

Federal Transportation Performance Management for the Quad Cities MPO

Overview and National Goals

The passage of Moving Ahead for Progress in the 21st Century (MAP-21) introduced Performance Management to the transportation planning process. This was continued with Fixing America's Surface Transportation Act (FAST). Metropolitan transportation planning processes were continued and enhanced to include performance goals, measures, and targets in the process of identifying needed transportation improvements and project selection. Performance Management is a systematic approach to making investment and strategic decisions using information about the condition and performance of the system and developing an approach to achieve a desired set of national goals. According to FAST and summarized by the Federal Highway Administration (FHWA), national performance goals are the following:

Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair

Congestion reduction—To achieve a significant reduction in congestion on the NHS

System reliability—To improve the efficiency of the surface transportation system

Freight movement and economic vitality—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

Environmental sustainability—To enhance the performance of the transportation system while minimizing impacts to the natural environment

Reduced project delivery delays—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

In addition to the Federal Highway Administration's (FHWA) national performance goals, the Federal Transit Administration (FTA) has also developed performance measures relating to the following themes:

- **Transit Asset Management** – To assist transit agencies with maintaining buses and rail systems in a State of Good Repair (SGR) and to preserve and expand transit investments
- **Transit Safety** – To prevent public transportation accidents by integrating safety into all aspects of a transit system's activities

As a metropolitan planning organization under 1,000,000 population, and as part of an urbanized area with over 200,000 population in a designated attainment area for ozone (O₃), carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}), the performance measures related to air quality to not apply.

Federal requirements call for plan coordination related to performance measures for the following planning documents: multimodal plans, safety plans, infrastructure condition plans/asset management plans, congestion and air quality plans, freight plans and transit safety and asset plans. Locally, the transportation planning process will work with the respective states and transit systems to integrate these national goals and address them. Locally appropriate performance measures can be developed by the MPO and used to monitor the metropolitan transportation system or the MPO can support the state and transit systems in their efforts. The current status is that the MPO will support the respective states' and transit systems' performance targets.

Performance targets are used to track system performance and progress. There are many ways to track system performance and different ways for different modes of transportation. The *2050 Quad Cities Long Range Transportation Plan* outlines some broad transportation system efforts that will allow the area to aid performance from the metropolitan level.

As projects shift from long range planning to implementation, the long range plan's transportation objectives can be used to assess project consistency and whether it solves a transportation problem or enhances the transportation system at the local or project level. For example, the metropolitan area's Surface Transportation Block Grant Program (STBG) Evaluation Process looks at level of service, safety, and physical condition of the facility. An intersection or roadway segment crash rate can be analyzed to determine whether an improvement will help reduce crashes and improve travel time. As part of the quantitative process, projects are also reviewed for environmental justice and resilience. The federal transportation planning process emphasizes comprehensive, coordinated, and continuing evaluation to implement the regional vision and goals and monitor system performance through data analysis and feedback. This process leads to projects that are consistent with the goals and transportation objectives of the long-range transportation plan.

As part of the final rule for statewide and metropolitan transportation planning, 23 CFR 450.314 (h) was amended to state that MPOs, states, and the providers of public transportation shall jointly agree upon and develop

- Specific written provisions for cooperatively developing and sharing information related to transportation performance data,
- Selection of performance targets,
- Reporting of performance targets,
- Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO,
- Collection of data for the respective states' asset management plan for the National Highway System (NHS) when an MPO serves an urbanized area.

These agreements for the Quad Cities MPO are contained in the Quad Cities MPO Transportation Planning Work Program within the Appendix, and consolidated in this *Connect 2050: Quad Cities Long Range Transportation Plan – Performance Measures Addendum*. As part of the regulations, the Transportation Improvement Program (TIP) shall include a description of the anticipated effect the

program of projects has toward achieving the performance targets identified in the long range transportation plan, linking investment priorities to those performance targets.

