

## Minutes of the

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

Tuesday, March 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

Stephanie Acri	Mayor, City of Moline
Ray Ambrose	Alderman, City of Davenport
Richar Brunk	Chair, Rock Island County Board
Ken Croken	Scott County Board of Supervisors
Reggie Freeman	Mayor, City of East Moline
Bob Gallagher	Mayor, City of Bettendorf
Frank Klipsch	Mayor, City of Davenport
Marty O'Boyle	Mayor, City of Eldridge
Sam Shea	Iowa Department of Transportation, District 6
Mike Thoms	Mayor, City of Rock Island
Kris Tobin	Illinois Department of Transportation, District 2
Kerri Tompkins	Aldерwoman, City of Davenport

#### OTHERS PRESENT

Scott Beaird	Teamsters Local 371
Maria Bribriescio	Quad Cities Interfaith
Denise Bulat	Bi-State Regional Commission
Patrick Carlson	IUOE Local 150
Doug DeLille	Illinois Department of Transportation, Springfield
Ally Fields	Crawford, Murphy & Tilly
John Freitag	Indiana, Illinois, Iowa Foundation for Fair Contracting
Eric Hansen	Crawford, Murphy & Tilly
Douglas House	Indiana, Illinois, Iowa Foundation for Fair Contracting
Jerry Lack	Tri-City Building Trades Council
Gena McCullough	Bi-State Regional Commission
Dylan Parker	Indiana, Illinois, Iowa Foundation for Fair Contracting
Stephen Rashid	Bi-State Regional Commission
George Ryan	Wood Environment and Infrastructure Solutions
Montie Schell	OPCMIA Local 18
Bryan Schmid	Bi-State Regional Commission
Travis Strait	Crawford, Murphy & Tilly
Andy Waeyaert	Indiana, Illinois, Iowa Foundation for Fair Contracting

1. Approval of Minutes of the February 26, 2019 Transportation Policy Committee. Mayor Klipsch called for the approval of the minutes. Mr. Ambrose motioned for approval of the February 26, 2019 minutes of the Transportation Policy Committee as written. Mayor Thoms seconded, and the motion carried.

2. Consideration of Revisions to the FFY 2019-2022 Transportation Improvement Program (TIP). Mr. Rashid described the three CitiBus amendments and one administrative modification from LeClaire to the FFY 2019-2022 TIP and included in the agenda packet. Three new projects were added by Davenport CitiBus (CB-19-07, CB-19-08, and CB-19-09) that included purchase of five support vehicles, a handicap accessible van, and a maintenance service truck using Federal Transit Administration 5339 funds. Mr. Ambrose motioned to approve the amendments as presented. Mayor O’Boyle seconded, and the motion passed unanimously. Mr. Rashid also noted an administrative modification for LE-15-01, a bridge replacement project on Territorial Road at McCarty Creek in LeClaire. It was moved from FY19 to FY20. The amendments and administrative modifications are included in a table at the end of the minutes for reference.
3. Consideration of Transit Systems’ Transit Asset Management (TAM) Performance Measure Targets. Mr. Schmid presented information on Transit Asset Management Performance Measures (PM). The MPO must choose to set its own TAM PM targets or adopt the systems’ and/or state targets. The MPO staff and Technical Committee are recommending supporting the Iowa transit system targets and State of Illinois targets that would represent MetroLINK, and a memo regarding this was attached with the agenda packets.

MetroLINK participated in a statewide plan developed in partnership with the Illinois Department of Transportation. In that plan, the state looked at not only the minimum useful life, but the true useful life of vehicles. In addition to the statewide plan, MetroLINK has an internal document for its assets that includes both vehicles and facilities, and its targets are doing slightly better than statewide.

All TAM plans are required to be updated every four years with benchmarks updated annually. The CitiBus TAM plan was developed in October. Davenport uses the FTA benchmarks for useful life. The target provided in the memo indicates that the 2019 target for non-revenue/service autos will be at 100%. Davenport and Bettendorf were included in a statewide facilities study by the Iowa DOT but opted out of the statewide plan. Bettendorf Transit with only five buses have targets that are very low with all their targets for 2019 at 0% since the turnover rate is infrequent. As an example, two buses were replaced two years ago and there are two spares with seven years of life left. Mr. Ambrose motioned to support the TAM PM targets as provided below. Mayor Thoms seconded the motion, and it carried.

