

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

Tuesday, April 24, 2018 – 12:00 noon
Bi-State Regional Commission
Third Floor Conference Room 320
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Ray Ambrose	Alderman, City of Davenport
Ken Beck	Supervisor, Scott County Board
Bob Gallagher	Mayor, City of Bettendorf
Frank Klipsch	Mayor, City of Davenport
Larry Lorensen	MetroLINK, Chairman
Ken Maranda	Chair, Rock Island County
Marty O’Boyle	Mayor, City of Eldridge
Sam Shea	Iowa Department of Transportation, District 6
Kris Tobin	Illinois Department of Transportation, District 2
Kerri Tompkins	Aldерwoman, City of Davenport

OTHERS PRESENT

Doug DeLille	Illinois Department of Transportation, Springfield
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
John Powell	Davenport CitiBus
Bryan Schmid	Bi-State Regional Commission
Jim Threadgill	Hutchison Engineering, Inc.
Lindsay Whitson	Bi-State Regional Commission

1. Approval of Minutes of the March 27, 2018 Transportation Policy Committee. Mayor Klipsch called the meeting to order and asked for approval of the minutes. Mr. Beck motioned for approval of the March 27, 2018 minutes of the Transportation Policy Committee as written. Mayor Gallagher seconded, and the motion carried.
2. Consideration of the Revisions to the FFY 2018-2021 Transportation Improvement Program (TIP). Mr. Melton provided an overview of the amendments and administrative modifications to the FFY 2018-2021 TIP contained as part of the agenda packet. Rock Island’s request to revise the scope of RI-14-02 was brought into question as it was removing a center turn lane originally proposed as part of the STP ranking process. Mr. Beck motioned to table RI-14-02 in order to determine how ranking may have been affected if the project had not included turn lanes in its original application. Mayor Gallagher seconded the motion, which passed.

Refer to the TIP Revisions attached at the end of these minutes for record of the remaining changes. Mr. Melton noted that the proposed administrative modification for CB-19-07 had been revoked from consideration prior to the meeting. Mr. Ambrose motioned to approve the FY2018-2021 TIP amendments with the exception of RI-14-02. Mr. Maranda seconded the motion, and it carried.

Mr. Melton also discussed revisions to the text of current TIP regarding performance measures. These revisions were suggested to meet the most recent requirements related to performance measures. These revisions are also attached to these minutes. Mr. Ambrose motioned to approve the proposed revisions. Ms. Tompkins seconded, and the motion carried.

3. Consideration of Concurrence with the Bi-State Region Transit Development Plan (TDP) Update. Ms. Whitson noted that a presentation regarding this item had been provided to this committee at its previous meeting. Some minor input had been received and incorporated into the document along with suggestions to differentiate between urban and rural systems when analyzing transit issues/barriers. This suggestion was posed as there are different challenges related to resources and service between system types. Mr. Ambrose motioned that the TDP be approved. Mr. Maranda seconded, and the motion carried.
4. Presentation on 2050 Quad Cities Long Range Transportation Plan Update Timeline and Transportation Issues Discussion. Ms. McCullough distributed a draft 2050 *Quad Cities Long Range Transportation Plan* timeline. Staff anticipate bringing long-range planning issues to the Technical and Policy Committees periodically in 2018 and 2019, and regularly in 2020 until the plan adoption in March 2021. In the 2045 plan effort, staff had periodic meetings with the DOTs, FHWA, and FTA on the status of the plan development. An initial partners meeting is being planned for the 4th quarter of 2018 in October or November. In the past, a model development overview workshop has been held with the Technical Committee. This is planned for the 1st quarter of 2019, and staff will work with the Iowa DOT modeling staff to develop a workshop program. A public involvement outline will be developed as part of the project development process. At this time, the 3rd quarter of 2019 is targeted for an overall public kick-off to the LRTP. Existing data will be collected primarily in 2019, and 2020 will be focused on the future transportation system.

As part of initiating the process, a transportation issues discussion worksheet was distributed. Items on the following list were identified as important travel issues for the Quad Cities by the Policy Committee:

- River rail bridges upgrades
- Autonomous vehicles readiness
- Mississippi Bridge conditions; maintenance & replacement of I-80 & Centennial
- Muscatine containerized port development
- River navigation/Lock & Dam improvements and/or expansion of capacity
- I-80 6-laning/volume
- Regional bus system/collaboration
- Increase trail system/multi-use paths
- Continue Blackhawk Trails Rd., ext. east & west
- Scott Park Rd. to Hillendale Rd.
- East/west LeClaire Rd.
- Construct Cody Rec. Trail as off-road trail
- Maintenance/rehab of major Mississippi River Bridges
- Maintenance and Preservation of assets
- Uninterrupted public transit; cohesiveness
- Davenport East-West travel
- Mississippi River traffic
- Other QC river bridges
- Streets, sewers, aging infrastructure
- East/west thoroughfares in IA (Kimberly, Locust, River Drive)
- River Drive safety
- Hillendale Road – Slopertown to W. LeClaire; make arterial

