

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

Tuesday, March 26, 2013, 12:00 P.M.
Bi-State Regional Commission
Third Floor Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Ray Ambrose	Alderman, City of Davenport
Bill Cusack	Scott County Board of Supervisors
Jeff Justin	Alderman, City of Davenport
Tom Kelso	Illinois Department of Transportation – Springfield
Larry Lorensen	Board Chair, MetroLINK
Marty O’Boyle	Mayor, City of Eldridge (Small Community Rep. – Iowa)
Sam Shea	Iowa Department of Transportation – District 6
John Thodos	Mayor, City of East Moline
Don Welvaert	Mayor, City of Moline
Bob Wilson	Mayor, City of Port Byron (Small Community Rep. – Illinois)

OTHERS PRESENT

Doug DeLille	Bi-State Regional Commission
William Fox	Mayor, City of Silvis (Small Community Rep. – Illinois Alternate)
Craig Harper	Bi-State Regional Commission
Gene Hellige	City Engineer, City of Davenport
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Geoff Olsen	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission

1. Approval of the Minutes of the February 26, 2013 Transportation Technical Committee Meeting.
Mayor Thodos chaired the meeting. A motion for approval of the February 26, 2013 minutes of the Transportation Policy Committee as written was made by Mr. Ambrose. Mayor Welvaert seconded the motion which carried.
2. Clarification of Surface Transportation Program (STP) Project Description Awarded to Davenport’s Kimberly Road at Forest Road and Consideration of Revisions to FFY2013-2016 Transportation Improvement Program (TIP). Mr. Melton clarified to the committee that part of the improvements included in the project scope for Davenport’s Kimberly Road at Forest Road STP project includes the closing of the crossover at Lorton Avenue. This information was included to the Transportation Technical Committee as part of the ranking process, but did not carry over to information provided to the Policy Committee for their final decision making. Mr. Melton noted several changes outlined on the table attached to these minutes as part of the consideration of revisions to the FFY2013-2016 TIP. Mr. Cusack motioned to approve the amendments as listed. Mr. Lorensen seconded the motion which

carried. Mr. Melton communicated that a memorandum was sent to the Transportation Technical Committee as well as transportation advisory groups regarding the upcoming TIP update. Mr. Melton presented requested TIP amendments from local and state jurisdictions. These changes are attached to these minutes as a table). Mr. Melton communicated that a memorandum was sent to the Transportation Technical Committee as well as transportation advisory groups regarding the upcoming TIP update.

3. Consideration of the Bi-State Region Intelligent Transportation System (ITS) Architecture Update. Mr. Patel began by discussing the definition and purpose of the ITS Architecture. He provided examples of ITS service packages utilized in our Bi-State Regional Architecture, such as the Traffic Incident Management System. Mr. Patel went on to explain the information generated by the Turbo Architecture software which comes in the form of information flow charts and incorporates regional stakeholders. ITS Architecture development is an iterative process which is always being reviewed and updated. The maintenance of the ITS Architecture is scheduled for every 5 years. The document was provided to the Technical Committee prior to the meeting for their review and its members were solicited for input then and again at the meeting. The Technical Committee recommended its approval. Mayor Welvaert motioned to approve the Bi-State Region Intelligent Transportation System (ITS) Architecture. Mr. Ambrose seconded the motion and the motion carried unanimously.
4. Consideration of the Bi-State Region Transit Development Plan (TDP) Update. Mr. Harper presented on the annual update of the Transit Development Plan. He outlined considerations made while updating the document. The update includes information regarding coordination efforts, results of previous public needs, opportunities for new input for the plan, progress on previously programmed projects and new projects. Notable coordination efforts included a Mobility Summit and the continuation of the area transit systems partnering on The Loop River Front Circulator. These activities were also the result of previously expressed public needs. Some outreach efforts for new TDP input included Taste of Transit at Pizza Ranch in Bettendorf, the Urban Mobility Summit at the Davenport Police Department, regular Urban Transportation Technical and Policy Committee Meetings and Rural to Urban Travel Training and Mobility Matters Discussions both in Port Byron. Progress on major programmed projects included continuation of service of the Loop River Front Circulator and the beginning of construction for MetroLINK's new Transit Maintenance Facility. Mr. Harper outlined a number of new projects to be included in the TDP. MetroLINK and RIM Rural Transit have obtained JARC funds under SAFETEA-LU to provide transportation from the urbanized area of the region to major employment centers along Illinois Route 84 Corridor to Cordova Illinois. It was noted that the Technical Committee recommended approval of the document. Mr. Ambrose motioned to approve the Bi-State Region Transit Development Plan (TDP) Update. Mr. Lorensen seconded the motion and the motion carried.
5. Consideration of Iowa Quad Cities Transportation Alternatives Program (TAP) Flex Funding Distribution. Mr. DeLille presented the Bi-State Regional Commission staff recommendation for the Transportation Alternatives Program (TAP) funding for the Iowa portion of the metropolitan area. Mr. DeLille explained that based on the MAP-21 transportation bill enhancement funds, safe routes to school funds, and scenic byways funds were consolidated into the Transportation Alternatives Program. Each state was allocated TAP funds with the option of opting in or opting out of the federal recreational trails program. Both Iowa and Illinois opted in, so a few million dollars will be taken off the top of the TAP funds to cover the federal recreational trails program. The remaining TAP allocation is divided with fifty percent going to the state and fifty percent sub allocated to TMA's,

