

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

Tuesday, September 8, 2015, 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
Jim Grafton	City of Silvis
Brandy Howe	City of Rock Island
Tim Kammler	City of East Moline
Dan Long	Illinois Department of Transportation – Dixon
John Massa	Rock Island County
Brent Morlok	City of Bettendorf
Sam Shea	Iowa Department of Transportation – District 6
Gary Statz	City of Davenport
Betsy Tracy	Federal Highway Administration – Illinois Division

OTHERS PRESENT

Taylor Beswick	Bi-State Regional Commission
Doug DeLille	Illinois Department of Transportation – Springfield
Brian Fries	City of Bettendorf
Michael Jackson	Iowa Department of Transportation
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety
Christian Montbriand	City of Rock Island
Becky Passman	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission
Doug Rick	Iowa Department of Transportation
Bryan Schmid	Bi-State Regional Commission
Sinclair Stolle	Iowa Department of Transportation
Lindsay Whitson	Bi-State Regional Commission

1. Approval of the Minutes of the August 11, 2015 Transportation Technical Committee Meeting.
Mr. Kammler requested a motion for approval of the August 11, 2015 minutes of the Transportation Technical Committee. Mr. Anderson motioned to approve the minutes as written. Mr. Statz seconded the motion, and the motion carried.
2. Status of Project Progress Report. Mr. Melton asked the Committee for updates to the progress report to be provided to me. Updated progress reports are posted following the Technical Committee meetings at: <http://bistateonline.org/index.php/transportation/quad-cities-metro-planning/2012-11-13-20-10-34/quad-cities-metro-tip-transportation-improvement-program>. Mr. Melton suggested that at future meetings one or two jurisdictions bring recently completed projects to the group to discuss.
3. Presentation on 3rd Party Traffic Data Services, Intelligent Transportation Systems, Incident Management and Transportation Systems Management and Operations Efforts. Mr. Jackson and Ms. Stolle provided an overview of Intelligent Transportation Systems and the Traffic Incident Management Systems in the State of Iowa. Mr. Jackson noted that a focus on transportation system maintenance and operations is newer aspect of the DOT's work. Mr. Jackson also noted that the Iowa DOT Traffic Operations Center was established eight years ago and a new, state of the art, Traffic Operations Center has been established in the last year which will have the capability of managing Iowa ITS on a statewide level, located in Ankeny, Iowa. Mr. Jackson highlighted that there are about 300 cameras and sensors around the state, most of them focused on the metropolitan areas. A significant source of information about Iowa's roads is 3rd party data from Inrix.

Ms. Stolle elaborated on Inrix data stating that they collect and compile vehicle probe data from GPS systems and smart phones. This information is collected nationally, but Iowa DOT has contracted with Inrix initially on a one-year guarantee and has extended the contract for at least one more year in order to pull detailed information about traffic in Iowa and some surrounding counties, including the Illinois counties of the Bi-State Region. This detailed information allows users to pull detailed reports measuring hours of delay, costs of delayed traffic, and it can be used to analyze historical incidences in order to develop best practices.

The Inrix data has been made available to MPO's, cities and counties in Iowa and for the Bi-State Region, counties and cities in Illinois. Requests can be made to Inrix for access to this data.

4. Status of Fall 2015 and Spring 2016 Travel Time Data Collection in the Quad Cities. Mr. Patel provided a brief summary of the Congestion Management Process stating that the CMP process is structured to four primary components: System Monitoring, Strategy Consideration, Projects Selection, and Effective and Evaluations. Travel time Surveys are among the data collection tools used to monitor the system. Mr. Patel reviewed the methodology used during the travel time surveys and reported that the corridors measured showed no signs of recurring congestion.

Mr. Kammler wanted to know how the travel time corridors are established. Mr. Patel clarified that the Technical Committee established the corridors as part of the CMP development and has discretion to decide which corridors to measure, with a focus on congested corridors. It was also noted that travel time surveys may be a less efficient tool for monitoring the system if vehicle probe data can be utilized to provide similar data without having to utilize staff time for the surveys.

5. Presentation and Discussion on Quad Cities Long Range Transportation Plan Update – Fiscal Constraint – Revenue Projections and Status of Roadway Costs; and Draft Chapter 5 Mobility Alternatives. Ms. McCullough discussed the big projects list. These are future projects as identified by the local jurisdictions with costs estimated to exceed \$10 Million. Ms. McCullough also reviewed the list of illustrative projects which are identified as needed projects, but require further study and do not have costs currently associated with them. These lists will be taken to the Policy Committee for a special meeting to discuss the “Big Projects” in the region with Policy Committee members, Technical Committee members, and DOT officials.

Mr. Melton reviewed the proposed methodology for projecting future revenues for transportation funding. Mr. Melton reported that the total funding over the ten-year period of FFY2006-FFY2015 was summed and the average annual funding was calculated from that total. Mr. Melton then provided that the past long range plan utilized a little over 2.5% in the short term and 4% growth in the long term. The more modest growth was projected in the short term to accommodate for the more recent recession when the plan was created. Mr. Melton shared three scenarios: one with 2% growth over the entirety of the plan, another with 4% growth over the entirety of the plan, and a third with 2% growth in the short term FFY 16-25 and 4% growth in the long term FFY 26-45.

Mr. Melton shared that STP funding trends show much more optimistic growth in their trending over the past ten years. Mr. Shea suggested that a trend for all funding be established to better confirm growth trends. Mr. Melton responded that this could be accomplished and that the information will be provided when making final decisions regarding fiscal constraint.

6. Public Comments. No public comments were made.
7. Other Business. Ms. McCullough noted that a public meeting was to be held on Wednesday, September 9 from 1-6 p.m. at the Moline Public Library to discuss plans for the John Deere Rd. / I-74 interchange as well as the Statewide Transportation Improvement Plan. Mr. Melton suggested that due to time constraints of meeting participants and lack of additional meeting participants. The special meeting regarding Rock Island County Safety Emphasis Areas could be moved to after the October Technical Committee meeting. The committee concurred with the suggestion.
8. Adjournment. Mr. Anderson motioned to adjourn the meeting. Mr. Massa seconded, and the meeting was adjourned at approximately 11:15 a.m.