

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

Tuesday, August 22, 2006, 12:00 Noon  
Third Floor Conference Room 320  
Bi-State Regional Commission  
1504 Third Avenue  
Rock Island, Illinois

Policy Members Present

Bill Adams	City of Moline Councilman
Jim Bohnsack	Rock Island County Board
Mike Freemire	Mayor of Bettendorf
Ian Frink	City of Davenport Alderman
Roger Larson	Iowa Department of Transportation – Ames
Lyle Lohse	Mayor of Silvis
Derrick Lopez	Illinois Department of Transportation – Dixon
Larry Lorensen	MetroLINK Board of Trustees Chair
Larry Minard	Scott County Board of Supervisors
Mark Schwiebert	Mayor of Rock Island
John Thodos	Mayor of East Moline
Norma Wren	Mayor of Riverdale

Others Present

Mike Atchley	City of Davenport
Denise Bulat	Bi-State Regional Commission
Catherine Cutler	Iowa Department of Transportation – Cedar Rapids
Marianne Doonan	Bi-State Regional Commission
Scott Hinton	City of Moline
Mark Hunt	Bi-State Regional Commission
Shawn James	Bi-State Regional Commission
Jim Johnson	City of Rock Island
John Massa	Rock Island County
Gena McCullough	Bi-State Regional Commission
Carl Mikyska	Illinois Department of Transportation – Springfield
Tammy Nicholson	Iowa Department of Transportation – Ames
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Lidia Pilecky	CH2M Hill
Margaret Walker	Illinois Department of Transportation – Springfield

1. Approval of the Minutes of the May 23, 2006 Transportation Policy Committee Meeting.  
Mayor Freemire asked for approval of the May 23, 2006 Transportation Policy Committee

minutes. Mr. Lorensen motioned to approve the minutes as written. Mayor Thodos seconded the motion and the motion carried.

2. Consideration of FFY2007-2010 Transportation Improvement Program (TIP) Amendments and Notification of Revisions. A summary of amendments proposed for the FFY2007-2010 TIP were enclosed in Committee members' agenda packets. Mr. Hunt reported the Technical Committee recommended approval of the proposed amendments as presented. Amendments included the following two additions and one deletion due to duplication within the TIP. Additions were: DA-07-06 Clark Street over Black Hawk Creek, Davenport, Bridge Replacement, Total Cost \$468,000 with Federal Share \$368,000 (Highway Bridge Repair and Replacement Program – HBRRP); and IA-08-03 U.S.6/Kimberly Road (Division Street-Elmore), Davenport, Pave and Grade, Total Cost \$3,800,000 with Federal Share of \$3,040,000 (earmark Transportation Improvement-TI). The deletion is DA-09-02 which duplicated IA-08-03. Mr. Hunt also reviewed a number of administrative revisions which required no action. Mr. Frink motioned to approve amendments as presented and accept the revisions. Mr. Lorensen seconded the motion and it carried.
3. Status Reports. Three reports were provided.
  - a. Transit Mobility Planning Activities. Ms. McCullough explained transit mobility planning activities since the initial Mobility Action Planning Workshop held May 25, 2006. She explained that the most recent federal transportation bill SAFETEA-LU requires coordinated planning between human service agencies and transportation systems to be eligible for certain existing transportation programs. The intent of this planning is to increase mobility options, especially for segments of the population with limited access to personal vehicles, including disabled, elderly, and low-income. She noted that the May workshop examined local transportation issues and alternatives. A handout of Common Transit Issues as well as Challenges/Barriers identified through Mobility Action Workshops was included in the agenda packet. These were prioritized as presented with key issues being needed for extended hours/days of service and funding, either from the providers perspective or affordability from a users perspective. Ms. McCullough explained that Bi-State Regional Commission staff would make use of the prioritized issues and solutions to develop a Regional Transit Development Plan with human services coordination. Mr. Minard asked for clarification on the Independent Transportation Network (ITN) Quad Cities. Ms. McCullough explained ITN Quad Cities is a proposed program for providing rides to seniors using volunteer drivers and donated automobiles. It is being modeled from a program developed in Portland, Maine. Bi-State staff and the transit systems are working with the local group to provide a program that will tap into existing transit options and limit duplication of service while enhancing mobility.
  - b. Intelligent Transportation System (ITS) Implementation. Mr. Patel reported that there are ITS implementation efforts underway. Mr. Patel briefly mentioned efforts to

procure a consultant by the Iowa Department of Transportation to design and implement the I-74 corridor incident management system, referred to as BIMRS – Bridge Incident Management and Response System. The consultant is expected to be selected soon. The project is anticipated to be implemented by next year. The system would include additional dynamic message signs, cameras and the deployment of other technologies in the I-74 corridor to provide early warnings of incidents and offer information to allow traffic to reroute, as needed. Phase I includes the addition of dynamic message signs on I-74. Phase II includes the deployment of a variety of technologies, such as smaller dynamic message signs, additional cameras, highway radio broadcast ability, etc. Phase II is anticipated to be implemented by late 2007. It was noted that River Drive and Route IL92 will be part of the traffic diversion if incidents occur on I-74.

