

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

Tuesday, March 12, 2013, 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
Chelsey Hohensee	MetroLINK
Tim Kammler	City of East Moline
Tom Kelso	Illinois Department of Transportation
Dan Long	Illinois Department of Transportation
John Massa	Rock Island County
Sam Shea	Iowa Department of Transportation
Gary Statz	City of Davenport

OTHERS PRESENT

Denise Bulat	Bi-State Regional Commission
Doug DeLille	Bi-State Regional Commission
Craig Harper	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety
Geoff Olsen	Bi-State Regional Commission
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission

1. Approval of the Minutes of the February 13, 2013 Transportation Technical Committee Meeting. Mr. Burgstrum called the meeting to order and requested a motion for approval of the February 13, 2013 minutes of Transportation Technical Committee. Mr. Statz motioned to approve, and Mr. Anderson seconded. The motion carried.
2. Project Progress Report. Mr. Melton communicated that there were no significant updates to the TIP Progress Report. He presented requested TIP amendments from local and state jurisdictions. These changes are attached to these minutes in a table. Mr. Kammler motioned to recommend that the presented project changes be amended by the Transportation Policy Committee. Mr. Statz seconded the motion, and it carried. Mr. Melton also informed the group that he would be contacting the Technical Committee group as well as other transportation interest groups in the Bi-State Region to begin the annual TIP Update Process. 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 the Bi-State Region Intelligent Transportation System (ITS) Architecture Update. Mr. Patel began by discussing the definition and purpose of the ITS Architecture. He provided examples of ITS service packages utilized in our Bi-State Regional Architecture, such as the Traffic Incident Management System. Mr. Patel went on to explain the information generated by the Turbo Architecture software that comes in the form of information flow charts and incorporates regional stakeholders. ITS Architecture development is an iterative process that is always being reviewed and updated. The maintenance of the ITS Architecture is scheduled for every 5 years. The document was provided to the Technical Committee prior to the meeting for their review, and its members were solicited for input then and again at the meeting. Mr. Anderson motioned to recommend the approval of the Transportation Policy committee for the Bi-State Region Intelligent Transportation System (ITS) Architecture update with the caveat that additional input be considered if provided by the Technical Committee prior to the Policy Committee meeting. Mr. Patel assured the committee that all updates are incorporated in the document throughout the process. Mr. Statz seconded the motion, and it carried unanimously.
4. Consideration of the Bi-State Region Transit Development Plan (TDP) Update. Mr. Harper presented on the annual update of the Transit Development Plan. He outlined considerations made while updating the documents. The update includes information regarding coordination efforts, results of previous public needs, opportunities for new input for the plan, progress on previously programmed projects, and new projects. Notable coordination efforts included a Mobility Summit and the continuation of the area transit systems partnering on The Loop Riverfront Circulator. These activities were also the result of previously expressed public needs. Some outreach efforts for new TDP input included Taste of Transit at Pizza Ranch in Bettendorf, the Urban Mobility Summit at the Davenport Police Department, regular Urban Transportation Technical and Policy Committee Meetings, and Rural to Urban Travel Training and Mobility Matters Discussions, both in Port Byron. Progress on major programmed projects included continuation of service of the Loop River Front Circulator and the beginning of construction for MetroLINK's new Transit Maintenance Facility

Mr. Harper outlined a number of new projects to be included in the TDP. MetroLINK and RIM Rural Transit have obtained JARC funds under SAFETEA-LU to provide transportation from the urbanized area of the region to major employment centers along Illinois Route 84 Corridor to Cordova, Illinois. Mr. Statz motioned to recommend the Bi-State Region Transit Development Plan (TDP) Update for approval by the Transportation Policy Committee with the caveat that additional input be considered if proved prior to the Policy Committee meeting. Mr. Massa seconded the motion, and it carried.

5. Consideration of Iowa Quad Cities Transportation Alternatives Program (TAP) Flex Funding Distribution. Mr. DeLille presented the Bi-State Regional Commission staff recommendation for the Transportation Alternatives Program (TAP) funding for the Iowa portion of the region. Mr. DeLille explained that based on the MAP-21 transportation bill enhancement funds, safe routes to school funds and scenic byways funds were consolidated into the Transportation Alternatives Program. Each state was allocated TAP funds with the option of opting in or out of the federal recreational trails program. Both Iowa and Illinois opted in, so a few million dollars will be taken off the top of the TAP funds to cover the federal recreational trails program. The remaining TAP allocation is divided with 50% going to the state and 50% suballocated to TMAs, MPOs based on population, and rural areas. The State of Iowa decided to use some of their allocation for a small statewide TAP program. The remaining state portion of TAP funds would be distributed to the MPOs and RPAs as TAP Flex. Bi-State's staff recommendation is to add the TAP Flex funds to the Iowa Quad Cities Urban TAP

funding amount. This would bring the available TAP funds available for programming back to at least the level of funding from the previous enhancement program. Mr. Burgstrum motioned to concur with the staff recommendation to add the Iowa Quad Cities TAP Flex funds to the Urban TAP funds. Mr. Statz seconded the motion, and it carried.

6. Presentation on FY2014 Transportation Planning Work Program (TPWP). Ms. Bulat presented the FY2014 Transportation Planning Work Program (TPWP). The purpose of the TPWP is to conduct coordinated, continuing, and comprehensive transportation planning among local governments; develop a budget for transportation planning funds and associated tasks and activities; outline requirements for various agencies toward planning efforts; and establish products, purposes and general methods for transportation planning activities. Ms. Bulat went on to describe the major transportation issues in our area that include improving river crossing capacity, reducing congestion, and improving mobility choices to improve the transportation network as well as regional air quality and integrating safety and security. Ms. Bulat outlined a number of accomplishments from the FY2013 TPWP such as documents, grant assistance, training for staff and other planning professionals, technical assistance, and a number of other services. Ms. Bulat then described the budget. The program categories and the percentage budgeted for each category are: Program Support and Administration (4%), General Development and Comprehensive Planning (21%), Long Range Transportation Planning (36%), and Short Range Transportation Planning (39%). The planning targets were outlined as follows: (Funding Source – Funding Amount): IA FTA 5303 - \$51,117, IA FHWA PL - \$209,112, IL FTA 5303 – \$73,534, and IL FHWA PL – \$274,248. Bi-State Regional Commission will also receive funds from the Iowa Clean Air Attainment Program and Illinois Special Research Funds to conduct a household travel survey and provide model enhancements. Bi-State Regional Commission will also receive 5307 funds from the FTA for Urban Transit Planning (Systems). Ms. Bulat explained to the committee that planning work activities and allocation of funding to work program categories will undergo an approval process by the Bi-State Regional Commission with activity review by the Transportation Technical and Policy Committees. Upon adoption, resolutions authorizing filing federal grant applications and execution of grant contracts will be drafted.
7. Public Comments. Donnie Miller extended his gratitude for the Technical Committee’s support related to the TAP funding.
8. Other Business. Committee members were encouraged to disseminate information regarding MetroLINK/RIM Rural Transit’s IL Route 84 service.
9. Adjournment. The meeting was adjourned by consensus at 11:05 a.m.