

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

Tuesday, February 14, 2012, 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
Mike Clarke	City of Davenport – Public Works
Gene Hellige	City of Davenport
Scott Hinton	City of Moline
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Tom Kelso	Illinois Department of Transportation – OPP
John Massa	Rock Island County
Sam Shea	Iowa Department of Transportation – Davenport
Gary Statz	City of Davenport

OTHERS PRESENT

Aaron Granquist	HR Green
Craig Harper	Bi-State Regional Commission
Laura Klauer	City of Rock Island
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety Consultant
Becky Passman	Bi-State Regional Commission – IAQC Transit Coordinator
Lalit Patel	Bi-State Regional Commission
Kris Tobin	Illinois Department of Transportation – Dixon

1. Approval of the Minutes of the January 10, 2012 Transportation Technical Committee Meeting. Mr. Kammler acted as chair for the meeting and asked the members to review the January 10, 2012 Transportation Technical Committee minutes for comments and corrections. Mr. Hinton moved that the minutes be approved as written. Mr. Hellige seconded the motion, and the minutes were approved as written.
2. Project Progress Report. Mr. Melton stated that staff had received some status reports updates from IL DOT and Davenport and asked the Committee members to send their status reports with any additions/corrections. Mr. Melton also requested that updates be submitted with specific changes to progress highlighted for clearer communication of project progression. The updated progress report will be posted to the Bi-State Regional Commission website (<http://www.bistateonline.org/ser/tra/tip.shtml>).
3. Consideration of FFY2012-2015 Transportation Improvement Program (TIP) Revisions. Mr. Melton summarized the TIP Revisions table included in the agenda packet. IL-12-28 had an increase in federal funds greater than 30% and a major change in project scope. The total project cost is now

estimated to be \$4.1 million with \$3.69 million funded through the Highway Safety Improvement Program (HSIP). Illinois DOT submitted a new project for bridge pier and sign foundation shielding in Henry, Rock Island, and Whiteside counties for consideration. This project was assigned IL-12-31 as a TIP number. The project is estimated to cost \$4.9 million; \$4.41 million is to be funded by HSIP. A household travel survey for the urbanized Quad Cities area (TP-12-05) was submitted by Bi-State Regional Commission for consideration as well. The survey will be funded 80% (\$240,000) by an ICAAP grant awarded to the Commission with a 20% (\$60,000) match from Bi-State. Administrative modifications included a new project, IA-12-19, from the Iowa DOT for pavement rehab of Business 61 from 35th Street to 59th Street. This \$1.3 million project is expected to be entirely state funded. CV-11-02 will be moved to FY2012. Citi Bus is dividing bus purchases (CB-10-06) into two projects (CB-10-07 & CB-10-08) which will be programmed for separate fiscal years. This change will be considered an administrative modification because the cumulative cost is equivalent to the original TIP approved project cost. Mr. Kammler submitted a Safe Routes to School project for East Moline (EM-12-03) to be considered for adoption. The \$150,000 project will be funded 100% by federal Safe Routes to School funds.

4. Consideration of the Surface Transportation Program (STP) Evaluation Process Revisions.

Ms. McCullough explained a change in funds for the Illinois Quad Cities based on targeted funding levels as they were over-programmed by more than \$1 million (Table 1.1). Ms McCullough outlined wording changes on page 4-4 as well as scoring alterations on page 4-3 which revised points for scoring physical improvements for the projects. Mr. Patel demonstrated the changes in scoring in the total point values of previously scored projects. Following the discussion, Mr. Kammler moved to approve the recommendation of the revisions to the policy committee. The motion was seconded by Mr. Hinton.

5. Presentation on Bi-State Region Intelligent Transportation System (ITS) Architecture Plan Update.

Mr. Patel began the presentation describing the definition Regional ITS as: “A regional framework for ensuring institutional agreement and technical integration of the implementation of ITS projects or group of projects.” He also described the definition of an ITS project as: “Any project that funds the acquisition of technologies...that provides...one or more ITS User Services as defined in the National ITS Architecture” or “Any regionally significant project that integrates the use of computers, communications, or advanced technology.” The Federal Highway Administration is encouraging planning agencies to utilize the National ITS Architecture as a framework for planning ITS projects in order to promote integration of uniform planning and project definition. Benefits of using the National ITS Architecture as a framework for regional ITS architecture include: reduce design costs and development time, orderly and efficient expansion, lower system costs over life-cycle, better communications between stakeholders, better communications between systems, and lower risk. The national ITS architecture is not a design document, does not prescribe the use of specific technology, or an institutional or development process. Mr. Patel went on to explain if and why a community might benefit from a regional ITS architecture. In general, a regional ITS architecture allows for better integration of systems within the region to better serve the community as a whole. If an ITS project is funded through the Highway Trust Fund it is statutorily obligatory that they conform to the National ITS Architecture in accordance with § 940.5 Policy and § 940.7 Applicability.

Mr. Patel described in depth the process of planning, implementing, using, and maintaining ITS. It is an iterative process where each step must be followed to ensure the successful execution of such a system. A properly managed, ITS system will produce documents, diagrams, and databases which

will aid in the enhancement of traffic safety, operations, and incident management. Mr. Patel described several examples of ITS implementation, including traveler information and traffic detection. A summary of ITS activities in the Quad City Region was given. Short term, an incident response coordination guide for the I-74 corridor will be drafted. Mid-term, project level architecture will be designed for the I-74 corridor from Avenue of the Cities to 53rd Street. The long term goal for our area is a functioning regional ITS Architecture. Mr. Patel presented the ITS architecture schedule as follows:

- Turbo file conversion to newer version - summer 2012
 - Stakeholder Meeting - June, August and October 2012
 - Gather Data and Define Interfaces - summer 2012
 - Identify National Standards - summer 2012
 - Recommendation from Tech Committee - fall 2012
 - Present Draft Report to TTC/TPC by November 2012
 - Final Report by December 2012.
6. Status Reports. Ms. McCullough reported that a call for project programming had been released for Job Access Reverse Commute (JARC), New Freedom, as well as the Iowa Quad Cities Transportation Enhancement Program (TEP) by the Bi-State Regional Commission and Illinois TEP by the Illinois Department of Transportation (ILDOT). Ms. McCullough highlighted some talking points of the Reauthorization of the Federal Transportation Act, including the increase of the minimum population of a metropolitan planning organization (MPO) from 50,000 to 100,000 (grandfathering in existing MPOs) and the potential for a governor to be granted authority to add projects to the transportation improvement program of his or her jurisdiction without the approval of the technical and policy committees.
 7. Public Comments. No public comments were made.
 8. Other Business. There was no other business to address.
 9. Adjournment. Mr. Statz motioned to adjourn the meeting, and Mr. Kane seconded the motion. The meeting adjourned at 10:50 a.m.