MPO's based on population, and rural areas. In Iowa, the state decided to use some of the state's allocation for a small statewide TAP program. The remaining state portion of TAP funds would be distributed to the MPO's and RPA's as TAP Flex. Bi-State's staff and Technical Committee recommendations are to add the TAP Flex funds to the Iowa Quad Cities Urban TAP funding amount. This would bring the available TAP funds available for programming back to at least the level of funding from the previous Enhancement program. Mayor O'Boyle motioned to concur with the staff and Transportation Technical Committee recommendations to add the Iowa Quad Cities TAP Flex funds to the Urban TAP funds. Mr. Cusack seconded the motion. The motion carried.

6. Presentation on FY2014 Transportation Planning Work Program (TPWP). Ms. McCullough presented the FY2014 Transportation Planning Work Program (TPWP). Ms. McCullough began by outlining the purpose of the TPWP which is conduction coordinated, continuing and comprehensive transportation planning among local governments, develop a budget for transportation planning funds and associated tasks and activities, outline requirements for various agencies toward planning efforts, and establish products, purposes and general methods for transportation planning activities. Ms. McCullough went on to describe the major transportation issues in our area which include: improving river crossing capacity, reducing congestion and improving mobility choices to improve the transportation network as well as regional air quality, and integrating safety and security. Ms. McCullough outlined a number of accomplishments from the FY2013 TPWP such as documents produced, grant assistance, training for staff and other planning professionals, technical assistance and a number of other services. Ms. McCullough then described the budget. The program categories and the percentage budgeted for each category are as follows: Program Support and Administration (4%), General Development and Comprehensive Planning (21%), Long Range Transportation Planning (36%), and Short Range Transportation Planning (39%). The planning targets were outlined as follows (Funding Source – Funding Amount): IA FTA 5303 – \$51,117, IA FHWA PL – \$209,112, IL FTA 5303 – \$73,534, and IL FHWA PL – \$274,248. Bi-State Regional Commission will also receive funds from the Iowa Clean Air Attainment Program and Illinois Special Research Funds to conduct a household travel survey and provide model enhancements. The TPWP is required to include transit planning funds received for urban transit systems. Ms. McCullough explained to the committee that planning work activities and allocation of funding to work program categories will undergo an approval process by the Bi-State Regional Commission with activity review by the Transportation Technical and Policy Committees. Upon adoption, resolutions authorizing filing federal grant applications and execution of grant contracts will be drafted.
7. Public Comments. No comments from the public were made.
8. Other Business. None.
9. Adjournment. The meeting was adjourned by consensus at 12:50 p.m.