- c. I-74 Mississippi River Corridor Study. Ms. Pilecky shared an important milestone on the corridor study. She reviewed that efforts to identify the best fit had been underway for a bridge type, examining technical performance, cost (construction and life cycle), and aesthetics. After evaluating conceptual structural systems that would best suit the location, the true arch, tied arch and cable stayed bridges were selected as finalists for public consideration. A public meeting was held in May 2006 to solicit input on the bridge aesthetics. Both the true arch and cable stayed bridges were preferred. The project assessment team recommended the true arch as the best fit, based on its advantages versus those of the cable stayed bridge. The true arch bridge type will be carried through the preliminary design process. A final Record of Decision is anticipated in mid-2007 which will conclude the preliminary design process.
4. Consideration of Revisions to the Bi-State Regional ITS Architecture Plan. A copy of the proposed text revisions to the *Bi-State Regional ITS Architecture Plan-2005* was enclosed in Committee members' packets. The Iowa-Illinois regional joint traffic safety committee, proposed to become the ITS Advisory Group, concurred with the revisions on July 19, 2006 and the revisions were recommended for approval by the Technical Committee. The revisions proposed for the *Bi-State Regional ITS Architecture Plan 2005* related to the section on "Use and Maintenance". The revisions are follow-up to recommendations proposed by the Federal Highway Administration – Iowa Division. In addition, staff made some modifications to the ITS Turbo Architecture database files to account for updated transit and incident management changes. Key additions note the creation of ITS Advisory Group which will be composed of the stakeholders involved in the annual joint traffic safety meetings. The advisory group will review the Architecture at least annually and make recommendations to the Technical Committee. Mr. Adams motioned to approve the revisions as provided. Mr. Lorensen seconded the motion and it carried.
5. Discussion and Consideration of Illinois Quad Cities Surface Transportation Program (STP) Evaluation Process and Ranking. Ms. McCullough directed the Policy Committee to the project submittals contained in the agenda packets along with a page outlining the status of funding. It is estimated that there is \$2,235,211 remaining in Surface

Transportation Program (STP) funds for the Illinois Quad Cities through FFY2010. The figure is qualified on the status of appropriations that occurs during the life of SAFETEA-LU, so the figure could fluctuate more or less. It was noted the STP evaluation process is based on evaluation categories of level of service, safety, physical condition, and special considerations (air quality, alternative modes-transit/sidewalks- and project readiness). Projects can receive a maximum of 400 points without special considerations. A project scoring spreadsheet was included in the agenda packet for reference. The Technical Committee recommended to the Policy Committee the top two projects, Rock Island's 18<sup>th</sup> Avenue (17<sup>th</sup> Street to Moline City Limits) project and Moline's 7<sup>th</sup> Street (33<sup>rd</sup> Avenue to Wildwood Drive) project to be funded splitting the remaining balance equally between them.

Mayor Schwiebert motioned to recommend the withdrawal of Rock Island's 18<sup>th</sup> Avenue project and to program funds for the second and third ranked projects, splitting the remaining balance between the two projects. Mayor Thodos seconded the motion to concur with the revised recommendation. Mayor Schwiebert explained the 18<sup>th</sup> Avenue project is a sizable project and still needs discussion within the City, although it is contained in the City's five-year program. As proposed by the Technical Committee, the 18<sup>th</sup> Avenue project was also proposed to receive only 25% federal funds based on the recommendation. Rock Island's 24<sup>th</sup> Street (18<sup>th</sup> -31<sup>st</sup> Avenues) project is less costly and would receive a greater federal share. The motion to withdraw the first ranked project from consideration and shift to the third ranked project was approved. Mr. Adams motioned to approve funding of \$1,117,606 each for Moline's 7<sup>th</sup> Street (33<sup>rd</sup> Avenue to Wildwood Drive) project and Rock Island's 24<sup>th</sup> Street (18<sup>th</sup> -31<sup>st</sup> Avenues). Mr. Bohnsack noted that the County is looking to pursue economic development funds for their section of Barstow Road as part of the Triumph Foods development. However, funds are likely to be \$800,000 short to complete the project. He noted the County's interest in coming back to the table for STP funds. It was noted that the STP funds were programmed through FFY2010. A number of elected officials indicated that they would be supportive of Rock Island County seeking other funding sources and offered legislative support. With a motion on the table, the Policy Committee approved the programming of the Illinois Quad Cities STP funds as noted and the motion carried.

6. Public Comments. No public comments were made.
7. Other Business. The next Policy Committee meeting will be tentatively scheduled for September 26, 2006. No other business was noted.
8. Adjournment. Mr. Lorensen motioned to adjourn. The motion was seconded by Mr. Adams. The meeting adjourned at 1:00 p.m.