

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
METROPOLITAN PLANNING AREA
TRANSPORTATION TECHNICAL COMMITTEE

Tuesday, March 11, 2014, 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
Doug DeLille	Illinois Department of Transportation
Brian Fries	City of Bettendorf
Gene Hellige	City of Davenport
Chelsey Hohensee	MetroLINK
Tim Kammler	City of East Moline
Michael Kane	City of Rock Island
Dan Long	Illinois Department of Transportation
Sam Shea	Iowa Department of Transportation
Gary Statz	City of Davenport
Betsy Tracy	Federal Highway Administration – Illinois Division (Call-in)

OTHERS PRESENT

Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Lindsay Whitson	Bi-State Regional Commission

1. Approval of the Minutes of the February 11, 2014 Transportation Technical Committee Meeting. Mr. Burgstrum called the meeting to order and requested a motion for approval of the February 11, 2014 minutes of Transportation Technical Committee. Mr. Kammler motioned to approve the minutes as written, and Mr. Fries seconded. The motion carried.
2. Project Progress Report. Mr. Melton reported that several jurisdictions had provided updates to the progress report. He requested that those who had not communicated updates to please do so soon. 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 Revisions to the FFY2014-2017 Transportation Improvement Program (TIP). Mr. Melton brought to the committee an Amendment to a City of Davenport project for Forest Grove Road and Utica Ridge Road. It was requested that clarification for work to be completed on Utica Ridge Road be included in the project description for the TIP entry. The text “also includes intersection with Utica Ridge Road and transitions approximately 800 feet north and 600 feet south of

tie into existing grades and pavements” was added to the Project Location field. The text “intersection construction” was added to the Project Description field. There was no change in funding for the project. Mr. Kammler motioned to recommend approval of the amendment to the Transportation Policy Committee. Mr. Hellige seconded, the motion which carried.

4. Consideration of the Bi-State Region Transit Development Plan (TDP) 2014 Update. Mr. Schmid and Ms. Whitson presented on the Bi-State Region Transit Development Plan. They described the purpose and format of the plan. They also described the public input involved in the document update that includes input from transit systems, human service agencies, local governments, the general public, and private transportation providers. The plan is ultimately accepted by committees from three planning areas, the urbanized Bi-State Quad Cities area and each rural area for Iowa and Illinois. The transit services planning area covers six counties: Scott and Muscatine Counties in Iowa, and Rock Island, Henry, Mercer, and Whiteside Counties in Illinois. Ms. Whitson and Mr. Schmid described common transit issues and barriers identified through public input. They also provided a list of comments that have been received to date. The goals outlined in the TDP are convenience, investment, affordability, land use, geographic coverage, and safety. Mr. Schmid and Ms. Whitson submitted a TDP draft to Iowa DOT in February and received input. In March they intend to submit a TDP draft to Illinois DOT and anticipate publishing the final document in May of 2014 on review by the three planning areas. A full version of the Bi-State Transit Development Plan can be found at www.bistateonline.org. Mr. Hellige motioned to recommend concurrence with the TDP update to the Transportation Policy Committee. Mr. Kane seconded the motion, and it carried.
5. Presentation on the FY2015 Transportation Planning Work Program (TPWP). Ms. McCullough provided a presentation on the FY2015 Transportation Planning Work Program for the Bi-State Regional Commission. Ms. McCullough described the purpose of the TPWP as the activities to be undertaken by the MPO in the coming fiscal year. These activities include conducting coordinated, continuing, and comprehensive transportation planning; outlining requirements for various agencies toward planning efforts; establishing products, purposes, and general methods for transportation planning activities; and developing a budget for MPO transportation planning funds and associated tasks/activities. Major transportation issues identified for the region include improving river crossing capacity, reducing congestion and improving mobility choices to improve air quality, coordinating modes of transportation for sustainability, implementing long range transportation projects, coordinating passenger transportation opportunities, integrating safety and security into the transportation system, and implementing new planning regulations and monitoring reauthorization of the transportation act.

