

Minutes of the

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

Tuesday, February 26, 2019 – 12:00 noon

Bi-State Regional Commission

Third Floor Conference Room 320

1504 Third Avenue

Rock Island, Illinois

Mayor Frank Klipsch, Chair

MEMBERS PRESENT

Ray Ambrose

Rob Bates

Ken Croken

Reggie Freeman

Bob Gallagher

Frank Klipsch

Larry Lorensen

Marty O'Boyle

Sam Shea

Kerri Tompkins

Alderman, City of Davenport

Illinois Department of Transportation, District 2

Scott County Board of Supervisors

Mayor, City of East Moline

Mayor, City of Bettendorf

Mayor, City of Davenport

Chair MetroLINK

Mayor, City of Eldridge

Iowa Department of Transportation, District 6

Alderswoman, City of Davenport

OTHERS PRESENT

Stuart Anderson

Scott Beaird

Ken Beck

Denise Bulat

Jon Burgstrum

Patrick Carlson

Doug DeLille

Jeffrey D. Deppe

Jennifer DeWitt

Ryan Drew

Karl Drapeaux

Steve Flogel

Tim Foster

John Freitag

Douglas House

Angie Kersten

Tony Knobbe

Brian Kramer

Joe Krenzelo

Jerry Lack

Frank Manzo IV

Jill Manzo

Gena McCullough

Clay Merritt

Brent Morlok

Dylan Parker

Stephen Rashid

Jim Threadgill

Brooke Thyne

Iowa Department of Transportation

Teamsters Local 371

Scott County Board Vice-Chair

Bi-State Regional Commission

Scott County Engineer

IUOE Local 150

Illinois Department of Transportation, Springfield

Rock Island County Board #9

QC Times

IUOE Local 150

IUOE Local 150

Carpenter Local 4

Labors Local 309

Indiana, Illinois, Iowa Foundation for Fair Contracting

Indiana, Illinois, Iowa Foundation for Fair Contracting

Scott County

Scott County Board Chair

Congressman Dave Loebsack

Senator Joni Ernst

Tri-City Building Trades Council

Midwest Economic Policy Institute

Midwest Economic Policy Institute

Bi-State Regional Commission

City of Davenport

City of Bettendorf

Indiana, Illinois, Iowa Foundation for Fair Contracting

Bi-State Regional Commission

I-74 GEC

Indiana, Illinois, Iowa Foundation for Fair Contracting

Montie Schell	OPCMIA Local 18
Bryan Schmid	Bi-State Regional Commission
Shannon Vickers	IUOE Local 150
Andy Waeyaert	Indiana, Illinois, Iowa Foundation for Fair Contracting

1. Approval of Minutes of the January 22, 2019 Transportation Policy Committee Meeting. Mayor Klipsch called for the approval of the minutes. Mr. Ambrose motioned for approval of the January 22, 2019 minutes of the Transportation Policy Committee as written. Mr. Croken seconded, and the motion carried.
2. Consideration of Revisions to the FFY 2019-2022 Transportation Improvement Program (TIP). Mr. Rashid described the amendments and administrative modifications to the FFY 2019-2022 included in the agenda packet. There were four proposed amendments and one administrative modification. The first amendment concerned the addition of a Highway Safety Improvement Grant received by Rock Island County to study, inventory, and upgrade guardrails in the county. The grant amount is \$1,000,000 in federal funding with \$111,112 local matching funds. MetroLINK requested three amendments utilizing the federal 5307 program requiring 20 percent local match. The first is for a service truck with a total cost of \$43,000, the second is for CNG equipment with a total cost of \$26,176, the last is for miscellaneous bus equipment with a total cost of \$35,200. The administrative modification moved the bridge cleaning projects along I-74 and I-280 in Rock Island and Henry Counties to Advanced Construction. Mayor O'Boyle motioned to approve the amendments to the FFY 2019-2022 TIP. Mr. Ambrose seconded, and the motion passed unanimously. The amendments and administrative modifications are included in a table at the end of the minutes for reference.
3. Consideration of Surface Transportation Block Grant (STBG) Evaluation Manual. Ms. McCullough presented information on the STBG Evaluation Manual. This manual stipulates the ranking procedure for awarding funding to prioritized projects that subsequently would be amended into the TIP. The scoring system includes level of service, safety, physical condition, and special consideration as factors in the ranking process. Revisions related to changing the accident rate criteria to use a five-year timeframe from three years to align with the five-year rolling average of the performance measures. The pavement condition criteria was aligned with the groupings used in the national performance measures for condition. The document described the Iowa Swap Policy and clarified use of funds for engineering and match. The manual also includes updated funding tables and application forms for project consideration. Mayor Gallagher motioned to accept the STBG Evaluation Manual as written. Mr. Ambrose seconded, and the motion passed unanimously.
4. Informational Presentation on Iowa Swap Policy. A panel was assembled to address Policy Committee questions on the Iowa Swap Policy to provide more clarity for members. Mr. Anderson presented the Iowa SWAP Policy on behalf of the Iowa DOT. He explained that the Iowa Legislature authorized the DOT Commission to implement a federal aid exchange program, and it is similar to a program implemented in Kansas. The policy allows the DOT to swap certain federal dollars including those allocated to MPOs and RPAs for state funding. While not established in the legislation, the current exchange rate that the program is based on is an exchange dollar for dollar. Projects that use the federal dollars must meet federal requirements. By implementing SWAP Policy, many federal requirements and project auditing by the DOT are reduced or eliminated. Local governments can save time on project development with fewer regulatory steps when using state funds in place of federal funds. The DOT then uses the exchanged federal funds on other DOT federalized projects. This translates to the same funding levels in the MPO and across the state, but projects may be funded through different funding sources and regulatory requirements. The cost savings estimated for using SWAP has been estimated as high as 50 percent, but conservative estimates are between 15 and 20 percent, including a six-month savings in project development.

