iowa Quad Cities Diesel Oxidation Muffler Retrofit Program Proposed for Iowa Clean Air Attainment Program (ICAAP) Funds and Status of Air Quality. Ms. McCullough shared that there would be no resolution for consideration. The grant application was planned to be deferred until next year due to a stipulation recently brought to light by the Iowa Department of Transportation that could not be addressed prior to the grant deadline. The proposed grant application, being prepared by the Iowa Department of Natural Resources (IADNR), involved the Cities of Davenport and Bettendorf, the Waste Commission of Scott County and the Iowa Department of Transportation – Davenport Maintenance Facility. The intent was to replace the diesel-powered vehicle mufflers with diesel oxidation catalyst mufflers to reduce air emissions. Over 300 pieces of equipment had been identified. The total project cost was estimated around \$300,000. The jurisdictions intended to use their respective labor rates for installation to match the equipment costs. The program was being modeled after the Iowa Bus Emission Education Program (BEEP). The group needs time to follow-up on the labor rate documentation prior to submitting a grant. Mr. Dean inquired whether the grant could be submitted and labor issues worked out during the grant review process. Because the labor question came less than one week prior to the deadline, it was determined that it would be more prudent to work through the process and submit a stronger application next year. Ms. McCullough reported there were no unhealthy days recorded for ozone this season.
5. Report on I-74 Incident Management & Response System (BIMRS) and Update on Bi-State Regional ITS Architecture Planning. Mr. Patel reported on status of the I-74 Incident Management & Response System (BIMRS). The feasibility study was completed by ITERIS and recommendations are planned to be implemented. The study area included from Avenue of the Cities to Spruce Hills Drive. There may be some deployments of technologies in the Centennial Bridge and Government Bridge area for traffic detouring, if incidents occur on I-74. The recommendations include the addition of cameras in the I-74 corridor, communications improvements (fiber optics & wireless), deployment of dynamic message signs (DMSs), media coordination, roadway weather information system, highway advisory radio, access control related to incident management, accident investigation sites, plus educational component of “Steer It, Clear It” and a public website with real-time information. Approval has been received to move forward with the recommendations. The next step is to develop final design and specifications and initiate deployment. There is \$3 million to develop, deploy and manage the effort. Both Iowa and Illinois Departments of Transportation are sharing the cost of the project. The project is being paired with a similar effort in Iowa City along the Interstate 80 corridor. The projects have a shared timeline but one will not hold up another if delays occur. From September 1-December 1, 2005, a Request for Proposal process will occur. Jacobs Engineering is working on this segment of the project under the direction of the DOTs. By summer 2006, initial deployment will begin. Final

deployment and initiation of operations will occur by summer of 2007. Due to time, Mr. Patel did not report on the Bi-State Regional ITS Architecture Status.

6. Public Comments. No public comments were made.
7. Other Business. Ms. Bulat noted that the Bi-State Regional Commission will be considering an amendment to the FY06 Transportation Planning Work Program budget and its meeting tomorrow afternoon. An additional \$20,000 will be added to the transportation planning program as an adjustment made by the Iowa Department of Transportation. The additional funds will allow an intern position which was previously allowable within the budget but unfunded as well as help for cost of living adjustments.

Mayor Welvaert inquired about other members' experience with compressed natural gas (CNG) vehicles. Mr. Lorensen noted that MetroLINK has seen a cost benefit that has been positive.

Ms. Bulat noted the October 1st deadline for Iowa Statewide Transportation Enhancement Program grant projects and for the Iowa Clean Air Attainment Program. She noted that there will be \$700,000 in state recreational trails funds with a January 2nd deadline. She noted to the members' that the information had been shared with their trail interests at the Bi-State Regional Trail Committee.

Mr. Dean noted the resignation of Mark Wandro, Director of the Iowa Department of Transportation. The Governor has appointed Nancy Richardson as Mr. Wandro's replacement. She has background in transit and general transportation administration.

6. Adjournment. Mayor Welvaert motioned to adjourn. The motion was seconded by Mayor Thodos. The meeting adjourned prior to 12:55 p.m.