Ms. McCullough identified four work categories in the TPWP: program support and administration, general development and comprehensive planning, long-range transportation planning, and short-range transportation planning. A number of tasks were accomplished in fiscal year 2014 such as programming and project selection for \$11.4 million in surface transportation funds and \$403 thousand in transportation alternative funds were outlined. Ms. McCullough reported transportation planning fund targets for FY2015. At the time, with the information available, the targets are as follows: Iowa FTA (5303) - \$53,824; Iowa FHWA Planning - \$211,704 (without carryover); Illinois FTA (5303) - \$74,226; and Illinois FHWA Planning - \$275,854. Also included in the planning targets are FTA 5307 Urban Transit Planning funds for the metropolitan transit systems and Illinois Special Research funds for an intermodal freight study. The process for and groups involved in approval of the TPWP were outlined. She noted that the Technical and Policy Committees provided information

and feedback on the program activities. There were no additions recommended at this time.

6. Discussion on MAP-21 Performance Measures. Mr. Melton and Mr. Schmid provided a presentation on performance measures. Mr. Melton provided some background information on the development of the performance measures. The performance measures are based on the national goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental sustainability, and reduced project delivery delays. Mr. Melton provided the estimated release of rulemaking for a number of performance measures.

Mr. Schmid explained that the safety performance measures identified were total and per VMT fatalities and total and per VMT severe injuries. These numbers will be derived from all public roads. Special performance rules will be developed regarding high risk rural road safety and older drivers. Mr. Melton described the performance measures for bridges and pavement condition. These performance measures will be derived from roadways on the interstate and national highway systems. A minimum condition level is to be established by USDOT through rulemaking. If conditions of a road segment or bridge fall below the minimum condition, certain funding mechanisms will be triggered to bring the road segment or bridge up to an acceptable condition. Mr. Schmid explained the performance measures for congestion mitigation and air quality (CMAQ), and freight. The performance measures will look at measured traffic congestion, and on-road mobile sources for CMAQ and an assessment of freight movements on the interstate system will be made. Mr. Schmid provided maps of the proposed primary freight network. He noted that I-280 in Illinois was not included as part of the primary freight network, but it was included in Iowa. He also noted that I-74 was not included and that Bi-State's executive director has been coordinating input from area mayors on these issues. They recommend including I-74 in the primary freight network, and when the new bridge is completed, it will be one of the most reliable crossings of the Mississippi River in the United States.

The state will be required to report on performance measures every two years, and MPOs will report on them every 4 to 5 years. This will likely coincide with a long-range plan update. The report will be required to include an evaluation of condition and performance of the transportation system, progress achieved in meeting performance targets in comparison with the performance in previous reports, an evaluation of how the preferred scenario has improved conditions and performance where applicable, and an evaluation of how local policies and investments have affected costs necessary to achieve performance targets where applicable. The MPO will be required to set targets 180 days following the establishment of state targets. States will have one year following the establishment of federal targets, but will likely be released much sooner. Once state thresholds have been set, the MPO will then research and examine local baselines to determine MPO level targets. Those targets will then be presented for review by the state with the rollout of each performance measure.

In Illinois, a statewide advisory committee has been established. Ms. McCullough, Mr. Kane, and Ms. Hohensee participate in that committee. Staff will continue to monitor and bring progress reports to the Technical Committee as well as begin to develop targets in collaboration with the states.

7. Public Comments. No public comments were provided.
8. Other Business. Ms. McCullough reported that bridge work coordination documentation is provided on the Bi-State Regional Commission website. She noted that work on I-74 has been shifted to 2015 to reduce the possibility of simultaneous congestion/closures on multiple crossings.

9. Adjournment. Mr. Hellige motioned to adjourn the meeting. Mr. Kammler seconded the motion, and the meeting adjourned at 10:45 a.m.