

Minutes of the
DAVENPORT-ROCK ISLAND-MOLINE, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION TECHNICAL COMMITTEE

Tuesday, January 12, 2010, 10:00 A.M.
Bi-State Regional Commission
Third Floor Conference Room 300
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Jeff Anderson	City of Moline
Mike Atchely	City of Davenport
Jon Burgstrum	Scott County
Mike Clarke	City of Davenport
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Tom Kelso	Illinois Department of Transportation – Springfield
John Massa	Rock Island County
Wally Mook	City of Bettendorf
Sam Shea	Iowa Department of Transportation – Davenport
Gary Statz	City of Davenport
J.D. Stevenson	Federal Highway Administration – Illinois Division
Tracy Troutner	Federal Highway Administration – Iowa Division
Al Wilson	Village of Coal Valley

OTHERS PRESENT

Jim Allen	Federal Highway Administration – Illinois Division
Ron Bunting	Iowa Department of Transportation – Ames
Doug DeLille	Bi-State Regional Commission
Mark Hunt	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Lisa Miller	Bi-State Regional Commission
Craig O’Riley	Iowa Department of Transportation – Ames
Meghan Overton	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission – IAQC Transit
Lalit Patel	Bi-State Regional Commission
Garrett Pedersen	Iowa Department of Transportation – Ames
Adam Shell	Iowa Department of Transportation – Ames
Daya Snapp	Bi-State Regional Commission
Scott Stephenson	McClure Engineering Associates
Dawn Tubbs	Village of Carbon Cliff
Chelsey Waterman	Bi-State Regional Commission

1. Approval of the Minutes of the December 8, 2009 Transportation Technical Committee Meeting. Mr. Mook chaired the meeting and asked members to review the December 8, 2009 Transportation Technical Committee minutes for comments and/or corrections. Hearing none, Mr. Kane motioned to accept the minutes as written and Mr. Burgstrum seconded the motion. The minutes were approved as written.

2. Project Progress Report. Technical Committee members were asked if there were any additions/corrections to report at the meeting that had not already been sent electronically or provided to staff in writing. Hearing none, the report will be posted to the Bi-State Regional Commission website (<http://www.bistateonline.org/ser/tra/tip.shtml>). Ms. Waterman noted administrative modifications as follows:
 - RB-10-03, River Bend Transit – Replace Bus Wash System, Project was awarded \$104,000 in Iowa Public Transit Infrastructure Grant (PTIG) funds.
 - EM-11-01, City of East Moline – Patching and Overlay on 38th Avenue from 7th-10th Streets, \$380,000 added to TIP as local funds and noted “seeking federal funding.”
 - EM-12-01, City of East Moline – Widening, Overlay, and Drainage on 21st Avenue from 10th-13th Streets, \$470,000 added to TIP as local funds and noted “seeking federal funding.”
 - EM-13-01, City of East Moline – Patching and Overlay on 34th Avenue from Kennedy Drive – 7th Street, \$495,000 added to TIP as local funds and noted “seeking federal funding.”

3. Status of Long Range Transportation Plan Update. Ms. McCullough, Ms. Snapp and Mr. Hunt presented on the status of the Long Range Transportation Plan update. Ms. McCullough provided a status of efforts to date from MPO boundary changes one year ago to the recent meeting with resource agencies for early environmental consultation and coordination. A project timeline was included in the agenda packet. She overviewed the proposed Table of Contents, including modifications to address a freight transportation and intermodal network chapter, passenger transportation network and non-motorized transportation network. The Long Range Transportation Plan will conclude with a chapter entitled “Proposed Transportation System for Sustainability.” The appendix will summarize public participation and model documentation as well as include a congestion management process. Ms. McCullough directed Technical Committee members to the agenda packet to suggested updates to the goals and objectives. She asked Technical Committee members to review the information for any additional comments.

Ms. Snapp reviewed base year 2006 data collection efforts to date. Staff is checking the accuracy of employment data by first checking businesses with ≥ 75 employees. Second, staff checked businesses with several locations and known to have many (≥ 75) employees. Several places of employment are being questioned in order to accurately portray their employment data and geographic location. These are usually larger employers (for example, John Deere, Rock Island Arsenal, Genesis, etc.) where they have multiple locations. Letters have been sent to these employers. Once responses have been received, staff will go back through the data to make the adjustments. Following this data verification process, employment will be parsed by NAICS codes as retail, industrial and other and retrieved by traffic analysis zone (TAZ) to enable staff to

meet with communities and discuss future socio-economic forecasts by TAZ. It is anticipated this will occur by mid-February.

Simultaneously, staff is working on geo-referencing the roadway network. The Iowa Quad Cities network, geography and data, is being clipped from the Iowa statewide travel model network. The Illinois Quad Cities network will be based on centerline files from Bi-State Regional Commission and data from the existing travel model network.

