

**MINUTES OF THE
DAVENPORT-ROCK ISLAND-MOLINE, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION POLICY COMMITTEE**

Tuesday, March 22, 2011 12:00 Noon
Third Floor Conference Room 320
Bi-State Regional Commission
1504 Third Avenue
Rock Island, Illinois

Policy Members Present

Ray Ambrose	Davenport, Iowa City Council
James Bohnsack	Rock Island County Board Chair
William Fox	Mayor, Silvis, Illinois
Jim Hancock	Scott County Board of Supervisors
Jeff Justin	Davenport, Iowa City Council
Tom Kelso	Illinois Department of Transportation - Springfield
Larry Lorensen	MetroLink Board
Dennis E. Pauley	Mayor, City of Rock Island, Illinois
Sam Shea	Iowa Department of Transportation - Davenport
John Thodos	Mayor, East Moline, Illinois
Kris Tobin	Illinois Department of Transportation- Dixon
Don Welvaert	Mayor, City of Moline, Illinois

Others Present

Aaron Granquist	HR Green
Stacy Lentsch	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Lisa Miller	Bi-State Regional Commission
Blake Mosher	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Chelsey Waterman	Bi-State Regional Commission

1. Approval of the Minutes of the January 25, 2011 Transportation Policy Committee Meeting. Mayor Welvaert asked if any member would like to entertain a motion to accept the minutes of the Mr. Ambrose motioned to approve the minutes of the January 25, 2011 Transportation Policy Committee meeting and Mayor Thodos seconded that motion. The minutes were approved as written.
2. Consideration of FFY 2011-14 Transportation Improvement Program (TIP) Amendments and Administrative Revisions. Ms. Waterman gave a presentation of the three proposed amendments to the (TIP), which require committee action:

Project Number	Project Route	Project Location	Project Description	Total Cost	Federal Share
IA-11-18	I-80	Y-40 to Mississippi River	Median, Guardrail	\$1,690,000	\$1,352,000
IL-11-01	IL District 2	Various, District 2	Safety Improvements	\$420,000	\$378,000
IL-12-04	I-74/I-280	Coal Creek, 2.5 Miles W of Henry County line	Bridge Replacement	\$3,000,000	\$2,700,000

Ms. Waterman noted the first item was being added to the FY2011 Annual Element and the two other items were an increase in funds of more than 30% in federal aid. Mr. Bonsack motioned to approve the amendments to the TIP as presented, and Mr. Ambrose seconded that motion. The amendments were approved as written. Ms. Waterman also noted three administrative modifications as provided on the back of committee members’ agendas. These were provided for information.

3. Consideration of Regional Transit Development Plan (TDP) Updates. Ms. Waterman explained that the TDP is a four-year listing of passenger transportation projects initially developed in 2006. In recent years, the plan has undergone a full update annually. Based on review from the Illinois and Iowa Departments of Transportation, full updates will now occur every 4-5 years. During years in which the plan is not updated, a list of significant changes will be submitted to both DOTs. Considerations for annual submissions include changes to the public outreach or the coordination process, significant progress on previously programmed projects, the addition of new projects, and other recent developments. Recent public outreach events include four “Commuter Challenge” workshops held at local Hy-Vee stores, Long Range Transportation Plan “Kick-off” public input meetings, and several focused events. Projects with significant progress include the completion of an Iowa Quad Cities Riders Guide, a TIGGER award for MetroLink’s new maintenance facility, and River Bend Transit’s proposal to transfer ICAAP funding to a Davenport-Muscatine-Iowa City daily shuttle. New projects include the construction of a bus garage for Bettendorf Transit, trip planning software and real-time vehicle information for Bettendorf and Davenport fleets, “next stop” information kiosks at major MetroLink transfer locations, River Bend Transit Sunday service, and a new bus Muska Bus shelter. Mr. Ambrose motioned to approve the TDP updates; Mr. Justin seconded the motion, and the motioned carried.
4. Presentation on FY12 Transportation Planning Work Program (TPWP). Ms. McCullough explained that the Transportation Planning Work Program (TPWP) details transportation planning activities conducted through Bi-State during a fiscal year. The work program focuses on three primary responsibilities 1) coordination of transportation planning and operation, 2) maintaining a long-range transportation plan, and 3) programming transportation projects to address the needs identified in that plan and associated studies.

