

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
METROPOLITAN PLANNING AREA
TRANSPORTATION POLICY COMMITTEE

Tuesday, August 25, 2015 – 12:00 noon
Bi-State Regional Commission
Third Floor County Board Chambers
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Ray Ambrose	Alderman, City of Davenport
Carol Earnhardt	Scott County Board of Supervisors
Bob Gallagher	Mayor of Bettendorf
Jeff Justin	Alderman, City of Davenport
Ken Maranda	Chair, Rock Island County Board
Marty O’Boyle	Mayor of Eldridge
Scott Raes	Mayor of Moline
Sam Shea	Iowa Department of Transportation, District 6
Kris Tobin	Illinois Department of Transportation, District 2
John Thodos	Mayor of East Moline

OTHERS PRESENT

Taylor Beswick	Bi-State Regional Commission
Travis Bounds	Illinois Department of Transportation
Doug DeLille	Illinois Department of Transportation
Dan Franklin	Iowa Department of Transportation
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety
Becky Passman	Bi-State Regional Commission – IAQC Transit
Lalit Patel	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Lindsay Whitson	Bi-State Regional Commission

1. Approval of the Minutes of the June 23, 2015 Transportation Policy Committee Meeting. Mayor Raes requested a motion for approval of the June 23, 2015 minutes of the Transportation Policy Committee. Mr. Maranda moved to approve the minutes as written, and Mayor Thodos seconded. The motion carried.
2. Status of Transportation Reauthorization. Mr. Bounds, Illinois Department of Transportation and Mr. Franklin, Iowa Department of Transportation participated via conference call and provided presentations on the status of reauthorization of the federal transportation act. Mr. Bounds reported that the U.S. Senate passed the DRIVE Act on July 30, 2015. The bill is now waiting action by the U.S. House of Representatives. The six-year (FFYs 2016-2021) bill authorizes programs for the several federal transportation agencies. The bill provides

authorizing language for six years. The bill is ONLY funded for the first three years (FFYs 2016-2018). To fund the bill fully, it would require approximately an additional \$51 billion over the already \$46 billion in “offsets” that provides funding for the first three years of the bill. The DRIVE Act essentially maintains the MAP-21 formula structure for the core programs, which is good for Illinois because Illinois then “nearly” retains its MAP-21 funding share of 3.67 percent (3.63% under the Senate bill). Illinois’ Drive Act share drops to 3.63 percent from 3.67 percent because the DRIVE Act apportionment computation is based on the state’s FFY 2014 apportionments. Iowa continues to be considered a “donor” state with more going out than coming back. There is some discussion about orphaned earmarks for projects that have never happened, but repurposing the funds has yet to be seen. A new program introduced in the bill is the National Freight Program with a proposed funding level of \$417 million.

The DRIVE Act passed the Senate (65-34) with the lowest ye a vote passage for transportation bill since the early 1980s. It is currently in the U.S. House of Representatives for discussions. The most likely scenario will be MAP-21 extensions until 2016 or early 2017 after the elections when a new Congress and President are in place. Ultimately, the devil will be in the detail indicated by Mr. Franklin, and there will be continuing discussion on reauthorization for some time.

3. Presentation and Discussion on 2045 Quad Cities Long Range Transportation Plan Update – Timeline Mobility Alternatives (Non-motorized Transportation, Freight and Roadway Scenarios; and Draft Chapter 1 – Vision and Chapter 4 – Passenger Systems. Ms. McCullough directed members to their agenda packets for draft copies of Chapters 1 and 4 for comments. A handout on comments to these chapters to date was distributed and included how the comments would be addressed.

Mr. Schmid presented information related to non-motorized transportation and mobility access. About 5% of the trips in the Quad Cities are via non-motorized transportation. Nationally, pedestrian fatalities are on the rise while bicycle fatalities have remained steady. In the Quad Cities, there are various types of multi-purpose trails for both pedestrians and bicyclists from separated trails to signed routes. There has been a growth in shared use paths since the last plan update. He shared trails traffic counts from Bettendorf, Davenport, and Rock Island. For the future, he reviewed public input related to non-motorized transportation, such as Complete Streets, Duck Creek trail loop, more bike/walk options, more bicycle lanes and additional sidewalks. All are consistent with the Complete Streets guidance to design streets to include a variety of users. LRTP projects would create a regional system of over 300-miles of trails in the Metropolitan Planning Area (MPA). There is interest in striving toward Bicycle Friendly Community designations. A crossing designed with the new I-74 Mississippi River corridor was a notable improvement, as well as extensions of the Mississippi River Trail, Rock River Trail, and Veterans Memorial Parkway/Forest Grove Road Trail.

Ms. McCullough reported on the status of the Bi-State Region Freight Commodity Flow Plan and development of the freight chapter of the LRTP. Key transportation issues related to freight are river crossing capacity; transportation infrastructure, facility capacity, and state of repair; environmental effects like air quality and congestions; modal coordination needs; and integration of safety and security. She reviewed public input and areas of recurring congestion. The Freight Plan identified five planning themes – Economy, Infrastructure, Operation, Access

and Modal Options, and Resiliency. Proposed projects coming from this plan included 14 new highway projects; an intermodal, transload and/or consolidation facility; rail bridge replacement; rail spurs and connections to the Class II system; and water port expansion.

In past plans, I-74 Mississippi River corridor reconstruction has been the metro area's highest priority. With construction of the facility on the short-term horizon, the question is what are the next projects. A map showing the illustrative projects from the current long range transportation plan was discussed with additions of new projects. Staff is working to set up a "Big Projects" workshop between the Technical and Policy Committees to discuss what might be the bigger projects to support. Prioritization of future projects is anticipated to be done at a high level using federal functional classification, state of good repair/condition, crash history, system reliability, connectivity, readiness/feasibility, and environmental justice. Ms. McCullough reported on the proposed roadway projects submitted by each jurisdiction. She also outlined proposed travel model scenario analyses – No Build, Full Build, Corridor Analysis, Growth Analysis, and Illustrative Projects Analysis.

4. Public Comments. Mr. Miller commented on the non-motorized presentation and indicated a need for consideration of additional lanes to separate bicycle and pedestrian traffic along Ben Butterworth Parkway as part of the Great River Trail (GRT)/Mississippi River Trail (MRT).
5. Other Business. A handout with an administrative modification for Rock Island County, RC-15-01 was provided at the meeting. The project was being moved to advanced construction as part of a traffic sign upgrade program.
6. Adjournment. Mayor Gallagher called for a motion to adjourn the meeting. Mayor O'Boyle motioned to adjourn the meeting and Ms. Earnhardt seconded the motion. The meeting was adjourned at 1:02 p.m.