

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

Tuesday, January 10, 2006, 10:00 A.M.  
Bi-State Regional Commission  
Third Floor County Conference Room  
1504 Third Avenue  
Rock Island, Illinois

**MEMBERS PRESENT**

Jeff Nelson, Chair	MetroLINK
Jeff Anderson	City of Moline
Mike Atchley	City of Davenport
Fred Dean	Iowa Department of Transportation – Davenport
Sharon Durbin	Illinois Department of Transportation – Springfield
Charles Heston	City of Davenport
Scott Hinton	City of Moline
Mike Kane	City of Rock Island
Bill Lauper	City of East Moline
Pat Marsh	Village of Coal Valley
Larry Mattusch	Scott County
Wally Mook	City of Bettendorf
Gary Statz	City of Davenport

**OTHERS PRESENT**

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
Kathy Starling	Illinois-Iowa Center for Independent Living (IICIC)

1. Approval of the Minutes of the December 13, 2005 Transportation Technical Committee Meeting. Mr. Nelson asked for introductions. Following introductions, he asked members to review the December 13, 2005 Transportation Technical Committee minutes for comments and/or corrections. Hearing none, Mr. Mook motioned to accept the minutes as written and Mr. Lauper seconded the motion. The minutes were approved as written.
2. Project Progress Report. Representatives from jurisdictions present at the meeting provided either electronic, verbal and/or written progress reports to Bi-State Regional Commission staff of street/highway, enhancement and/or transit projects to record for the next meeting. Mr. Hunt briefly reviewed updates on federally funded projects received electronically.

3. Status of 2035 Quad City Area Long Range Transportation Plan. Ms. McCullough outlined the subject progress to date related to modeling, roadway priorities, update on the transit section, financial summaries and environmental review of the Long Range Plan. A full draft of the document was presented at the Technical Committee meeting. To allow for a draft to be mailed to the Policy Committee on January 17, 2006, staff asked for technical review by January 13, 2006. The next steps in the process include a presentation to the Policy Committee on January 24<sup>th</sup> at noon and request for the draft to be released for public review. This will be followed by a series of public meetings with the results to be provided to the Technical Committee for consideration.

Mr. Patel reported on the status of the modeling effort. The 2035 Plan evaluates projects in a time series, midway through the planning horizon (2015) and through 2035. He noted that Year 2015 socio-economic data represented just over 60% of the projected population and employment expected through 2035. Mr. Patel demonstrated the model runs using volume over capacity maps. These maps illustrate how the roadway network is performing with traffic. He illustrated this concept with a series of three maps using Year 2000 traffic on the Year 2000 roadway network, Year 2015 traffic on the 2015 network and Year 2035 traffic on the 2035 network. He also displayed 2035 traffic on the 2035 network with illustrative projects (not fiscally constrained). Roadways in green showed at or over 85% of the roadway capacity while roadways in red showed 95% at capacity. Mr. DeLille reviewed the status of the multipurpose trail and pedestrian network chapter and Ms. Doonan noted progress toward finalizing the transit chapter.

Ms. McCullough directed the Technical Committee to Chapter VI – Conclusion where the financial summaries were outlined. Table 6.3 from the Plan is shown below and summarizes the financial constraint of the long range planning activities.

**Financial Summary for 2035 Long Range Transportation Plan**

<b>Transportation Resources</b>	
Forecasted Roadway Revenues – All Sources	\$2,985,946,555
Forecasted Transit Revenues – All Sources	\$1,773,844,951
Forecasted Enhancement Revenues w/Match	\$480,546,133
<b>Transportation Resources Subtotal</b>	<b>\$5,240,337,639</b>
<b>Transportation Expenses</b>	
Projected Roadway Maintenance Expense (70%)	\$2,090,162,589
Iowa DOT Unlisted Roadway Projects	\$185,441,930
Roadway Priorities Expense*	\$684,237,612
Transit Capital Maintenance & Operating (91%)	\$1,614,198,906
Transit Expansion	\$159,646,046
<b>Transportation Expenses Subtotal (Excluding Enhancements)</b>	<b>\$4,733,687,082</b>
<b>Financial Difference (Excluding Enhancements)(Transit Zeros Out)</b>	<b>\$26,104,425</b>

\* I-74 Mississippi River Corridor anticipates 80% federal funding (\$536,898,448) as earmarks and removed this portion from total estimated expenses.

She indicated that a similar process was used as in the 2001 plan update to determine both revenues and expenses. The methodology had been accepted by the Federal Highway Administration and the state agencies and was used in the 2006 plan update for consistency. Funds are shown in 2006 dollars. Table 6.3 summarizes the 2035 revenue forecasts. A total of \$2,985,946,555 was estimated for roadway revenues and \$1,773,844,951 for transit revenues. These forecasts include federal, state and local funds for both Iowa and Illinois.

Costs have not been determined for specific trail projects because locations and project sites have not been finalized. However, federal Transportation Enhancement Program revenue was estimated based on an annual average of the known revenue from the last thirteen years of funding (Fiscal Years 1992-2005). Transportation Enhancement Program funds are required to be matched with at least 20% local money; therefore, the total enhancement project effort, including match, would be \$480,546,133. It should be noted that trail projects may also be funded through recreation and statewide trail programs. Costs have also not been determined for intermodal projects because of the difficulty in producing estimates for these types of projects.

Based on the last five fiscal years of information in the Transportation Improvement Program, it is projected that federal transportation resources will account for 51% of the total roadway dollars along with 29% in state resources and 20% in local resources. In regard to transit projects, 46% of financial resources will be federal, 27% will be state resources and 27% will be local resources. It was noted for estimating roadway expenses that the last five years has seen a number of expansion projects; therefore, the percentage of maintenance dollars was applied as in the previous plan as 70%. The roadway priorities from Table 6.1 were added together, amounting to \$1.2 billion dollars, less the 80% federal dollars anticipated for I-74 Mississippi River Corridor project. After all the calculations were completed, there is an estimated surplus of \$26 million within the 10% level of error and considered fiscally constrained under federal guidance.

A discussion of the document ensued. Mr. Anderson suggested elaborating on the projects listed as “Projects Requiring Additional Study” in Table 6.2. Staff will provide outline of these projects further in the text. It was noted these projects are not part of the financial constraint proposed in the plan. These projects would require an amendment or could be part of a subsequent plan update if and when they progress to the level of detail needed for the plan.

4. Public Comments. No public comments were made.
5. Other Business. Ms. McCullough directed the Technical Committee to their agenda packet for a copy of the bridge restrictions notice. Using the accompanying map, she outlined projects which would have extended restrictions including I-280 at the Mississippi River for painting and repair through the summer of 2006 and I-80 at the Mississippi River through I-88 in the fall 2006 to construct a cross-over in anticipation of reconstruction work in calendar year 2007. Mr. Patel noted the upcoming 2006 State of Iowa traffic counting program. The consensus of Iowa Quad City representatives was to meet following the next Technical Committee meeting based on the availability of Iowa Department of Transportation counting program staff. The next Technical Committee meeting is tentatively set for February 14, 2006 at 10:00 a.m. to present results of the public input process received to date on the Long Range Plan.
6. Adjournment. Mr. Mook motioned to adjourn the meeting. Mr. Dean seconded the motion and the meeting was adjourned prior to 11:00 a.m.