

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
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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

Introduction

on “hot spot” safety improvements. Additionally, the STBG programming within the MPO utilizes criteria related to number of crashes, crash severity weighted to reduce fatalities and injuries, and crash rate as one component of the program evaluation process.

Pavement and Bridge

Rather than setting its own pavement and bridge targets, the Quad Cities MPO has chosen to support the respective DOT’s pavement and bridge targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOTs’ Transportation Improvement Program.

Any DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the state’s Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects state long-range plans and system/modal plans to the DOT’s Five-Year Programs and STIP. The state long range plans define a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Programs and STIPs are consistent with DOTs’ longer-term visions. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The DOTs conferred with numerous stakeholder groups, including the Quad Cities MPO and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission DOTs allocates funding through. Once the Commission DOTs approves receive the funding approval for these categories, Iowa DOT recommends the They work through their respective processes to allocateion of the funds to specific projects using the processesas described in their respective TAMPs. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in theeach respective States’ TAMP.

System and Freight Reliability

Rather than setting its own system and freight reliability targets, the Quad Cities MPO has chosen to support the DOTs’ system and freight reliability targets as submitted in the most recent baseline period performance report. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT’s Transportation Improvement Program.

The DOTs conferred with numerous stakeholder groups, including the (insert MPO name)Quad Cities MPO, as part of its target setting process. Variability within the existingEach state examined travel time datasets was used to forecast future conditions. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areasreliability of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the respective States’ Freight Plan. These plans includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the respective freight investment plans and programmed in the STIP were highly rankedare based on priorities outlined in these documents freight bottlenecks.

Transit Asset Management

Targets set by the three fixed-route public transit systems related to Transit Asset Management were supported respectively by the MPO in June 2017. Transit Asset Management targets address: percentage of non-revenue vehicles met or exceeded useful life, percentage of revenue vehicles met or exceeded useful life, percentage of assets with condition rating below 3.0 on FTA TERM scale. The Technical and Policy Committee will work with Bettendorf Transit, Davenport CitiBus and MetroLINK to review, encourage and support programming to facilitate transit equipment, facilities and rolling stock meet targets for State of Good Repair. The three fixed route systems are direct recipients of FTA 5339 Bus and Bus Facilities funding that can be used for vehicle replacements and facility improvements. In Iowa, the systems are eligible for statewide 5339 funds as part of the PTMS process, and when buses would meet the age/mileage thresholds as part of the prioritization process.

Public transit capital projects included in the STIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rollingstock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager's Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Other Measures

~~Other performance measures and their respective targets are not yet solidified and supported to be addressed in detail in the TIP. The remaining performance measures include those related to transportation system asset management—pavement condition and bridge conditions, freight travel reliability, system performance and transit safety.~~

TIP Process

This FFY 2019-2022 Transportation Improvement Program (TIP) is a result of the comprehensive, coordinated, and continuing (3C) urban transportation planning process within the Quad Cities Urbanized Area. The program includes the street/highway and transit projects plus related enhancement activities, such as bicycle trail development. The document is updated annually on a federal fiscal year basis (October 1st - September 30th).

Project priority is given to the initial year Annual Element of the TIP based on preservation and safety factors. Projects in the second through fourth year annual elements are financially feasible, based on expected funding levels. By programming a project in a particular fiscal year, it is the intent of a jurisdiction secure the necessary funds and let the project in that year. All funding estimates in this document are based on anticipated state, federal, and local sources for the region in the year of expenditure dollars as provided by the project sponsor. Year of expenditure projections range from a 2.5% to a 5.0% annual inflation, depending on the jurisdictions' independent methodologies. It is anticipated that funding will be available for all projects included in the TIP Annual Elements tables. Tables 4.1 and 4.2 identify projects that are consistent with the *2045 Quad Cities Long Range Transportation Plan* but have not yet identified a funding source.

The existing transportation system within the Metropolitan Planning Organization (MPO) planning boundary is being adequately operated and maintained with resources that are provided through federal, state, and local jurisdictions.