

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

Tuesday, March 12, 2019, 11:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Rob Bates	Illinois Department of Transportation – District 2
Chelsey Hohensee	MetroLINK
Mike Kane	City of Rock Island
Clay Merritt	City of Davenport
Brent Morlok	City of Bettendorf
Brian Schadt	City of Davenport
Sam Shea	Iowa Department of Transportation – District 6
Gary Statz	City of Davenport

OTHERS PRESENT

Doug DeLille	Illinois Department of Transportation - Springfield
Mark Garrow	City of Bettendorf, Bettendorf Transit
Shane Larson	Hutchinson Engineering
Gena McCullough	Bi-State Regional Commission
John Powell	City of Davenport, CitiBus
Stephen Rashid	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Travis Strait	CMT

1. Ratification of Actions and Approval of the Minutes of the February 12, 2019 Transportation Technical Committee Meeting. Mr. Schadt motioned to ratify the actions from the February 12, 2019 meeting and approve the minutes as written. Mr. Statz seconded, and the motion carried.
2. Status of Project Progress Report Mr. Rashid noted that there were updates received by both Iowa and Illinois Departments of Transportation, and a report regarding a fall letting of the Eldridge trail to the Project 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 additional updates to share at the meeting.
3. Consideration of Transit Systems' Transit Asset Management (TAM) Performance Measures Targets. Mr. Schmid presented information on Transit Asset Management Performance Measures (PM) and agreements with both state DOTs at the February meeting. The agenda item was tabled for clarification. The area fixed route transit systems were invited to provide more background on the TAM plans and targets. The MPO must choose to set its own TAM PM targets or adopt the systems' or state targets. The MPO staff is recommending supporting the transit system targets and a memo regarding this is attached with the agenda packets.

Ms. Hohensee explained that MetroLINK participated in a statewide plan developed in partnership with the Illinois Department of Transportation. In that plan, the state looked at not only the minimum useful life but the true useful life of vehicles. It is using a third party to test buses. As an example, the useful life of a heavy duty bus is 12 years or 500,000 miles. Depending on the bus and usage, some vehicles get more years/mileage. MetroLINK has heavy duty buses that are more than 16 years old. The state's target for heavy duty bus replacement statewide is 30% while MetroLINK's internal target is 17% for 73 total heavy duty buses with an average age of 9.4 years. In

addition to the statewide plan, MetroLINK has an internal document for its assets that includes both vehicles and facilities. A handout was provided with MetroLINK's internal TAM targets for the 2020 target year.

Mr. Powell provided 4 handouts, including Federal Transit Administration (FTA)'s default useful life benchmark cheat sheet, CitiBus transit asset management plan, transit facility condition assessment and 2019 performance targets worksheet. He noted the TAM plan was developed in October and is required to be updated every 4 years with benchmarks updated annually. The city uses the FTA benchmarks for useful life. The target provided in the memo indicates that the 2019 target for non-revenue/service autos will be at 100%. Davenport and Bettendorf were included in a statewide facilities study by the Iowa DOT but opted out of the statewide plan. Mr. Garrow with Bettendorf Transit noted that with only five buses their targets will be very low with all their targets for 2019 at 0%. Two buses were replaced two years ago, and there are two spares with 7 years of life left. They also own a lift that has 35 years of life and a bus wash to replace with 15 years of life left. Following the presentations and answering of questions, Mr. Kane motioned to recommend the memo with the TAM PM targets to the Policy Committee as provided in the agenda packet. Mr. Schadt seconded the motion, and it carried.

