

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

Tuesday, March 8, 2011, 10:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

| | |
|--------------|--|
| Wally Mook | City of Bettendorf |
| Tim Kammler | City of East Moline |
| Mike Kane | City of Rock Island |
| Tom Kelso | Illinois Department of Transportation-OPP |
| Betsy Tracy | Federal Highway Administration-Illinois Division |
| Dan Long | Illinois Department of Transportation |
| Gary Statz | City of Davenport |
| Mike Atchley | City of Davenport |
| Sam Shea | Iowa Department of Transportation - Davenport |

OTHERS PRESENT

| | |
|------------------|-------------------------------|
| Al Ayew | Center for Independent Living |
| Doug DeLille | Bi-State Regional Commission |
| Stacy Lentsch | Bi-State Regional Commission |
| Gena McCullough | Bi-State Regional Commission |
| Becky Passman | Bi-State Regional Commission |
| Lalit Patel | Bi-State Regional Commission |
| Chelsey Waterman | Bi-State Regional Commission |

1. Approval of the Minutes of the February 8, 2011 Transportation Technical Committee Meeting. Mr. Mook chaired the meeting in the absence of Mr. Nelson. Mr. Mook asked the members to review the February 8, 2011 Transportation Technical Committee minutes for comments and corrections. Mr. Kammler moved that the minutes be approved as written. Mr. Kane seconded the motion, and the minutes were approved as written.
2. Project Progress Report and Consideration of Amendments to FY11-14 Transportation Improvement Program. Technical Committee members were asked by Ms. Waterman if there were any additions/corrections to report at the meeting that had not already been provided electronically or 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>).

Amendments and administrative modifications were enclosed in Committee members' packets. Ms. Waterman reviewed the listing. Amendments requested included:

- **IA-11-18**

| | |
|----------------------|---------------------------|
| Project Route | I-80 |
| Project Location | Y-40 to Mississippi River |
| Project Description | Median, Guardrail |
| Total Estimated Cost | \$1,690,000 |
| Total Federal Share | \$1,352,000 |
| Federal Source | (IM) |

- **L-11-01**

| | |
|----------------------|---------------------|
| Project Route | IL District 2 |
| Project Location | Various, District 2 |
| Project Description | Safety Improvements |
| Total Estimated Cost | \$420,000 |
| Total Federal Share | \$378,000 |
| Federal Source | (HSIP) |

- **IL-12-04**

| | |
|----------------------|--------------------------------------|
| Project Route | I-74/I-280 |
| Project Location | Coal Creek 2.5 MI W of Henry Co Line |
| Project Description | Bridge Replacement |
| Total Estimated Cost | \$3,000,000 |
| Total Federal Share | \$2,700,000 |
| Federal Source | (NHS) |

Ms. Waterman also noted administrative modifications to IA-11-17 and IL-11-14. A list of revisions was included in members' packets for reference and addressed shifts in Annual Elements year or cost increases. Mr. Kane motioned to recommend approval of the amendments as presented to the Policy Committee and concurrence with the administrative modifications. Mr. Mook seconded the motion, and it carried.

Ms. Waterman also noted that March 15, 2011 is the final day to request TIP amendments prior to adoption of the 2040 Long Range Transportation Plan, which is expected to take place in June 2011. TIP amendments require a seven-day public notice period before the Policy Committee's March 22, 2011 meeting. Ms. McCullough noted that amendments are required for new projects, projects with a major change in scope, and projects in which the amount of federal aid changes by more than 30%.

3. Consideration of Regional Transit Development Plan (TDP) Updates. Ms. Waterman explained the Bi-State Transit Development Plan was initially developed in 2006 and has since been updated annually. Both the Illinois and Iowa DOTs have reviewed Bi-State's current plan and found it to be in compliance with federal regulations. Based on this review, a full update is no longer required annually. Both states have allowed Bi-State to prepare an annual update based on changes to plan process, projects, and other developments in the past year. In regard to process, Bi-State has provided opportunities for public input through "Commuter Challenge" workshops, Long Range Plan "Kick-Off" meetings, and Transit Trainings. Previously programmed projects that have made progress since the last plan update include the completion of a Riders Guide for the Iowa Quad Cities transit systems

and partial funding for a new MetroLINK maintenance facility. River Bend Transit continues efforts to utilize ICAAP funding to establish a daily route between the Quad Cities/Muscatine and Iowa City. Some of the new projects that are proposed for the annual update include a new bus garage for Bettendorf Transit, “next stop” information kiosks at major MetroLINK transfer locations, a new MetroLINK passenger facility in downtown Rock Island, and a new MuscaBus shelter. Mr. Kane motioned to recommend approval of the TDP updates to the Policy Committee. Mr. Kammler seconded the motion, and it carried.

4. Presentation on FY12 Transportation Planning Work Program (TPWP). Annually the TPWP document for the Quad Cities metropolitan planning area is revised to reflect Bi-State transportation staff activities for the coming fiscal year. The FY12 TPWP is developed to aid cooperative, continuing, and comprehensive transportation planning. The document also outlines the history of organizations playing a role in transportation planning.

