

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

Tuesday, October 26, 2010, 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
William Gluba	Mayor, City of Davenport
Michael Freemire	Mayor, City of Bettendorf
Jeff Justin	Davenport City Council
Larry Lorensen	MetroLINK Chair
Robert Scannell	Mayor, City of LeClaire
Sam Shea	Iowa Department of Transportation - Davenport
Tom Sunderbruch	Scott County Board of Supervisors
John Thodos	Mayor, City of East Moline
Kris Tobin	Illinois Department of Transportation - Dixon
Don Welvaert	Mayor, City of Moline
Bob Wilson	Mayor, Village of Port Byron

Others Present

Jeff Cornelius	River Action
Marty O'Boyle	Commissioner
Stacy Lentsch	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Blake Mosher	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Chelsey Waterman	Bi-State Regional Commission

1. Approval of the Minutes of the September 21, 2010 Transportation Policy Committee Meeting. Mr. Sunderbruch asked for approval of the September 21, 2010 Transportation Policy Committee minutes. Mr. Lorensen motioned to approve the minutes as written. Mr. Ambrose seconded the motion, and the motion carried.
2. Consideration of Iowa Quad Cities Transportation Enhancement Program (TEP) Candidate Project Submittals Ms. McCullough reviewed the proposed submittals enclosed in Committee members' agenda packets. Members were provided recommendations from the Transportation Technical Committee for the Transportation Enhancement Programs as follows:

1. **Davenport – Multi-Purpose Trail:** MRT-ADT (Credit Island to South Concord St.); Total project cost: \$2,763,920 with **\$398,858 TEP** funds requested [Note change in original request to adjust to 80% total federal dollars, project has additional federal funds and is seeking shortfall]. **Project Description:** *A 14 foot wide by 800 foot long bridge containing a center viewing plaza will connect existing Davenport trail network to the Mississippi River Trail, situated across the Davenport Harbor.*
Recommend \$398,858 TEP funds.
2. **Davenport – Multi-Purpose Trail:** Goose Creek Phase II (59th & Scott Sts. to Prairie Height Park); Total project cost: \$1,100,000 with **\$70,000 TEP** funds requested. **Project Description:** *Project consists of a 10 feet wide 1.5 mile trail along Goose Creek connecting the Goose Creek Heights Park (just north of North High school) to the south and east to Prairie Heights Park.*
Recommend \$70,000 TEP funds.
3. **Eldridge – Multi-Purpose Trail:** Y64 (Eldridge to Long Grove); Total project cost: \$1,032,102 with **\$825,682 TEP** funds requested. **Project Description:** *Project will provide 2 miles of separated multi-purpose trail along County Road Y64 connecting the cities of Eldridge and Long Grove.*
Recommend \$825,682 TEP funds.
4. **Bettendorf – Multi-Purpose Trail:** Middle Road (Duck Creek to Devil’s Glen Road); Total project cost: 1,711,968 with **\$1,051,968 TEP** funds requested. **Project Description:** *8000 ft recreational trail along Middle Road from Duck Creek to Devils Glen Road.*
Recommend remaining amount \$782,142.
5. **Riverdale – Multi-Purpose Trail:** 1.3 miles of Mississippi River Trail (MRT); Total project cost: \$674,319 with **\$539,455 TEP** funds requested. **Project Description:** *Project is a 1.3 mile section of the Mississippi River Trail in Riverdale, IA that will connect with the Duck Creek Parkway and Riverfront Trails in the Quad Cities. The project is a collaborative effort joining members of the City of Riverdale, Alcoa and River Action. Funding not recommended based on project readiness.*
6. **Eldridge – Sidewalk:** East Franklin Street; Total project cost: \$15,990 with **\$12,792 TEP** funds requested. **Project Description:** *Project will provide eastward sidewalk access to a health care clinic for residents of an assisted living center. Funding not recommended; typically projects must be at least \$50,000 or greater in TEP funding requests.*

Total IAQC TEP Funds Available:	\$2,076,682.00
Total TEP Funds Requested:	\$2,898,755.00

Mayor Freemire made a few comments on the importance of project readiness, and that the Riverdale project is the next logical expansion for the Mississippi River Trail (MRT). Mayor Freemire also asked that Bi-State Regional Commission help City of Riverdale with a grant application(s) in the next round of state funding opportunities. Mr. Cornelius, representing River Action, stated his support of the City of Riverdale project and commented on the project status for River Action is engineering and setting aside funds. River Action is looking forward to this segment of the trail moving forward. Mayor O’Boyle commented on the City of Eldridge’s project noting that Eldridge received stimulus funding to do engineering. The city has set aside funding for the past several years

to ensure their local contribution and project construction would start as soon as next spring, if funded.

Mr. Ambrose moved to approve Technical Committee recommendations. Mayor Freemire seconded the motion, and the motion passed.

