

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

Tuesday, October 27, 2015 – 12:00 noon
Scott County Administration Building
600 West 4th Street; Davenport, IA

MEMBERS PRESENT

Ray Ambrose	Alderman, City of Davenport
Mardy Davis	President, Village of Oak Grove
Carol Earnhardt	Scott County Board of Supervisors
Bob Gallagher	Mayor, City of Moline
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
John Thodos	Mayor of East Moline
Kris Tobin	Illinois Department of Transportation, District 2

OTHERS PRESENT

Doug DeLille	Illinois Department of Transportation, Springfield
Brandy Howe	City of Rock Island
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Jeff Nelson	MetroLINK General Manager
Lalit Patel	Bi-State Regional Commission

1. Approval of the Minutes of the September 22, 2015 Transportation Policy Committee Meeting. Mayor Gallagher welcomed those in attendance and called for approval of the minutes. Mr. Ambrose motioned for approval of the September 22, 2015 minutes of the Transportation Policy Committee. Mayor Thodos seconded, and the motion carried.
2. Consideration of FFY2016-2019 Transportation Improvement Program (TIP) Revisions. Mr. Melton directed the Committee to amendments and administrative modifications found in their agenda packets. There were three requests for amendments from the City of Moline, the City of Davenport, and MetroLINK. The first request was MO-17-02 to include the Great River Trail at Sylvan Island Bridge replacement project in the TIP. The total project cost amounts to \$1,275,000 with a federal share of \$1,037,600 in statewide Transportation Enhancement/Alternatives Program funds with a local share of \$237,400. Another amendment was from the City of Davenport for DA-11-11, which is a project using Iowa Clean Air Attainment funds that is being removed from the TIP, and the city is withdrawing the project. The third project was ML-15-11 with a cost increase. The project for the new Channel Cat Terminal amounts to a total cost of \$1,421,262 from \$840,389 and a revised federal share of

\$1,421,262 (FTA 5307 funds) with Tollway Revenue Credits to be used in order to eliminate the 20% match requirement. Mr. Melton noted three other projects requiring administrative modifications including DA-15-01, DA-12-02, and BE-14-01. Mr. Ambrose motioned to approve the TIP amendments as presented. Mayor Thodos seconded the motion, and it carried.

3. Consideration of Resolutions for Designated Recipient Supplemental Agreements for the FY2015 Distribution of FTA 5307 and 5310 Funds, and Revisions to the Title VI Program and Non-Discrimination Policy. The draft resolutions and a copy of the draft Title VI plan were enclosed in the members' agenda packets. Ms. McCullough shared the status of full-year apportionments to the Davenport, IA-IL urbanized area and the suballocations to the fixed-route transit systems as Direct Recipients for Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funds and 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Funds. The resolutions allow Bi-State as the Designated Recipient to redirect the funds to the Direct Recipients – City of Bettendorf, City of Davenport, and the Rock Island County Metropolitan Mass Transit District – for 5307 and 5310 funds. In the case of Illinois and 5310 funds, a memorandum of agreement is between Bi-State and the Illinois Department of Transportation for distribution of the 5310 funds.

The FFY2015 full-year 5307 apportionment and suballocations are:

Bettendorf	\$549,323
Davenport	\$1,020,821
RICMMTD	\$2,497,501
Total Apportionment	\$4,067,645

The FY2015 full-year 5310 apportionment and suballocations are:

Bettendorf	\$32,054
Davenport	\$96,196
RICMMTD	\$123,089
Total Apportionment	\$251,339

In addition to the funds noted, Ms. McCullough reported on the FTA 5339 suballocations for bus and bus facilities in FFY2015. In the case of the 5539 funds, Bi-State Regional Commission is required to be the Direct Recipient with the systems as subrecipients, so a supplemental agreement is not possible.

The apportionment and suballocations are:

Bettendorf	\$53,594
Davenport	\$124,209
RICMMTD	\$272,950
Total	\$450,753

The Technical Committee recommended approval of the resolutions. Mr. Ambrose motioned to recommend approval of the resolutions for 5307 and 5310 to the Policy Committee. Mayor Thodos seconded the motion, and it carried.

