

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

Tuesday, January 27, 2009, 12:00 Noon  
Third Floor Conference Room 320  
Bi-State Regional Commission  
1504 Third Avenue  
Rock Island, Illinois

Policy Members Present

|                 |   |
|-----------------|---|
| Ray Ambrose     | Davenport City Council                            |
| Barney Barnhill | Davenport City Council                            |
| Mike Freemire   | Mayor of Bettendorf                               |
| Norm Johnson    | Illinois Department of Transportation-Springfield |
| Lyle Lohse      | Mayor of Silvis                                   |
| Larry Lorensen  | Metro   |
| Mark Schwiebert | Mayor of Rock Island                              |
| Sam Shea        | Iowa Department of Transportation-Davenport       |
| Tom Sunderbruch | Scott County Board of Supervisors                 |
| John Thodos     | Mayor of East Moline                              |
| Don Welvaert    | Mayor of Moline                                   |

Others Present

|                  |   |
|------------------|---|
| Denise Bulat     | Bi-State Regional Commission                      |
| Mark Hunt        | Bi-State Regional Commission                      |
| Mike Kane        | City of Rock Island                               |
| John Massa       | Rock Island County                                |
| Gena McCullough  | Bi-State Regional Commission                      |
| Lalit Patel      | Bi-State Regional Commission                      |
| Doug Rick        | Iowa Department of Transportation-Davenport       |
| Jim Stack        | Illinois Department of Transportation-Springfield |
| Kathy Starling   | IA-IL Center for Independent Living               |
| Chelsey Waterman | Bi-State Regional Commission                      |
| Randy Zobrist    | River Bend Transit                                |

1. Approval of the Minutes of the December 2, 2008 Transportation Policy Committee Meeting. Mayor Thodos asked for approval of the December 2, 2008 Transportation Policy Committee minutes. Mr. Ambrose motioned to approve the minutes as written. Mr. Lorensen seconded the motion, and the motion carried.
2. Election of Transportation Policy Committee Chair and Vice Chair. According to Transportation Policy Committee By-Laws, the Chair and Vice-Chair positions are elected in odd-numbered years. It was noted that the positions should each represent one state and the other. Mayor Freemire motioned to nominate Mr. Sunderbruch as Chair from Iowa and Mayor Welvaert as Vice-Chair from Illinois. Mr. Thodos seconded the motion, and the motion carried accepting the nominations. Hearing no other nominations from the floor, nominations were closed. Mayor Freemire motioned to approve the nominations of Mr. Sunderbruch as

Chair and Mayor Welvaert as Vice-Chair. Mr. Barnhill seconded the motion, and the positions were elected. Mr. Sunderbruch took over chairing the remainder of the meeting and thanked Mayor Thodos and Mayor Freemire for their service to the Policy Committee.

3. Presentation on I-74 Mississippi River Corridor Status. Mr. Rick, Iowa Department of Transportation (DOT), provided a presentation on the status of the I-74 Mississippi River Corridor Project. He provided a chronology of the project that was first conceived from the 1988 Major Investment Study for the Mississippi River bridges. The study recommended a three-pronged approach to improve and remove tolls on the Centennial Bridge, reconstruct I-74, and to develop a new bridge east of I-74. The I-74 Mississippi River Corridor Study began in 2000 with a draft Environmental Impact Statement being released in 2003. A preferred alternative was identified in 2005, and a bridge type was selected in 2006. Preliminary engineering was completed in 2007, and a final design consultant was selected in 2008. The final Environmental Impact Statement is signed and approved. A public hearing is set for February 10, 2009 to share the status of the project. A Record of Decision by Federal Highway Administration (FHWA) is anticipated spring 2009.

The final design work is expected to take three years. Preliminary aesthetic treatments for the corridor have been developed and will be refined in the final design. Treatments are expected to be applied to railings, abutments, retaining and sound walls, and right-of-way areas with increasing intensity as drivers approach the bridge span. The new twin span bridge will be more than 80 feet taller than the current bridge and have 3 thru lanes and 1 auxillary lane in each direction with a full shoulder on each side. It will be a significant structure compared to the existing twin span. A multi-use trail is planned for the downstream side of the bridge.

The entire I-74 project amounts to \$1.050 billion in 2008 dollars. The central section with the bridge span will be \$848 million. To date, the Quad Cities has received \$16 million between 2001-2005 and \$67 million under SAFETEA-LU (2006-2009). Ms. Bulat asked how the final EIS differed from the draft. Mr. Rick explained the final has more refined plans, identifies utility conflicts and staging, and any footprint changes, which are relatively minor.