FFY 2006 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM
 URBAN AREA TRANSPORTATION PROJECTS
 PROPOSED AMENDMENTS/ADMINISTRATIVE REVISIONS 9/27/2005

PROJECT NUMBER	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	FEDERAL NOTES	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES	Recommended Committee Action
STATE OF IOWA - IA														
IA-06-02	I-280	Mississippi River Bridge #IM-280-8(-) 13-82 Bridge 600690	Miscellaneous	MAINT	\$350	\$280			\$70,000	STA	\$0			Change Funding
IA-06-05	I-74 (IA Bound)	Mississippi River & RR Bridge #IM-74-1(-)-13-82 Bridge 047280 2.7 mi. E. of Middle Rd. Inter. to	Bridge Washing	MAINT	\$25,000	\$0			\$25,000	STA	\$0			Addition
IA-06-06	I-80	Mississippi River	Lighting	TSM	\$300,000	\$0			\$300,000	STA	\$0			Addition
IA-06-07	US 61	I-80 to Clinton County	Pavement Rehab	MAINT	\$25,000	\$0			\$25,000	STA	\$0			Addition
IA-06-08	US 67	Miss. Rvr. Bridge, Davenport & State St. Bridge, Bett.	Bridge Washing	MAINT	\$25,000	\$0			\$25,000	STA	\$0			Addition
IA-06-09	US 67	Mound St. to Forest St., Daven.	Wall Repair	MAINT	\$350,000	\$0			\$350,000	STA	\$0			Addition
IA-06-10	IA 130	I-80 interchange, Daven.	Pavement Rehab	MAINT	\$700,000	\$0			\$700,000	STA	\$0			Addition
STATE OF ILLINOIS - CONTINUED														
IL-06-02	I-280	At Mississippi River, SW of Rock Island #64606	Bridge painting	MAINT	\$500,000	\$0			\$250,000	STA	\$0		\$250,000 from IA Reimb.	Change Funding
IL-06-20	Moline Rd	Zuma-Creek 5.5 MI SW of Hillsdale	Bridge Deck Replacement, New	MAINT	\$150,000	\$120,000	HBRPP		\$30,000	STA	\$0			Deletion
IL-07-01	I-80	Under Poppy Garden Rd.	Bridge Replacement, PE	MAINT	\$1,800,000	\$1,440,000	HBRPP		\$360,000	STA	\$0			Change Funding
IL-07-03	I-80	Mississippi River to IL 92/5	Median Crossover	MAINT	\$400,000	\$360,000	NHS		\$40,000	STA	\$0			Change Funding
IL-07-04	I-80	At Mississippi River to 0.8 mi N of IL 5/92	Reconstruction	MAINT	\$9,500,000	\$8,550,000	NHS		\$950,000	STA	\$0			Change Funding
IL-07-06	IL 92	At Turkey Hollow Rd. W. of Milan	Turning Lanes	TSM	\$1,100,000	\$980,000	STP		\$220,000	STA	\$0		Add. costs: util. \$50,000 to be paid by the state.	Change Funding
IL-07-08	IL 92 (EB)	12th - 19th Sts.	Resurfacing	MAINT	\$800,000	\$640,000	NHS		\$160,000	STA	\$0			Change Funding
IL-07-09	IL 92, IL 5, IL 84	Over IL 84	Bridge Replacement, Bridge Office PE	MAINT	\$3,750,000	\$3,000,000	HBRPP/NHS		\$750,000	STA	\$0			Change Funding
IL-07-10	IL 92/Centennial Expressway	31st Ave. & IAIS RR 0.2 mi. south of 18th Ave. & 18th Ave. & 7th Ave. #64814	Bridge rehabilitation	MAINT	\$7,700,000	\$6,160,000	BRPP		\$1,540,000	STA	\$0		Add. costs: util. \$100,000 and land acquisition \$100,000 to be paid by state.	Change Funding
IL-07-11	IL 92/Centennial Expressway	S of I-280 to Andalusia Rd	Resurfacing, Patching	MAINT	\$850,000	\$760,000	STP		\$90,000	STA	\$0			Change Funding
IL-08-01	I-74/US 6	S of 7th Ave to S of IL 5	Patching, Resurfacing, Bridge Deck Repairs, Stopwall Repair, Cold Milling	MAINT	\$8,925,000	\$8,032,500	NHS		\$892,500	STA	\$0			Change Funding
IL-08-02	I-280	Mississippi River to Airport Rd.	Bridge Rehabilitation, Bridge New Deck, Bridge Replacement	MAINT	\$19,900,000	\$17,910,000	NHS		\$1,990,000	STA	\$0			Change Funding
IL-08-03	IL District 2	Various, District 2	Safety improvements	MAINT	\$1,765,000	\$1,765,000	HES		\$0	STA	\$0			Federal Source