Roles and Responsibilities

Roles and Responsibilities

As noted above, performance targets are coordinated and part of a continuing process of evaluation and review. The MPO has agreed to support the State DOTs and transit systems with their respective achievement of the particular performance measure. The agreements address use of data, selection of performance targets, reporting, tracking progress and management of assets. A performance management agreement with Iowa DOT is included in the annual update of the Transportation Planning Work Program and in the appendix. An intergovernmental agreement for performance management with Illinois Department of Transportation and MetroLINK is also in the appendix. Memos of understanding between Bi-State Regional Commission (the Quad Cities MPO) and respectively, Davenport CitiBus and Bettendorf Transit are included in the appendix. These documents formally outline

As an example, State DOTs and MPOs are required to establish annual safety targets for all public roads within their boundaries using 5-year rolling averages. State DOTs and MPOs that have Interstates and/or non-Interstate National Highway System (NHS) roads within their boundaries. They shall establish performance targets for the pavement, bridge, system performance, and freight measures. Non-safety targets must be established for the entire applicable network within the boundary, regardless of ownership.

Timelines

A federal timeline by performance measures with phase-in dates is included in the appendix highlighting when MPO Transportation Improvement Programs and Long Range Transportation Plans need to address performance management and target information.

FHWA Timelines

State DOTs established initial Highway Safety Improvement Program (HSIP) targets by August 31, 2017 and all other targets by May 20, 2018. MPOs were then allowed 180 days to adopt the state targets or establish their own. The Quad Cities MPO elected to adopt all state targets. The target setting cycle repeats annually for safety targets and every four years for all other targets. A sample safety target cycle is shown in the table below. Safety targets are revised annually by the DOTs and typically, the Quad Cities MPO reaffirms support in January of February following the target setting by the DOTs.

State	State Targets Adopted	MPO Adoption Deadline	MPO Adoption Date
Illinois	July 19, 2019	January 15, 2020	December 3, 2019
Iowa	August 31, 2019	February 27, 2020	December 3, 2019

The Quad Cities MPO adopted the statewide targets for system performance and freight on September 25, 2018, within 180 days of the state DOT adoption and before November 16, 2018. The next target setting cycle for these targets will begin in October 2022.

FTA Timelines

Target setting for Transit Asset Management (TAM) was initiated January 1, 2017, with the first targets due for MPOs on June 30, 2017. The target setting cycle for these targets repeats annually within four months of the end of the transit providers fiscal year. The latest round of targets for the Quad Cities MPO was adopted June 23, 2020.

The transit safety targets have been accepted by the Quad Cities MPO January 26, 2021 based on the three public fixed-route transit systems targets. These targets also required acceptance or separate target-setting 180 days after the local public transit providers submit their Public Transportation Agency Safety Plans. The deadline for agency adoption of a PTASP was extended to December 31, 2020. There are four targets for transit safety. Bettendorf Transit and Davenport CitiBus submitted their PTASP on May 27, 2020 putting the deadline for adopting their safety targets on November 23, 2020 but with the extension, all systems were taken together in January 2021.

Data and Target Setting

Safety Measures

Highway Safety Improvement Program

The Safety Performance Measures rulemaking requires MPOs to agree to set their own targets or agree to contribute and support meeting each state's DOT's respective traffic safety targets for each of five safety measures. These include number of fatalities, rate of fatalities per 100 million vehicles miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected targets and referenced methodology are outlined below are derived from the Illinois and Iowa Department of Transportation's State Strategic Highway Safety Plan (SHSP). The Quad Cities Transportation Policy Committee at its December 3, 2019 meeting agreed to support the respective state-level targets of IADOT and ILDOT by geography for all five performance measures. By supporting each DOT's targets, the jurisdictions represented in the Quad Cities, IA/IL Metropolitan Planning Area (MPA) as part of the federal transportation planning process agree to plan and program projects to contribute toward achieving the states' respective targets by the state side represented. The ultimate goal is to reduce fatalities and serious injuries on all public roads within Iowa and Illinois through supporting efforts in the Quad Cities, Iowa/Illinois. A Quad Cities Strategic Traffic Safety Plan was approved in January 2021 and will aid local jurisdictional decision-making on crash reduction. Traffic safety emphasis areas within the MPO will be used to focus solutions through engineering, enforcement, emergency response, and education.