In addition to the future project, Mr. Rick spoke on upcoming projects. In 2009, reconstruction will occur over I-74 at Lincoln Road to improve clearance. In 2011, improvements are planned at the I-74 and 53<sup>rd</sup> Street interchange. He also noted engineering work being done on another low-clearance bridge at 67<sup>th</sup> Street along with widening in conjunction with a Davenport project. Resurfacing and bridge repairs are also anticipated in the near future.

4. Consideration of FFY 2009-12 Transportation Improvement Program (TIP) Amendments. Ms. Waterman distributed a revised sheet with TIP amendments at the meeting. The Scott County SC-09-01 project was removed to consideration of potential stimulus funds rather than STP funds. It was noted that the Iowa Clean Air Attainment Program (ICAAP) projects are 100% funding except the Rivefront Circulator, which is 80% federal share. Mayor Freemire

motioned to approve the amendments and accept the revisions as distributed at the meeting. Mr. Lorensen seconded the motion, and it carried. The amendments and administrative revisions are attached to the minutes for the record.

5. Consideration of Revisions to Surface Transportation Program (STP) Evaluation Manual. A copy of the revisions were enclosed in Committee members' packets and recommended for approval by the Technical Committee. The changes were made to address the recent adoption of the "Complete Streets Policy" at the October 2008 meeting of the Policy Committee. Primary changes included a greater description of type of automobile alternative and need to reference from a comprehensive plan or the Long Range Transportation Plan. Negative penalties were removed from sidewalk considerations. For each auto alternative considered, a project may receive one percent of the total points added to the total score and an additional one percent for each additional alternative. Mayor Schwiebert motioned to approve the revisions to the STP Special Considerations chapter as presented. Mayor Welvaert seconded the motion. Mr. Shea inquired whether the requirement for being in a comprehensive plan or the Long Range Plan should be "and" instead. Ms. Bulat mentioned some items may not be listed specifically in the plan but supported by the goals while a comprehensive plan may give more specifics. Hearing no other questions, the motion carried, and the revisions were approved as presented.
6. Consideration of Revisions to Job Access and Reverse Commute (JARC) and New Freedom (NF) Project Review Criteria. Ms. Waterman directed the Policy Committee to their agenda packet for a copy of the FTA JARC/5316 and NF/5317 funding requirements and proposed revisions to the scoring criteria. After a debriefing with the local transit managers and comments from the Technical Committee following last year's scoring process, a request was made for criteria that was more quantitative. The State of Illinois developed criteria for the rural JARC and NF programs that appeared to fit the request, so projects are ranked by criteria rather than against each other. The Technical Committee recommended approval of the new scoring criteria. Mayor Welvaert motioned to approve the new scoring criteria as presented. Mayor Lohse seconded the motion, and it carried.
7. Presentation on Regional Transit Development Plan Update. Ms. Waterman noted the summary of updates to the plan document contained in Committee members' packets. Additionally, a CD of the full document was provided for review. The plan will be brought to the Policy Committee for approval in March after DOT and public review of the document. In her presentation, Ms. Waterman outlined 2008 accomplishments and 2009 revisions. A key addition was the development of a human services transit route map that showed service overlap and opportunities for coordination. She reviewed the plan strategies and took questions. Mr. Ambrose commented that transit education is very important and suggested workshops be held quarterly. Mr. Zobrist indicated there is a high turnover rate with case managers pointing to a need for regular and on-going transit training.
8. Public Comments. No public comments were made.

9. Other Business. Ms. Bulat noted the preliminary results of the monitoring data from Iowa Department of Natural Resources (IADNR) for fine particulates appear to be good. Indications are that Quad Cities would be recommended for attainment. Bi-State staff is receiving guidance from the DOTs on the economic stimulus related to transportation. IADOT has provided a target of \$5.9 million for the Iowa Quad Cities, based on formula distribution of STP funds. ILDOT is still determining how it will proceed. The State of Illinois is expected to receive \$1 billion while Iowa is expected to receive \$360 million, based on early assessments of the stimulus package. In any case, key points are the need for shovel-ready projects and ability to obligate funds in a 120-150 day window.

The next Policy Committee meeting will be scheduled for Tuesday, February 24, 2009 at noon.

10. Adjournment. Mayor Schwiebert motioned to adjourn. The motion was seconded by Mayor Lohse. The meeting adjourned at 1:02 p.m.