**FY2019 Facilities Performance Targets – State of Illinois**

Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0
Admin/Maintenance	15	87	17%
Passenger/Parking	4	35	11%
<b>Total</b>	<b>19</b>	<b>122</b>	<b>16%</b>

**FY2019 Revenue Vehicles (Rolling Stock) Performance Target- State of Illinois**

Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Articulated bus	12	16	75%
Automobile	8	8	100%
Bus	160	526	30%
Ferryboat	3	3	100%
Minibus	82	171	48%
Minivan	163	243	67%
Other	8	8	100%
Van	447	852	52%
<b>Total</b>	<b>883</b>	<b>1,827</b>	<b>48%</b>

**FY2019 Non-Revenue Vehicles (Equipment) Performance Targets- State of Illinois**

Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Automobile	52	112	46%
Other rubber tire vehicles (including minivans and vans)	34	60	57%
<b>Total</b>	86	172	50%

(Source: IDOT: Group TAM Plan for Participating Tier II Agencies, page 16 Figures 3.4-3.6)

**Bettendorf Transit and Davenport CitiBus FY2019 TAM Performance Targets**

Vehicle Type		Bettendorf Transit	Davenport CitiBus
Asset Category - Performance Measure	Asset Class	2019Target	2019Target
<b>REVENUE VEHICLES</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)			
	BU - Bus	N/A	40%
	CU - Cutaway Bus	0%	N/A
<b>EQUIPMENT</b>			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	N/A	100%
	Drive on Vehicle Lift(BE)/Custom 1(DA)	0%	0%
	Vehicle Wash(BE)/Custom 2(DA)	0%	0%
<b>FACILITIES</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0	N/A
	Maintenance	0	N/A
	Parking Structures	0	N/A
	Passenger Facilities	N/A	0%

(Source: Bettendorf Transit and Davenport CitiBus TAM Plans, September 2018.)

4. Concurrence with Technical Revisions to the Title VI Program and Non-Discrimination Policy. Mr. Schmid outlined technical revisions to the Title VI program after submitting the adopted plan to the Iowa Department of Transportation in October 2018. The revisions were posted to the Bi-State website and located here: <http://bistateonline.org/transportation/title-vi-and-non-discrimination>. The revisions clarified that outreach to Hispanic media was conducted through Hola America as part of the media outlets used to share news and information. It was noted there were some inconsistencies in timing to request accommodation for special materials formatting or language interpretation related to public participation. As a result, the Public Participation Plan was reviewed to address this, and amendments are being proposed. The environmental justice review in the appendices now includes a review of the Region 9 Transportation Improvement Program projects. The Technical Committee concurred with the revisions and recommended them to the Policy Committee. Mr. Ambrose motioned to accept the revisions. Mayor Thoms seconded the motion, and it carried. Mr. Croken requested that sexual orientation be added for non-discrimination. It was noted that while data is readily available to document minorities and language proficiency, it was uncertain whether data was available to report on sexual orientation but that the criteria could be added from a policy

of non-discrimination. Mr. Ambrose motioned to include non-discrimination for sexual orientation to the document. Mayor Thoms seconded the motion, and it carried.

5. Consideration of Quad Cities MPO Public Participation Process. Ms. McCullough outlined the revisions proposed for the PPP, which was posted 45 days in advance of approval by the Policy Committee and recommended by the Technical Committee. The draft revisions were posted at the link on the agenda. This included clarification on minimum notification days for matters involving adoption or amendments to the Transportation Planning Work Program, Transportation Improvement Program (TIP), Regional Transit Development Plan, Congestion Management Process, and Regional ITS Architecture Plan, and including the typical seven days' notice of practice. A clarification was included that a more detailed outline of public involvement opportunities are prepared for the Long Range Transportation Plan. Under accommodation, meeting notices clarify the minimum timeframe for requests of 24 hours' notice. Mr. Ambrose motioned approve the revisions. Mayor Gallagher seconded the motion, and it carried.
6. Concurrence with FY2020 Transportation Planning Work Program (TPWP). Bi-State Regional Commission receives federal funds to plan for short and long-range transportation needs in the Quad Cities metropolitan planning area. Key travel issues include improving river crossing capacity; reducing congestion; maintaining good standing for air quality; and coordinating maintenance, operations, and improvements between the modes of transportation for an effective system to move people and goods.