The Quad Cities MPO Policy Committee acknowledges through each state's performance management agreement(s) between the MPO and IADOT and ILDOT, that cooperative planning and programming

will require coordination related to crash data collection and sharing, target setting, and reporting. This memorandum represents notification of the Quad Cities MPO's decision support the statewide targets, and to report the decision related to traffic safety performance targets within 180 days after each respective DOT's reports its statewide targets, prior to January 15, 2020 based on the Illinois DOT target setting, and February 27, 2020 for Iowa target setting. The following table is the original submissions, and the most recent 2021 targets are included in the Appendix of this Addendum.

Traffic Safety Performance Measures by State

Iowa Statewide Safety Measures	Baseline 2014-18 Rolling Average	Target 2015-2019 Rolling Average
Number of Fatalities	337.1	345.8
Fatality Rate	1.046	1.011
Number of Serious Injuries	1,499.1	1,396.2
Serious Injury Rate	4.497	4.083
Non-Motorized Fatalities & Serious Injuries	134.2	138.1
Illinois Statewide Safety Measures	Baseline 2012-16 Rolling Average	Target 2016-2020 Rolling Average
Number of Fatalities	989.4	985.0
Fatality Rate	0.94	0.91
Number of Serious Injuries	12,168.00	11,668.70
Serious Injury Rate	11.54	10.80
Non-Motorized Fatalities & Serious Injuries	1,498.80	1,456.20

*Core Highway Safety Performance Measures Based on Rolling Average Using 2012-2016 FARS and Survey Data.
Rates are per 100 million vehicle miles traveled (VMT).*

Transit Safety

The safety measures that will be addressed in the Transit Safety component are as follows:

Fatalities – Total number of reportable fatalities and rate per total vehicle revenue miles by mode

Injuries – Total number of reportable injuries and rate per total vehicle revenue miles by mode

Safety Events – Total number of reportable events and rate per total vehicle revenue miles by mode

System Reliability – Mean distance between major mechanical failures by mode (revenue miles/# major mechanical failures)

Transit Safety Plans

A transit safety management system ensures that the public transit agency has the appropriate organizational structures, policies and procedures and accountability to manage resources in a safe and proactive manner. On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 U.S.C. &673) requiring certain operators of public transportation receiving FTA urbanized area formula funds to develop safety plans. The plans are to include processes and procedures to implement safety management systems (SMS). The rule

became effective July 19, 2019 and was to require plans in place by July 20, 2020. With the operational challenges attributed to the COVID-19 health emergency, FTA extended the deadline to December 31, 2020. The three-public transit systems in the Quad Cities include Bettendorf Transit, Davenport CitiBus, and MetroLINK. They each have prepared their respective plans that address, plan development, approvals and updates, safety performance targets, safety management policies and risk management, safety assurances and other supporting information.

The Quad Cities MPO supported the three transit systems' performance targets on January 26, 2021. The following tables reflect these targets, and the memorandum is documented in the Appendix.

Transit Safety Performance Measures By Transit System

Bettendorf Transit

Mode of Transit Service	Fatalities (Total)	Fatalities (Per 100K VRM)	Injuries (Total)	Injuries (Per 100K VRM)	Safety Events (Total)	Safety Events (Per 100K VRM)	System Reliability (Failures / VRM)
Bus (MB)	0	0	0.4	0.25	6.6	4.2	34,140
Contractor	0	0	2	0.3	23	2.3	43,668

Davenport CitiBus

Mode of Transit Service	Fatalities (Total)	Fatalities (Per 100K VRM)	Injuries (Total)	Injuries (Per 100K VRM)	Safety Events (Total)	Safety Events (Per 100K VRM)	System Reliability (Failures / VRM)
Fixed-Route Bus	0	0	5	0.2	7	0.28	9,500
ADA / Paratransit	0	0	1	0.01	1	0.01	68,456

MetroLINK

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate) Per 100K VRM	Injuries (Total)	Injuries (Rate) Per 100K VRM	Safety Events (Total)	Safety Events (Rate) Per 100K VRM	System Reliability (miles between roadcalls)
Fixed Route (MB)	0	0	3.33	0.14	7	0.296	9,444.78
Demand Response (DR DO)	0	0	0.33	0.23	1	0.701	42,625.86
Demand Response (DR PT)	0	0	0	0	0	0	37,678.09
Ferry Boat (FB PT)	0	0	0	0	0	0	3,198.34

Pavement, Bridge, and Freight Measures

Rather than setting its own pavement and bridge targets and freight reliability targets, the Quad Cities MPO has chosen to support the respective DOT's 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.