Ms. McCullough suggested the committee that approval of the recommended trail enhancement projects also be considered for amendment to the FFY11 annual element of the Transportation Improvement Program (TIP). Mayor Freemire motioned to amend the TIP with these projects. Mayor Gluba seconded the motion, and the motion carried.

3. Status of 2040 Long Range Transportation Plan Update-Freight Transportation Chapter and Partial Roadway Transportation Chapter. Mr. Mosher presented on four modes of freight cargo shipping: motor, rail, marine and air transportation. He presented on components such as ease of freight movement, infrastructure, safety, facility security and cargo trends of the Quad Cities Area freight intermodal network. A variety of qualitative and quantitative data was presented including low clearance crash, injury, and capacity of facilities data. The presentation detailed the existing network and proposed enhancement projects for each mode. Enhancement strategies include runway upgrades, transfer facilities, railway safety enhancements and route designations.

Several questions were asked regarding how to address increased safety precautions once passenger rail service traffic increases as well as the possibility of at grade road/rail public crossing accidents. As passenger rail is implemented, Bi-State staff, working with other state and rail partners, would monitor accidents and report as needed. Ms. McCullough noted that security fencing at Davenport Municipal is not required by FAA, but it is a proactive security measure. It was also noted that Bi-State Regional Commission had applied for a HUD grant in the range of \$300,000-\$400,000 to be used for an Intermodal Commodities Study. Mr. Bill Lund, economics professor at St. Ambrose University, may a good resource for input to the study, as suggested by Davenport officials.

Ms. Lentsch presented on the existing Roadway Network chapter for the 2040 Long Range Transportation Plan. She noted that the number of U.S. Highways in the planning area is 4, not 5, and the number of marked Illinois State Highways is 4, not 8. She presented a chart displaying the Federal Functional Classification (FFC) in the Quad City Area and noted that only FFC roads, not local roads, were eligible to receive federal funds. Next, she talked about the bridges in the Quad City Area, namely the Mississippi River crossings. The highest Average Daily Traffic (ADT) count in the area is the I-74 bridge with 70,800 in 2008. She noted that the three centrally located bridges were a source of congestion. Connectivity is not only important for the roadways, but also for alternative modes of transportation. Ms. Lentsch provided a definition for congestion and displayed eight corridors that are likely to show up on Mr. Patel's model as congested. She then went on to differentiate between recurring congestion and non-recurring congestion. Operations and management, as well as signage and wayfinding, are important to help travelers get around the Quad City Area more efficiently and to reduce delay. Iowa and Illinois use different systems to rate their pavements; they also have differing levels of reporting. On the map, the Iowa side has many more roads identified. Ms. Lentsch will work with the Illinois cities to gather additional pavement condition data. The last section was on crashes/safety. Ms. Lentsch stated that rear-end crashes were the number one crash type with 2,342 incidents in 2008. There were 3,900 intersection crashes in 2008. Ms. Lentsch listed the 4 E's: Engineering, Education, Enforcement, and Emergency Services and noted possible agencies to help fulfill these safety objectives.

4. Other Status Reports. Ms. McCullough informed the Committee of a news release from the Office of the Governor of the State of Iowa in regards to Iowa and Illinois recently receiving \$230 million for intercity passenger rail and that Moline was one of 42 of 1000 applicants to receive a \$10 million TIGER II grant to convert a hub for the passenger rail service.

Ms. McCullough noted that there were no new exceedances of the ozone standard in 2010. There will also need to be an extension of SAFETEA-LU at the end of December. It does not appear a federal reauthorization will occur, and speculation is that it could be 2012 or 1012 for it to occur.

Ms. McCullough gave a briefing on a recent NADO conference where NADO would like to support regional transportation planning and utilize regional organizations for delivery of programs in the next transportation act. There was discussion of new MPO population thresholds shifting from 50,000 up to 200,000, which is now a Transportation Management Area, then shifting the TMA designation higher, closer to 500,000 or 1 million. Bureau of Census is examining criteria to designate urbanized area boundaries. Bi-State staff is looking into this effort to see if there is an impact on the Quad Cities.

Mayor Welvaert shared with the Committee the grand reopening of the Moline, Illinois viaduct, connecting River Drive in downtown Moline with the Rock Island Arsenal. The ceremony would commence at 5:30 pm. Mayor Gluba posed a question on dispatching of trucks with the business designation of U.S. 61. Mr. Shea replied that many map providers update their maps, but there is no real mechanism for educating independent dispatchers.

5. Public Comments No public comments were made at this time.
6. Other Business. The next Urban Transportation Policy Committee meeting will be held on November 16th, one week prior to the usual scheduled date due to the Thanksgiving holiday.
7. Adjournment. Mayor Welvaert motioned to adjourn the meeting. Mayor Wilson seconded the motion, and the meeting adjourned at 12:55 p.m.