

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

Tuesday, October 13, 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
Gene Hellige	City of Davenport
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Dan Long	Illinois Department of Transportation – Dixon
John Massa	Rock Island County
Brent Morlok	City of Bettendorf
Jeff Nelson	MetroLINK
Sam Shea	Iowa Department of Transportation – District 6
Betsy Tracy	Federal Highway Administration – Illinois Division

OTHERS PRESENT

Taylor Beswick	Bi-State Regional Commission
Doug DeLille	Illinois Department of Transportation - Springfield
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
Bryan Schmid	Bi-State Regional Commission
Lindsay Whitson	Bi-State Regional Commission

1. Approval of the Minutes of the September 8, 2015 Transportation Technical Committee Meeting. Mr. Kammler requested a motion for approval of the September 8, 2015 minutes of the Transportation Technical Committee. Mr. Morlok motioned to approve the minutes as written. Mr. Kane seconded the motion, and it carried.
2. Status of Project Progress Report. Mr. Melton noted that FFY2016 projects had been added to the progress report. He asked the Committee to send updates to the progress report for project tracking. 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>. No jurisdictions had completed projects to share with the group at the meeting.
3. Consideration of FFY2016-2019 Transportation Improvement Program (TIP) Revisions. Mr. Melton directed the Committee to amendments and administrative modifications found in their agenda packets. To date, there were two requests for amendments from the City of Moline for MO-17-02 to include the Great River Trail at Sylvan Island Bridge replacement project in the TIP. The total project cost is \$1,275,000 with a federal share of \$1,037,600 in statewide Transportation Enhancement/Alternatives Program funds with a local share of \$237,400. The other amendment was from the City of Davenport for DA-11-11, which is a project using Iowa Clean Air Attainment funds that is being removed from the TIP, and the city is withdrawing the project. Mr. Melton noted three other projects requiring administrative modifications including DA-15-01, DA-12-02, and BE-14-01. Mr.

Hellige motioned to recommend approval of the TIP amendments to the Policy Committee. Mr. Anderson seconded the motion, and it carried.

4. Consideration of Resolutions for Designated Recipient Supplemental Agreements for the FY2015 Distribution of FTA 5307 and 5310 Funds, and Revisions to the Title VI Program and Non-Discrimination Policy. The draft resolutions were enclosed in the agenda packets, and an outline of updates to the Title VI plan was distributed at the meeting. Mr. Schmid shared the status of full-year apportionments to the Davenport, IA-IL urbanized area and the suballocations to the fixed-route transit systems as direct recipients for Federal Transit Administration (FTA) 5307 Urbanized Area Formula Funds and 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Funds. The resolutions allow Bi-State as the designated recipient to redirect the funds to the direct recipients – City of Bettendorf, City of Davenport, and the Rock Island County Metropolitan Mass Transit District – for 5307 funds. In the case of Illinois and 5310 funds, a memorandum of agreement is between Bi-State and Illinois Department of Transportation for distribution of the 5310 funds. A correction was noted in the draft resolution for 5307 funds that should reflect FFY2015 rather than 2014.

The FFY2015 full year 5307 apportionment and suballocations are:

Bettendorf	\$549,323
Davenport	\$1,020,821
RICMMTD	\$2,497,501
Total Apportionment	\$4,067,645

The FY2015 full year 5310 apportionment and suballocations are:

Bettendorf	\$32,054
Davenport	\$96,196
RICMMTD	\$123,089
Total Apportionment	\$251,339

In addition to the funds noted, Mr. Schmid reported on the FTA 5339 suballocations for bus and bus facilities in FFY2015. In the case of the 5539 funds, Bi-State Regional Commission is required to be the direct recipient, and the systems will be subrecipients, so a supplemental agreement is not possible. The apportionment and suballocations are:

Bettendorf	\$53,594
Davenport	\$124,209
RICMMTD	\$272,950
Total	\$450,753

Mr. Nelson motioned to recommend approval of the resolutions for 5307 and 5310 to the Policy Committee. Mr. Anderson seconded the motion, and it carried.

Mr. Schmid reviewed the Iowa DOT Title VI plan guide and noted updates to the Title VI program. Title VI says that no person in the United States shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance based on protected classes. The update revises assigned staff, adds reference to Federal Transit Grant administration and funding allocations, and updates the Limited English Proficiency Plan and analysis. A draft plan will be sent to the Policy and Technical Committees for review, and the plan will be considered at the next Policy Committee on October 27 for a recommendation to the Bi-State Regional Commission.

5. Presentation and Discussion on 2045 Quad Cities Long Range Transportation Plan (LRTP) Update – Fiscal Constraint, Revenue Projections and Status of Roadway Costs; and Status of 2040 LRTP Performance Indicators. Ms. Whitson provided an overview of the Performance chapter. She indicated that since the 2040 plan, MAP-21 more clearly outlined national performance goals, including safety, infrastructure condition, congestion reduction, system reliability, freight and economic vitality, environmental sustainability, and project delivery. Defined safety performance measures have been determined. Bridges and pavement condition measures are under review. Other measures are waiting for release. Ultimately, both state and MPO targets will need to be established in all areas of the national goals. The 2040 LRTP took a broader approach and provided a number of performance indicators to gauge performance in the metro area. Using selected indicators, Ms. Whitson illustrated trends between the base year of the current plan, 2010, 2012, and 2014. For example, mean travel time to work between the noted years is relatively flat between 17.8 and 18.7 minutes. Workers 16 years and older without a vehicle is declining, which points to a positive mobility trend. She also showed crash history for Scott and Rock Island counties over a five-year period. Scott County showed an increasing trend while Rock Island County showed a decline. It is anticipated that a five-year rolling average will be used for a target related to crash history. Ms. Whitson also noted other trends in her report. A draft of this chapter is anticipated in another month.

As follow-up to the “Big Projects” meeting on September 22, Mr. Melton reviewed the proposed methodology for projecting future revenues for transportation funding. Since that discussion, more refinements were made to exclude state projects that would be treated as fiscally neutral. Mr. Melton reported that the total local capacity projects funding over the ten-year period of FFY2006-FFY2015 was summed, and the average annual funding was calculated from that total. Mr. Melton then noted that the past long range plan utilized a little over 2.5% in the short term and 4% growth in the long term. More modest growth was anticipated in the short term to accommodate for the recent recession. 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. It is estimated that through 2045, there would be \$228,577,000 in capacity projects funding – federal, state, and local combined.

Ms. McCullough directed the Committee to a handout with proposed short and long-term fiscal constraint. This was the first rough attempt to look at the funding and local capacity projects together. On review of the short-term projects, the initial criteria was to look at projects that were at least arterials and/or corridors and also provide some geographic representation by each jurisdiction. This results in funding slightly over the short-term constraint, leaving a number of unfunded projects in the short-term. The long-term was within fiscal constraint, also leaving a number of projects unfunded. It is thought that the unfunded projects, similar to the TIP, would be shown in an unmet needs table for potential consideration in the future. Ms. McCullough indicated that what was most important was to be confident with projects that would be pursued in the next five to seven years. With a plan update every five years, there were opportunities for addressing changing conditions in the later part of the short-term time period and in the long-term. She asked the committee to review the projects and provide feedback. Staff would send the spreadsheet electronically following the meeting.

6. Public Comments. No public comments were made.
7. Other Business. Mr. Melton noted the special meeting regarding Rock Island County Safety Emphasis Areas immediately after the Technical Committee meeting.
8. Adjournment. Mr. Anderson motioned to adjourn the meeting. Mr. DeLille seconded, and the meeting was adjourned at approximately 11:05 a.m.