Mr. Ambrose expressed concern about questions from residents with respect to the local economy and what message using SWAP says to the community. Mr. Brunk expressed concern that the savings associated with SWAP may be local issues, but the impact is regional.

Mr. Manzo presented concerns regarding potential negative effects SWAP may bring. He pointed out that SWAP does not guarantee more money or new money coming to the MPO. He claimed that other states using SWAP concentrate their federal dollars in projects that are already federalized. He claimed that fewer blue collar workers would receive Davis-Bacon wages under SWAP. He stated that in other areas without Davis-Bacon protections, local contractors account for 10 percent fewer contracts, eight percent lower apprenticeship rates, and 14 percent higher fatality rates. Removing federal requirements make it harder for veterans and people of color to get into the sector. He claims that SWAP becomes a tool to bypass worker protections. Mr. Manzo asked the committee to consider the effects of SWAP and opt out.

Mayor Gallagher requested research and documentation to support the claims made by Mr. Manzo. Mayor Klipsch requested a side-by-side project development timeline for SWAP and non-SWAP projects. Mr. Anderson noted DOT is working on documentation as the program is implemented.

Mr. Merritt presented a historical perspective of street projects in Davenport and Bettendorf since 2014. There were six federal projects in Davenport in the analysis period. All six went to local contractors. There were 39 non-federal projects in that time. All but one of those projects was won by a local contractor. Mr. Merritt noted that project should be considered an outlier because the particular contractor was working on a site-development project at the same location as the street project at the time of letting and had no mobilization costs to include in their bid. Mr. Merritt explained that the City of Davenport uses the same safety specifications the Iowa DOT uses on projects. This means the safety standards would be the same between a federalized project through the DOT or a local project with DOT SWAP funding. Mr. Merritt expressed the importance of cost savings in the early engineering phases of the project. The place where the local governments stand to see savings is in these early administrative components, not the labor in construction phases.

5. Other Business. Mr. Threadgill provided a report on the status of the I-74 Bridge project. Work on the south section of the corridor will begin in March. Cold weather and ice has been a challenge for work in the river. The arches are here and ready to be put in place. Preparations for Stage 2 changeover are underway and information on the effects on traffic will be available soon. The incident with the crane is under investigation. Mr. Shea suggested that the I-74 update be moved to the beginning of the agenda in the future.
6. Public Comments. Mr. Drew commented that the historical data on federalized contracts supports local contractors. He also reiterated that the legislation enabling SWAP does not guarantee funding will be exchanged dollar for dollar and questioned the claim that SWAP will lead to substantial savings.
7. Adjournment. Mr. Ambrose made the motion to adjourn, and it was seconded by Ms. Tompkins. The meeting was adjourned at 1:30 p.m.

February 12, 2019 - Transportation Technical Committee -
Revisions to the FFY 2019-2022 Transportation Improvement Program

AMENDMENTS - 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
Rock Island County - RC													
RC-19-01	2019	Rock Island County	Various Locations Rock Island County	Guardrail Upgrades	OTHER	\$1,111,112	\$1,000,000	HSIP			\$111,112	LOC	
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	
MetroLINK (ML)													
ML-19-13	2019	Service Truck	C	\$43,000	\$34,400	5307	\$0		\$8,600	LOC		New project	
ML-19-14	2019	Misc Equip - CNG	C	\$26,176	\$20,941	5307	\$0		\$5,235	LOC		New project	
ML-19-15	2019	Misc Bus Equip	C	\$35,200	\$28,160	5307	\$0		\$7,040	LOC		New project	
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
Illinois Department of Transportation - IL DOT													
IL-19-17	2019	I-74/I-280, 27th St	Various locations Rock Island and Henry County	Bridge Cleaning	MAINT	\$93,000	\$84,000	STP	\$9,000	STA			Moved to Advanced Construction