In the metropolitan area, major transportation issues include:

- River Crossing Capacity Improvements
- Air Quality Improvement Activities & Congestion Management
- Modal Coordination for Sustainability
- Long Range Plan Implementation and Planning
- Passenger Transportation-Coordination with Human Services & Specialized Transportation Providers
- Integration of Safety and Security
- Implementation of Existing and New Planning Regulations

Accomplishments from FY11 include:

- Updated TDP, LRTP, and CMP
- Updated FFY11-14 Transportation Improvement Program (TIP) and FY12 TPWP
- Provide Grant Assistance- ICAAP, Recreation Trails, RISE, SRTS, Scenic Byways, STP, TEP, and IKE (FEMA-related)
- Held transit workshops & APA audio conferences, attended IA Bicycle Summit, NASCO, AMPO/NADO Peer Learning, etc.
- Provided technical assistance-traffic studies, accident analysis, bridge coordination, ITS coordination, trail planning, data portal, Census, RFPs, etc.
- Served Technical and Policy Committees, Bi-State Regional Trail Committee, Air Quality Task Force, CARS & joint ITS/Safety group, Mississippi River Partnership-IA, IA Smart Planning initiatives, Davenport in Motion

A draft work program budget was outlined in the slide presentation. There were no comments by the Technical Committee on the FY12 TPWP on the activities. Approval of planning work activities and allocation of funding to work program categories are reviewed by the Policy Committee. Resolutions authorizing filing federal grant applications and execution of grant contracts are approved by Bi-State Regional Commission. Mr. Kammler expressed appreciation of Bi-State staff services.

5. Status of 2040 Long Range Transportation Plan Update-Discussion on Travel Demand Model Timeline and Other Updates. Ms. McCullough made reference to the Long Range Transportation Plan Adoption Timeline in the Committee members’ agenda packet. She stated that the goal will be a

plan adoption in June 2011. Ms. McCullough hoped the model will be fully calibrated by early April with a full draft of the plan released in May.

Ms. Lentsch updated the Committee on the Congestion Management Process. She stated that the FFC roads were now broken into three tiers: Tier 1 consists of Interstate, Expressway/Freeway and Other Principle Arterials; Tier 2 includes Minor Arterials; and Tier 3 consists of Collectors. She stated that roads would not be excluded because they are not in the first tier, but Tier 1 roadways are the focus for this update. Ms. Lentsch updated the objectives to be in better compliance with SMART (Specific, Measurable, Agreeable, Realistic, and Timebound) criteria. Ms. Lentsch asked for input from the Technical Committee if these new objectives were realistic and measurable. Mr. Kammler questioned the ability to be able to reduce crashes. Ms. Tracy and Mr. Shea stated that the DOTs would like to see an emphasis on reducing the severity of accidents. Mr. Kammler asked if they would be penalized for not meeting these objectives. Mr. Shea and Ms. Tracy responded that they did not think so, that these goals and objectives are something to aim for and not be penalized for coming up short.

Mr. Patel provided an update on the travel demand model calibration and validation process. As noted at the February meeting, a three-step process is used. The data gathering aspect is complete. Trip generation is 90% complete. For example, home-based work trips represent 25% of the trips generated with accepted levels being from 18-27% according to NCHRP 365 standards. He reviewed that staff utilizing trip generation rates from the Des Moines area as surrogates from the Quad Cities. This is common model practice when local trip rates are not available. Minor changes were made to trip rates. Trip distribution, distributing trips by zone, is roughly 50% complete. Trip assignment, taking the distributed trips and sending through the geographically represented street network, is also 50% complete. A gravity model is used to distributed trips among Traffic Analysis Zones. Trips between zones are directly proportional to attraction in each zone and inversely proportioned to distance between zones. Trip assignment, taking the distributed trips and sending through the geographically represented street network, is also 50% complete.

Mr. Patel provided a status of his calibration/validation of the model to replicate 2006 actual traffic counts. One measure of model validation is trip length distribution. For home-based work trips, the model is running a 13-minute average trip length. Based on Census data, the Quad City MPO should be closer to 18-minute average trip length. To reach a greater level of confidence in trip length distribution, Mr. Patel is looking at adjusting the model formula using standard modeling techniques and in consultation with state modeling staff at Iowa Department of Transportation. He then responded to questions. He will continue to work toward calibration of the model in preparation for running future roadway network scenarios. It was noted that a master network with 2040 projects has been prepared and is ready to go when the model has been calibrated.

6. Public Comments. No public comments were made.
7. Other Business. Ms. McCullough made note of the Transportation Policy Committee Meeting on March 22nd and stated that the Technical Committee is always invited to attend.
8. Adjournment. Mr. Kammler motioned to adjourn the meeting. Mr. Kane seconded, and the meeting was adjourned by consensus at 11:10 a.m.