

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

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

MEMBERS PRESENT

Jeff Anderson	City of Moline
Jon Burgstrum	Scott County
Gene Hellige	City of Davenport
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Tom Kelso	Illinois Department of Transportation-OPP
Dan Long	Illinois Department of Transportation
John Massa	Rock Island County
Wally Mook	City of Bettendorf
Jeff Nelson	MetroLINK
Sam Shea	Iowa Department of Transportation-Davenport
Gary Statz	City of Davenport
Betsy Tracy	Federal Highway Administration-Illinois Division
Alan Wilson	Village of Coal Valley

OTHERS PRESENT

Doug DeLille	Bi-State Regional Commission
Tom Flaherty	Quad Cities Chamber of Commerce
Stacy Lentsch	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety Consultant
Lalit Patel	Bi-State Regional Commission

1. Approval of the Minutes of the September 13, 2011 Transportation Technical Committee Meeting.
Mr. Nelson chaired the meeting and asked the members to review the September 13, 2011 Transportation Technical Committee minutes for comments and corrections. Mr. Mook moved that the minutes be approved as written. Mr. Kane seconded the motion, and the minutes were approved as written.
2. Election of Chair and Vice-Chair. Ms. McCullough reviewed the meeting procedures for the Technical Committee that indicates that a chair and vice-chair will be elected in odd-numbered years and shall reside from each state. Mr. Anderson motioned to nominate and elect Mr. Burgstrum as Chair and Mr. Kammler as Vice-Chair. Mr. Massa seconded the motion, and the positions were approved as suggested. Ms. McCullough thanked Mr. Nelson and Mr. Mook for their service to the Technical Committee.

3. Project Progress Report. Ms. Lentsch stated that she had received some status reports updates and asked the Committee members to send her their status reports with any additions/corrections. The updated progress report will be posted to the Bi-State Regional Commission website (<http://www.bistateonline.org/ser/tra/tip.shtml>).
4. Consideration of FFY12-15 Transportation Improvement Program (TIP) Revisions. Ms. Lentsch directed the Technical Committee to a handout of the proposed revisions. She noted three administrative modifications for DA-11-08 (moved from FY11 to FY12), RI12-04 (moved from FY12 to FY11), and RI-12-05 (moved from FY12 to FY11) and two additions to the unmet needs table, including a project on Archer Drive and 30th Avenue in East Moline. Ms. Lentsch noted two proposed TIP amendments and asked for consideration to recommend to the Policy Committee. Mr. Kammler motioned to recommend approval of the following projects to the Policy Committee, and Mr. Kane seconded the motion.
 - BU-12-01 Mississippi Trail (Wildcat Den – Utah Avenue), Muscatine to Buffalo, Preliminary engineering and environmental review with Total Cost \$565,570, Federal Share \$453,070 (SAFETEA-LU earmark, one-half), State Share \$108,500 (Recreational Trail Fund) and Local Share \$4,000 (City).
 - IL-12-30 IL5 at I-74 Bridge, Bridge Maintenance with Total Cost \$900,000, Federal Share \$720,000 (National Highway System) and State Share \$180,000.

Hearing no objections, the motion was approved as presented.

5. Review of the Surface Transportation Program (STP) Evaluation Process. Ms. McCullough, Ms. Lentsch, and Mr. Patel reviewed the Surface Transportation Program (STP) evaluation process and shared possible revisions to enhance congestion management. It was suggested that the STP evaluation process reflect the goals and objectives of the 2040 Long Range Transportation Plan. The quantitative evaluation process uses Level of Service, Safety, and Physical Condition criteria weighted equally with 150 points for each category. These categories are further broken down into several criteria. A project may earn additional points through the special considerations category. Projects may receive 1% of the total points for each alternative, which includes sidewalks, transit lanes, bicycle lanes and/or multipurpose trails. Shifting the transportation alternatives into the congestion management criteria from its current consideration in “Special Considerations” was discussed. New special considerations that were offered up included complete streets, business/truck routes, connectivity, and proximity to employment. The last item, proximity to employment, was discussed as already taken into consideration via the travel demand model and would benefit streets that were key travel corridors but not located with adjacent employment. If transportation alternatives are incorporated then do we need complete streets was another discussion point. If air quality has not been used, should it be removed from the criteria. However, some recognition of air quality was thought to be important with the potential for nonattainment. Physical condition of the roadway was suggested to be tied to PCI values or CRS values, so it would be more quantitative. Following the discussion, staff would take the information, do additional research and bring back more defined recommendations at the next Technical Committee meeting.

6. Review of Travel Demand Model Documentation Technical Report. Mr. Patel distributed copies of the draft Travel Demand Model Documentation Technical Report and will be e-mailing a copy to the full committee as follow-up. The Technical Committee is being asked to review the information for general comments and suggestions on clarity and flow. Mr. Patel indicated that he reviewed various reports available from MPOs across the Midwest, such as Des Moines, Cedar Rapids, Huntsville, Lincoln, Rochester, Champaign, etc. There is no standard for model documentation at this time. The report came from a suggestion following the Travel Model Improvement Program (TMIP) peer review in 2008. A model documentation technical report outlines the basic assumptions in the three-step travel demand process and those used to validate and calibrate the model. Other model improvements were made as part of the recommendation of this review process. Mr. Shea noted that this effort is a result of court challenges to travel demand model results and will give a more solid foundation to model practices. The Iowa Department of Transportation Office of Systems Planning will be also offering up comments, suggestions, and future improvements to the travel demand documentation and future model improvements. Comments were requested by the Thanksgiving holiday from the committee.
7. Public Comments. No public comments were made.
8. Other Business. Staff will be updating the intersection crash report in the coming months. Ms. McCullough noted the Certification Review is scheduled for April 17-18, 2011. Ms. Lentsch also noted the preparation and submission of the 2011 Federally Obligated Projects list sent to Illinois Department of Transportation.
9. Adjournment. Mr. Kammler motioned to adjourn the meeting. The meeting adjourned by consensus at 11:08 a.m.