- Black Hawk Trails – Scott Pk. Rd to Hillandale Rd.
- Blackhawk Trail Rd – Cody Rd. to Argo
- Recreation trail – Eldridge to Davenport and Long Grove to Princeton
- Condition of Roads – reconstruction
- Expansion of public transit service
- Air travel improvements
- Connectivity across the region
- Coordinate bus/trail systems
- Increase trails – bikes/walking

Another item discussed was the current long-range plan objectives and how they might be prioritized today. The Policy Committee ranked Support Economic Vitality as the number one priority, followed by Increase Accessibility & Mobility second, and Enhance Connectivity & Integration third.

5. Public Comments. None.
6. Other Business. Mr. Threadgill provided a number of updates regarding progress on the I-74 Bridge project. Valley Construction has begun work on retaining walls and ramps between Middle Rd. and 14th St. This will require night-time lane closures. Civil Construction is working on piers from the river to Kimberly Rd. They are setting steel and intend to pour bridge deck next week. They will be reconfiguring ramps to U.S. 67 on May 2 early in the morning. Lunda continues work on drilled shafts and pouring concrete for piers and pier footings. Piers 12 and 13 are now visible out of the water. Kremer is continuing work on the Illinois-side embankment and piers in Moline. The river drive off-ramp is shut down until May 7. Once River Drive is reopened, the 7th Avenue off-ramp will be shut down. Walsh Construction is working on the section between 7th Avenue and Avenue of the Cities. Pavement has been removed on 19th Street and will be replaced with new pavement. I-74 has been widened, and lights have been added south of Avenue of the Cities to facilitate work in the median.

Ms. McCullough announced that April is National Distracted Driver Awareness Month. A pledge to “Just Drive” is available at <https://www.nsc.org/forms/DistractedDriving-Pledge>. She also announced that May is Bike to Work Week, and May 10 is Bike to School Day. A call for projects for Special Planning and Research Funds for Illinois is anticipated. MetroLINK has purchased two fully electric buses that are being used on one route. They hold a charge for about 12 hours of use and are reportedly “smooth and quiet.” Illinois DOT’s Fall Planning Conference will be held on October 11 and 12 in Peoria. Iowa DOT Commission will be in Clinton on August 14. The Virtual I-74 Tour is still at Moline Library and has been extremely popular.
7. Adjournment. Mr. Ambrose made the motion to adjourn, and it was seconded by Mr. Maranda. The meeting was adjourned at 1:05 p.m.

April 24, 2018 - Transportation Policy Committee - Revisions to the FFY 2018-2021 Transportation Improvement Program

ROADWAY/TRAIL/OTHER													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES
City of Davenport - DA													
DA-15-03	2018	Kimberly Rd. (US 6)	Kimberly Rd. Bridge over Duck Creek	Bridge Rehab	MAINT	\$1,257,000	\$46,000	STBG-HBP			\$1,211,000	LOC	Move project from FY 2016 to reflect additional federal funding.
City of Rock Island - RI													
RI-14-02	2019	18th Ave	17th St to Moline City Limits	Resurfacing	MAINT	\$3,500,000	\$2,800,000	STP-REG	\$0	-	\$700,000	CTY	Remove Bi-Directional Turn Lane from scope, Shift from FY 18 to FY 19. TABLED FOR FURTHER DISCUSSION
Rock Island County - RC													
RC-18-02	2018	Knoxville Rd. (FAU 5792, FAS201, CO HWY 7)	From 64 ft S of RI-Milan Pkwy. to 650 ft SE of 134th Ave (4.2 mi)	PCC Pavement Patching, Dowel Retrofit, Profile Diamond Grinding	MAINT	\$500,000	\$400,000	STBG-R			\$100,000	LOC	New Project

AMENDMENTS - COMMITTEE ACTION REQUIRED													
TRANSIT													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES	
Davenport Citibus - CB													
CB-18-06	2018	Purchase three (3) 35-39 ft. Diesel, UFRC, VVS, Low Floor Heavy Duty Buses	C	\$1,290,000	\$1,096,500	SEC 5339	\$0		\$193,500	LOC	2143, 2144, TBD	Unit #s 3201, 3202, TBD	Additional bus to be funded

ADMINISTRATIVE MODIFICATIONS - NO COMMITTEE ACTION REQUIRED													
ROADWAY/TRAIL/OTHER													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES
City of Moline - MO													
MO-16-03	2018	12th Ave	34th St to 41st St	Overlay with Sidewalk Improvements	MAINT	\$823,000	\$703,242	STP-REG	\$0		\$119,758	LOC	Moved to Advanced Construction Status

ADMINISTRATIVE MODIFICATIONS - NO COMMITTEE ACTION REQUIRED													
TRANSIT													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES	
Davenport Citibus - CB													
CB-19-07	2018	Bus Annunciation System	C	\$130,000	\$104,000	QC-Garage Disposition Revenue	-	-	\$26,000	LOC	4737	-	Revision not required.