Ms. McCullough noted updates to the Title VI Plan. Title VI says that no person in the United States shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance based on protected classes. The update revises assigned staff, adds reference to Federal Transit Grant administration and funding allocations, and updates the Limited English Proficiency Plan and analysis. A draft plan was sent to the Policy and Technical Committees for review to be considered at this meeting for a recommendation to the Bi-State Regional Commission. Mr. Maranda motioned to recommend the Title VI Plan revisions to the Commission. Ms. Earnhardt seconded, and the motion carried.

4. Presentation and Discussion on 2045 Quad Cities Long Range Transportation Plan Update – Fiscal Constraint – Revenue Projections and Status of Roadway Costs; and Status of 2040 LRTP Performance Indicators. Ms. McCullough provided an overview of the Performance chapter. She indicated that since the 2040 plan, MAP-21 more clearly outlined national performance goals, including safety, infrastructure condition, congestion reduction, system reliability, freight and economic vitality, environmental sustainability, and project delivery. Defined safety performance measures have been determined. Bridges and pavement condition measures are under review. Other measures are waiting for release. Ultimately, both state and MPO targets will need to be established in all areas of the national goals.

The *2040 Quad Cities Long Range Transportation Plan* took a broader approach and provided a number of performance indicators to gauge performance in the metro area. Using selected indicators, staff illustrated trending between the base year of the current plan, 2010, 2012, and 2014. For example, mean travel time to work between the noted years is relatively flat between 17.8 and 18.7 minutes. Workers 16 years and older without a vehicle is declining, which points to a positive mobility trend. A crash history for Scott and Rock Island counties over a five-year period was shown. Scott County had an increasing trend, while Rock Island County showed a decline. It is anticipated that a five-year rolling average will be used for a target related to crash history. Ms. McCullough also noted other trends in her report. A draft of this chapter is anticipated in December.

As a follow-up to the “Big Projects” meeting on September 22, Mr. Melton reviewed the proposed methodology for projecting future revenues for transportation funding. Since that

discussion, more refinements were made to exclude state projects that would be treated as fiscally neutral. Mr. Melton reported that the total local capacity projects funding over the ten-year period of FFY2006-FFY2015 was summed, and the average annual funding was calculated from that total. He then said that the past long range plan utilized a little over 2.5% in the short-term and 4% growth in the long-term. More modest growth was anticipated in the short-term to accommodate for the recent recession. Mr. Melton shared three scenarios: one with 2% growth over the entirety of the plan, another with 4% growth over the entirety of the plan, and a third with 2% growth in the short-term FFY 16-25 and 4% growth in the long-term FFY 26-45. It is estimated that through 2045, there would be \$270,528,000 in capacity projects revenue funding—federal, state, and local combined.

Ms. McCullough directed the Committee to a handout with proposed short and long-term fiscal constraint. This was the first rough attempt to look at the funding and local capacity projects together. On review of the short-term projects, the initial criteria was to look at projects that were at least arterials and/or corridors and also provide some geographic representation by each jurisdiction. This results in funding slightly over the short-term constraint, leaving a number of unfunded projects in the short-term. The long-term was within fiscal constraint, also leaving a number of projects unfunded. It is thought that the unfunded projects, similar to the TIP, would be shown in an unmet needs table for potential consideration in the future. Ms. McCullough indicated that it was most important to be confident with projects that would be pursued in the next five to seven years. With a plan update every five years, there were opportunities for addressing changing conditions in the later part of the short-term time period and in the long-term. Staff is working with the Technical Committee to review the projects and provide feedback. She asked the Policy Committee to review the project list and work with their respective staff to finalize priorities.

5. Public Comments. No public comments were received.
6. Other Business. Discussion of when to hold the next meeting was held. The Policy Committee agreed by consensus to shift the meeting one week later due to the Thanksgiving holiday and set it for December 1, 2015. A summary of the House Transportation and Infrastructure Committee's reauthorization proposal, Surface Transportation Reauthorization and Reform Act (STRR,) from the National Association of Regional Councils (NARC) was distributed at the meeting for reference. The STRR Act will need to pass the House, then reauthorization will go to conference committee between the House and Senate.
7. Adjournment. Mr. Ambrose motioned to adjourn, and Ms. Earnhardt seconded the motion. The meeting was adjourned at 12:45 p.m.