Mr. Hunt outlined methodology used to create population projections. Projections were provided in ranges for the horizon year-2040. A regional cap will be recommended for consideration after meeting with the communities on individual traffic analysis zone (TAZ) allocation of population and employment for the horizon year-2040. Mr. Hunt provided four population forecasts, one based on average growth demonstrated by the TAZs and compounded over the time horizon. This figure amounted to 308,984. A second forecast examined the fastest growing TAZs minus outliers and applied this rate over the time horizon. This forecast predicted 725,672 by 2040. A third forecast examined declining or negative growth trends by TAZs. Using a declining trend, this forecast amounted to 158,507 by 2040. A fourth forecast utilized a best fit methodology or equidistant between the high and low forecast, amounting to 517,328. These ranges will be used to “cap” the regional estimates for population. A similar technique will be used to forecast employment when the total employment is determined for the base year.

Ms. McCullough concluded by inviting the Technical Committee to two public input forums being scheduled for early February as a kick-off to the plan development. A media release, accompanied by an input form, was sent to the Regional Transportation Advisory Group as part of the Technical Committee meeting notice and was enclosed in Committee members’ packets. A meeting is being held immediately following the Technical Committee to discuss the plan progress with Iowa Department of Transportation and Federal Highway Administration representatives.

4. Consideration of the Surface Transportation Program Evaluation Process. Mr. Patel reviewed the Surface Transportation Program Evaluation Process (STP). The quantitative evaluation process uses Level of Service, Accidents and Physical Condition criteria, weighted equally with 150 points for each category, to score and rank projects. There is approximately \$6.1 million in funds to program. Two projects were submitted for consideration by the City of Davenport: 67th Street (Eastern Avenue to Jersey Ridge Road) and Forest Grove Drive (Utica Ridge Road to Eagle Ridge Road). The second project will benefit the City of Bettendorf and the centerline is also the city limits. Mr. Mook noted the two communities are working together on the Forest Grove Drive project. The roadway has poor site distance and the area is seeing increasing traffic. The project is proposing to take the roadway from a rural cross section to an urban one. It will also provide a northern east-west corridor for the Iowa Quad Cities. Mr. Patel provided information on the ranking without special considerations. The 67th Street project scored 190.00 points and the Forest Grove Drive scored 179.00 points. Both projects requested special considerations for the inclusion of a sidewalk on one side and a multipurpose trail on the other. Mr. Clarke motioned to approve the requests for special considerations, resulting in the addition of 2% of the total score being added to each ranking. Mr. Burgstrum seconded the motion and it carried. The

final scores for the projects were 193.80 points for 67th Street and 182.58 points for Forest Grove Drive. It was noted that 67th Street is being developed in five phases, moving eastward. The total funds available to program through FFY2011 is estimated at \$6,163,224. Mr. Kammler motioned to recommend to the Policy Committee fully funding 67th Street at 80% STP Funds, amounting to \$3,024,000, and providing the balance of funds to Forest Grove Drive, amounting to \$3,139,224. The motion carried.

5. Consideration of Federal Functional Classification Designation. A request was received from the Iowa Department of Transportation to revise Jefferson Street within the City of Buffalo from a minor arterial to an urban collector in order to match the classification of the roadway outside the Urban Area Boundary. A proposed resolution was enclosed in Committee members' agenda packets. Mr. Kammler motioned to recommend the revision and supporting resolution to the Policy Committee. Mr. Burgstrum seconded the motion and it carried.
6. Status of Iowa Quad Cities Traffic Count Program. Ron Bunting, Iowa Department of Transportation, gave a brief overview of the State of Iowa's traffic counting program. The Iowa Quad Cities is expected to be counted this year. He is seeking input from cities and counties on activities that may impact traffic flows, such as construction and road restrictions. He is looking for input on the external stations of the urban area boundary to support the travel demand modeling data needs. Mr. Bunting offered his availability following the meeting to review maps with city and county representatives from the Iowa Quad Cities and Bi-State staff.
7. Public Comments. No comments from the public were received at the meeting.
8. Other Business. A brief discussion of the Governor of Iowa's proposal to shift Road Use Tax Funds to the State Patrol was discussed. Although safety is important, the sentiment was there is a need to retain road funds for their intended purpose to maintain the roadway network. A letter will be developed and presented to the Policy Committee on this issue. Ms. McCullough noted bridge restrictions upcoming for the Moline viaduct at the Rock Island Arsenal and I-80 Bridge at the Mississippi River. Technical Committee members were invited to the QCTAG "Walk and Roll" Transportation Alternatives Forum on January 14, 2010 at 6:30 p.m. The event will look at the state of transportation alternatives in the Quad Cities and the new riverfront transit circulator "The Loop" bus will be on display.

The next Policy Committee meeting will be scheduled for January 26, 2010 at 12:00 noon and Technical Committee members are encouraged to attend based on the agenda items. The next Technical Committee meeting is planned for the second Tuesday of March 2010.

9. Adjournment. Mr. Mook called for the meeting to adjourn. It concluded by consensus. The meeting adjourned after 11:00 a.m.