System Indicators and Performance

With the passage of Moving Ahead for Program in the 21st Century (MAP-21) and continuing with the FAST Act, metropolitan transportation planning processes were continued and enhanced to include performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. According to FAST and summarized by the Federal Highway Administration, national performance goals for federal highway programs will address the following:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while minimizing impacts to the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Locally, the transportation planning process will work to [incorporate-integrate](#) these national goals and work with each state to identify and address them. The locally appropriate performance measures identified and developed will be used to monitor the metropolitan transportation system.

Indicators are used to track system performance and progress. There are many ways to track system performance and different ways for different modes of transportation. The *2045 Quad Cities Long Range Transportation Plan* outlines some broad transportation system indicators that will allow the area to gauge performance from the metropolitan level, such as average travel times, number of miles of bicycle lanes, paths, and trails, and transit trips per capita. Additionally as projects shift from long range planning to implementation, there are performance indicators that can be used to assess project need and whether it will solve a transportation problem at the local or project level. For example, the metropolitan area's Surface Transportation Block Grant Program (STBG) Evaluation Process looks at level of service, safety, and physical condition of the facility. An intersection or roadway segment crash rate can be analyzed to determine whether an improvement will help reduce crashes and improve travel time. The federal transportation planning process emphasizes comprehensive, coordinated, and continuing evaluation to implement the regional vision and goals and monitor system performance through data analysis and feedback. This process leads to projects that are outlined in this document in order to meet the goals and performance objectives of the long range transportation plan.

[As part of the final rule for statewide and metropolitan transportation planning, 23 CFR 450.314 \(h\) was amended to state that MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provides for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the respective states' asset management plan for the National Highway System when an MPO serves an urbanized area. These agreements for the Quad Cities MPO are contained in the Quad Cities MPO Transportation Planning Work Program within the Appendix, and consolidated in the 2045 Quad Cities Long Range Transportation Plan – Performance Measures Addendum. As part of the regulations, the TIP shall include a description of the anticipated effect the program of projects has toward achieving the performance targets identified in the Long Range Transportation Plan, linking investment priorities to those performance targets.](#)

Safety

Targets have been set for Iowa and Illinois traffic safety performance measures related to reducing fatalities and serious injuries. The Quad Cities MPO supported each states' respective performance targets for the five safety performance measures in January 2018: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Each respective state has published their safety targets in their Highway Safety Improvement Program annual report. By supporting each states' respective performance targets, the Technical and Policy Committee will review, encourage and support programming of Highway Safety Improvement Program projects within the Quad Cities Metropolitan Planning Area (MPA) consistent with the State Transportation Improvement Program (STIP) to reduce fatalities and serious injuries. Each respective state Department of Transportation working in partnership with local agencies will review safety investments based on crash history, roadway characteristics and the existence of infrastructure countermeasures that can address the types of crashes present. Each state will examine safety improvements from a systematic safety improvement process as compared to narrowly focusing on "hot spot" safety improvements. Additionally, the STBG programming within the MPO utilizes criteria related to number of crashes, crash severity weighted to reduce fatalities and injuries, and crash rate as one component of the program evaluation process.

Transit Asset Management

Targets set by the three fixed-route public transit systems related to Transit Asset Management were supported respectively by the MPO in June 2017. Transit Asset Management targets address: percentage of non-revenue vehicles met or exceeded useful life, percentage of revenue vehicles met or exceeded useful life, percentage of assets with condition rating below 3.0 on FTA TERM scale. The Technical and Policy Committee will work with Bettendorf Transit, Davenport CitiBus and MetroLINK to review, encourage and support programming to facilitate transit equipment, facilities and rolling stock meet targets for State of Good Repair. The three fixed route systems are direct recipients of FTA 5339 Bus and Bus Facilities funding that can be used for vehicle replacements and facility improvements. In Iowa, the systems are eligible for statewide 5339 funds as part of the PTMS process, and when buses would meet the age/mileage thresholds as part of the prioritization process.

Other Measures

Other performance measures and their respective targets are not yet solidified and supported to be addressed in detail in the TIP. The remaining performance measures include those related to transportation system asset management – pavement condition and bridge conditions, freight travel reliability, system performance and transit safety.