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 DOTs allocate funding through. Once the DOTs receive funding approval for these categories, they work through their respective processes to allocate funds to specific projects as described in their respective TAMPs. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in each respective states' TAMP.

Each state examined travel time datasets to forecast future conditions. Projects focused on improving pavement and bridge condition often help improve system reliability and freight movement. Additional projects focused specifically on improving reliability 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 include 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 are based on priorities outlined in these documents.

The Iowa and Illinois statewide targets are outlined below. Note both Departments of Transportation are required to establish 2- and 4-year targets for each measure, except noted in the table with an asterisk, which are not required in the first performance period.

Highway Asset Management Performance Measures and System Reliability by State

Iowa Department of Transportation Targets for 2018-2021			
Performance Measure	Baseline (2017)	2-year target	4-year target
Percentage of pavements of the Interstate System in Good condition*	57.68%	N/A	49.4%
Percentage of pavements of the Interstate System in Poor condition*	1.75%	N/A	2.7%
Percentage of pavements of the non-Interstate NHS in Good condition	49.06%	48.8%	46.9%
Percentage of pavements of the non-Interstate NHS in Poor condition	14.22%	13.2%	14.5%
Percentage of NHS bridges classified as in Good condition	46.8%	45.7%	44.6%
Percentage of NHS bridges classified as in Poor condition	2.6%	3.7%	3.2%
Percent of the person-miles traveled on the Interstate that are reliable	100.0%	99.5%	99.5%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable*	95.6%	N/A	95.0%
Truck Travel Time Reliability (TTTR) Index	1.12	1.14	1.14

Based on total lane miles in Iowa by highway system: 3,305 interstate; and 12,656 NHS non-interstate (DOT and local). Based on 715 interstate bridges and 2,580 NHS non-interstate (DOT and local) bridges.

Illinois Department of Transportation Targets for 2018-2021			
Performance Measure	Baseline (2017)	2-year target	4-year target
Percentage of pavements of the Interstate System in Good condition*	65.96%	65%	65%
Percentage of pavements of the Interstate System in Poor condition*	.27%	<5%	<5%
Percentage of pavements of the non-Interstate NHS in Good condition	27.71%	27%	27%
Percentage of pavements of the non-Interstate NHS in Poor condition	4.94%	6%	6%
Percentage of NHS bridges classified as in Good condition	29.4%	28%	27%
Percentage of NHS bridges classified as in Poor condition	11.6%	13%	14%
Percent of the person-miles traveled on the Interstate that are reliable	80.8%	79%	77%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable*	87.3%	83.3%	83.3%
Truck Travel Time Reliability (TTTR) Index	1.3	1.34	1.37

Based on 2,185 interstate lane miles in Illinois. Based on 16,674 non-interstate NHS lane miles. There are 2,320 interstate bridges in Illinois and a total of 4,815 bridges on the NHS, or 2,495 non-interstate NHS bridges.

Transit Asset Management

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. The transit systems' targets are outlined below.

FY2020 Facilities Performance Targets for the State of Illinois, including MetroLINK

Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0
Admin/Maintenance	15	87	17%
Passenger/Parking	4	35	11%
Total	19	122	16%

FY2020 Revenue Vehicles (Rolling Stock) Performance Target

Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Articulated bus	12	16	75%
Automobile	8	8	100%
Bus	160	526	30%
Ferryboat	3	3	100%
Minibus	82	171	48%
Minivan	163	243	67%
Other	8	8	100%
Van	447	852	52%
Total	883	1,827	48%