In the metropolitan area, major transportation issues include:

- River Crossing Capacity Improvements
- Air Quality, Congestion Management & Mobility, and Intelligent Transportation System Activities
- Modal Coordination - Passenger Rail and Intermodal Connections
- Long Range Plan Planning and Implementation
- Coordination with Human Service & Specialized Transportation Providers
- Integration of Safety and Security
- Transportation Planning Requirements & Reauthorization

Ms. McCullough highlighted FY11 Bi-State activities, objectives, and accomplishments including:

- **Documents** – Completion of the FY11-12 TIP, FY11 & 12 TPWPs , TDP update, LRTP & Congestion Management Process
- **Grant Assistance**- Including ICAAP, Recreational Trails, RISE, Safe Routes to Schools assistance, Scenic Byways, Surface Transportation Program, Transportation Enhancement Program, IKE (FEMA-related)
- **Training** - Held transit workshops & APA audio-conferences; attended IA Bicycle Summit, NASCO, AMPO/NADO Peer Learning, etc.
- **Technical Assistance**- traffic studies, accident analysis, bridge coordination, ITS coordination, trail planning, data portal, Census, RFPs, etc.
- **Service**-Technical and Policy Committees, Regional Trail Committee, Air Quality Task Force, CARS, joint ITS/Safety group, Mississippi River Partnership-IA , IA Smart Planning initiatives, Davenport in Motion
- **Project Selection/Funding Distribution** – Transportation Enhancement Program

Mr. Justin asked, “How do you set priorities?” Ms. McCullough replied priorities stem from federal transportation planning requirements and cyclical planning as well as from local government requests and/or new opportunities.

A draft work program budget was outlined in the slide presentation. There were no comments by the Technical Committee on the FY12 TPWP on the activities. Approval of planning work activities and allocation of funding to work program categories are reviewed by the Policy Committee. Resolutions authorizing filing federal grant applications and execution of grant contracts are approved by Bi-State Regional Commission.

5. Status of 2040 Long Range Transportation Plan Update-Discussion on Travel Demand Model Progress, Congestion Management Process and Timeline. Ms. McCullough began by directing the Transportation Policy Committee to a timeline of the 2040 Long Range Transportation Plan, explaining that Bi-State is still working on the Travel Model and looking to release the full document in May for a 30-day public review period. The Urban Transportation Technical and Policy Committees will consider plan adoption in June. Mayor Welvaart inquired about tracking plan progress and accountability. Ms. McCullough indicated that the Transportation

Improvement Program and Project Progress Report are methods for monitoring progress. Ultimately, the local jurisdictions in cooperation with the Departments of Transportation are accountable for moving projects from planning to implementation. Ms. McCullough continued the discussion by sharing the goals, objectives and performance measures of the Congestion Management Process (CMP). Suggested Congestion Management goals were presented at a prior meeting and included: move traffic more effectively; improve public transportation; reduce travel demand; design safe, efficient streets and highways; accommodate transit, pedestrian and bicyclists; and promote beneficial land use patterns and transit oriented design standards. Input was received on the draft CMP to include performance measures. These were identified in a handout and presented at the meeting.

Mr. Patel provided an update on the travel demand model calibration and validation process. As noted at the February meeting, a three-step process is used. The data gathering aspect is complete. Trip generation is 90% complete. He reviewed that staff is utilizing trip generation rates from the Des Moines area as surrogates for the Quad Cities. This is common model practice when local trip rates are not available, and confirmed by Mr. Shea. Minor changes were made to trip rates. Related to the use of Des Moines information, Ms. McCullough indicated staff is looking at opportunities to acquire better information and more specific for the Quad Cities for future modeling efforts.

Trip distribution, distributing trips by zone, is roughly 50% complete. A gravity model, mathematical formula, is used to distribute trips among Traffic Analysis Zones (TAZs). Trips between zones are directly proportional to attraction in each zone and inversely proportioned to distance between zones. Trip assignment, taking the distributed trips and sending through the geographically represented street network, is also 50% complete. Mr. Patel provided a status of his calibration/validation of the model to replicate 2006 actual traffic counts. One measure of model validation is trip length distribution. For home-based work trips, the model is running a 13-minute average trip length. Based on Census data, the Quad City MPO should be closer to 17 or 18-minute average trip lengths. To reach a greater level of confidence in trip length distribution, Mr. Patel is looking at adjusting the model formula, using standard modeling techniques and is in consultation with state modeling staff at Iowa Department of Transportation. Mr. Patel responded to questions. He will continue to work toward calibration of the model in preparation for running future roadway network scenarios. It was noted that a master network with 2040 projects has been prepared and is ready to go when the model has been calibrated.

6. Public Comments. No public comments offered at that time.
7. Other Business. No other business brought about at that time.
8. Adjournment. Mayor Thodos made a motion to adjourn. Mr. Lorensen seconded that motion and the meeting adjourned at 1:00 pm.