4. Concurrence with Technical Revisions to the Title VI Program and Non-Discrimination Policy. Mr. Schmid outlined technical revisions to the Title VI program after submitting the adopted plan to the Iowa Department of Transportation in October 2018. The revisions were posted to the Bi-State website and are located here: <http://bistateonline.org/transportation/title-vi-and-non-discrimination>. The revisions clarified that outreach to Hispanic media was conducted through Hola America as part of the media outlets used to share news and information. It was noted there were some inconsistencies in timing to request accommodation for special materials formatting or language interpretation in the Public Participation Plan. As a result, the Public Participation Plan was reviewed to address this, and amendments are being proposed. The environmental justice review in the appendices now includes a review of the Region 9 Transportation Improvement Program projects. Mr. Kane motioned to recommend the acceptance of the revisions to the Policy Committee. Mr. Merritt seconded the motion, and it carried.
5. Consideration of Quad Cities MPO Public Participation Plan. Ms. McCullough outlined the revisions proposed for the PPP, which was posted 45 days in advance of approval by the Policy Committee. This included clarification on minimum notification days for matters involving adoption or amendments to the Transportation Planning Work Program, Transportation Improvement Program (TIP), Regional Transit Development Plan, Congestion Management Process, and Regional ITS Architecture Plan, and including the typical seven days' notice of practice. A clarification was included that a more detailed outline of public involvement opportunities are prepared for the Long Range Transportation Plan. Under accommodation, meeting notices clarify the minimum timeframe for requests. Mr. Schadt motioned to forward the changes to the Policy Committee. Mr. Kane seconded the motion, and it carried.
6. Presentation of FY2020 Transportation Planning Work Program (TPWP). Bi-State Regional Commission receives federal pass funds to plan for short and long-range transportation needs in the Quad Cities metropolitan planning area. Key travel issues include improving river crossing capacity, reducing congestion, maintaining good standing for air quality, and coordinating maintenance, operations and improvements between the modes of transportation for an effective system to move people and goods.

The Quad Cities MPO FY2020 Transportation Planning Work Program (TPWP) reflects Bi-State staff transportation work activities and budgets funding to accomplish that work for July 1, 2019-June 30, 2020. Tasks and activities fall into four categories: program support and administration, general development and comprehensive planning, long-range transportation planning, and short-range transportation planning. While fulfilling core programmatic requirements, the funding supports technical assistance to aid local jurisdictions in implementing planned surface transportation projects – road improvements, transit services, trail and sidewalk extensions, and bridge work.

Ms. McCullough noted transportation planning fund targets for FY2020 that reflect relatively static funding levels for the Quad Cities MPO. The MPO effort in federal, state, and local funds sums to \$907,844. Federal funds are matched with 20% local member dues or state funds. She said that the respective Technical and Policy Committees provide information and feedback on the program activities while the Bi-State Regional Commission approves the budget and contracts. The TPWP budget and contracting request will be taken to the Commission on March 27, 2019, and Ms. McCullough requested any input prior to that time. There was a question as to whether monies would be allocated to QC Rideshare marketing. Ms. McCullough indicated that staff time and media releases were the extent budgeted.

7. Public Comments. No public comments were made.
8. Other Business. Mr. DeLille noted that there will be an upcoming round of Illinois Statewide Planning and Research funding. The program requires 20% match of the federal funds for transportation planning projects or data needs. An I-74 press conference is scheduled for noon, March 12 in Bettendorf to outline the upcoming detour and local access at the river crossing. A CitiBus TIP amendment was received subsequent to the Technical Committee agenda announcement and will be forwarded to the Policy Committee at their next meeting.
9. Adjournment. Mr. Schadt motioned to adjourn the meeting. Mr. Kane seconded, and the meeting was adjourned at approximately 10:45 a.m.

March 26, 2019 - Transportation Policy Committee - Revisions to the FFY 2019-2022 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED

ROADWAY/TRAIL/OTHER

PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATE D COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES
City of Davenport - DA													
DA-16-01	2019	Goose Creek Trail Phase (II)	North of Goose Creek on East Side of Brady to Existing Goose Creek Trail at 53rd St.	ROW, Ped/Bike Grade & Pave	OTHER	\$1,422,466	\$1,137,973	TAP-REG	\$0		\$284,493	CTY	Revision of project limits: Current Limits - Goose Creek Park to East of Brady. Proposed Limits - East of Brady to Existing Goose Creek Trail connection at 53rd St. This is essentially the other half of the original project limits.

TRANSIT

PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
TRANSIT												

ADMINISTRATIVE MODIFICATIONS - NO COMMITTEE ACTION REQUIRED

ROADWAY/TRAIL/OTHER

PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATE D COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES
State of Illinois - IL													
IL-19-15	2019	TR149 (1 mi S of JCT I-80)	I-80	Bridge Painting	MAINT	\$200,000	\$180,000	NHPP	\$20,000	STA			Move from Advanced Construction to Current Status