The Quad Cities MPO FY2020 Transportation Planning Work Program (TPWP) reflects Bi-State staff transportation work activities and budgets funding to accomplish that work for July 1, 2019-June 30, 2020. Tasks and activities fall into four categories: program support and administration, general development and comprehensive planning, long-range transportation planning, and short-range transportation planning. While fulfilling core programmatic requirements, the funding supports technical assistance to aid local jurisdictions in implementing planned surface transportation projects – road improvements, transit services, trail and sidewalk extensions, and bridge work.

Ms. McCullough reported transportation planning fund targets for FY2020 that reflect relatively static funding levels for the Quad Cities MPO. The MPO effort in federal, state, and local funds sums to \$907,844. Federal funds are matched with 20% local member dues or state funds. She noted that the respective Technical and Policy Committees provide information and feedback on the program activities, while the Bi-State Regional Commission approves the budget and contracts. The TPWP budget and contracting request will be taken to the Commission on March 27, 2019, and Ms. McCullough requested any input prior to that time. There was a comment about making transit more accessible, and staff can work with the systems on this issue.

7. Other Business. Mayor Klipsch changed the order of the meeting to allow Mr. Ryan to report on the status of the I-74 Bridge project ahead of other business. Patience with the new traffic pattern has been the message provided as the I-74 detour has been implemented and Iowa-bound traffic across the river is restricted to one lane. Media information on how to navigate a zipper merge is out to keep traffic moving and using the lanes to their fullest. It was noted that the arch structure was being tested, and there will be a better idea of when the arches will be put in place by May or June. A 43% diversion of traffic is expected with the I-74 detour where through traffic is encouraged. Local access is still available through the downtowns of Moline and Bettendorf. Local traffic on the Iowa-bound bridge must take Exit 4 to Grant Street/U.S.67 in Bettendorf and will be routed to 14<sup>th</sup> Street to Kimberly Road to Middle Road to access westbound I-74 through May.

It was noted that there were no actionable items for April, so the meeting would be cancelled.

8. Public Comments. Mr. Drew noted the formation of an Opt Out Coalition. Postcards with a position statement have been sent to union households. He requested the Policy Committee bring the Swap issue to vote. He also noted that it was Work Zone Awareness month. Mr. Lack noted that use of federal funds supported apprenticeships and training, as well as promoting a skilled workforce. Ms. Bribiesco representing 17 congregations noted support for fair wages. Mr. Croken asked if SWAP could go to a vote. Mayor Klipsch responded that it would happen in May or June.
9. Adjournment. Mayor Thoms made the motion to adjourn, and it was seconded by Ms. Tompkins. The meeting was adjourned at 12:50 p.m.

March 26, 2019 - Transportation Policy Committee -  
Revisions to the FFY 2019-2022 Transportation Improvement Program

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	
<b>Davenport Citibus (CB)</b>													
CB-19-07	2019	Purchase five support vehicles	C	\$100,000	\$80,000	5339			\$20,000	LOC	5434	New Project	
CB-19-08	2019	Purchase handicap accessible van	C	\$50,000	\$40,000	5339			\$10,000	LOC	5435	New Project	
CB-19-09	2019	Purchase maintenance service truck	C	\$134,762	\$107,810	5339			\$26,952	LOC	5436	New Project	
<b>ADMINISTRATIVE MODIFICATIONS - NO COMMITTEE ACTION REQUIRED</b>													
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
<b>LeClaire</b>													
LE-15-01	2020	Territorial Rd.	Over McCarty Creek near 277th Ave	Bridge Replacement (#007152)	MAINT	\$1,250,000	\$1,000,000	BRM-SWAP	\$0		\$250,000	CTY	Moved from FY19 to FY20