FY2020 Non-Revenue Vehicles (Equipment) Performance Targets

Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Automobile	52	112	46%
Other rubber tire vehicles (including minivans and vans)	34	60	57%
Total	86	172	50%

(Source: IDOT: Group TAM Plan for Participating Tier II Agencies, page 16 Figures 3.4-3.6)

Bettendorf Transit and Davenport CitiBus FY2020 Transit Asset Management Performance Targets

Vehicle Type		Bettendorf Transit	Davenport CitiBus
Asset Category - Performance Measure	Asset Class	2020Target	2020Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A	N/A
	AO - Automobile	N/A	N/A
	BR - Over-the-road Bus	N/A	N/A
	BU - Bus	N/A	40%
	CU - Cutaway Bus	0%	N/A
	DB - Double Decked Bus	N/A	N/A
	FB - Ferryboat	N/A	N/A
	MB - Mini-bus	N/A	N/A
	MV - Mini-van	N/A	N/A
	RT - Rubber-tire Vintage Trolley	N/A	N/A
	SB - School Bus	N/A	N/A
	SV - Sport Utility Vehicle	N/A	N/A
	TB - Trolleybus	N/A	N/A
	VN - Van	N/A	N/A
	Custom 1	N/A	N/A
	Custom 2	N/A	N/A
	Custom 3	N/A	N/A

Vehicle Type		Bettendorf Transit	Davenport CitiBus
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	N/A	100%
	Steel Wheel Vehicles	N/A	N/A
	Trucks and other Rubber Tire Vehicles	N/A	N/A
	Drive on Vehicle Lift(BE)/Bus Lifts (2) (DA)	0%	0%
	Vehicle Wash(BE)/Portable Bus Wash (DA)	0%	0%
	Farebox system	N/A	0%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%
	Maintenance	0%	N/A
	Parking Structures	0%	0%
	Passenger Facilities	N/A	0%
	Custom 1	N/A	N/A
	Custom 2	N/A	N/A
	Custom 3	N/A	N/A

(Source: Bettendorf Transit and Davenport CitiBus TAM Plan Updates, September 2019.)

Support for Achievement of Targets

The Long Range Transportation Plan includes information on traffic safety, pavement conditions and system reliability (Chapter 4 Roads), and addresses transit safety and facility asset management (Chapter 5 Passenger Transportation). It also examined each state's long range transportation plan for relevant linkages, including performance management. These documents along with each state's freight and other modal plans, and the MPO's congestion management plan and intelligent transportation system architecture will provide data and information to support programs and projects that bring the Quad Cities MPO area closer to zero fatalities, a good state of repair for transportation facilities, and a reliable transportation system for moving goods and people.

The Quad Cities MPO implements transportation programming through funding allocations of Surface Transportation Block Grant (STBG) using a project evaluation process. This is done through an application scoring system that factors in the safety history, pavement condition, and level of service for each project submitted for consideration. Projects score higher based on how a project will improve safety, pavement conditions, and reduce congestion. The Quad Cities MPO STBG Program Manual provides more details on the process and can be found here: <https://bistateonline.org/transportation/quad-cities-metro-planning/2012-11-13-20-10-34/project-programming-processes>.

Each State's Transportation Improvement Program (STIP) is tied to the Quad Cities MPO Transportation Improvement Program (TIP) by reference (Illinois) or by incorporation (Iowa). Each entity prepares an annual update of the TIP that covers a four-year period. The local MPO STBG programming is typically conducted every two years and incorporated into the MPO TIP as either amendments or as part of the annual update process.

Other Support for Achievement of Targets

In supporting the State DOTs' targets and transit targets, the MPO utilizes other planning responses to aid performance improvements and works with the States, transit systems and local jurisdictions. For a safety example, a Community Awareness of Roadway Safety group meets monthly in Scott County to discuss traffic safety issues and hot spots. Annually, a joint Iowa-Illinois traffic safety group is assembled to discuss metropolitan traffic safety issues. These groups also are utilized for the monitoring of the Bi-State Region Intelligent Transportation System Architecture document that outlines the use of coordinated technology to resolve transportation operational issues. Transit managers in the MPO meet quarterly to discuss issues of ridership, safety and state of good repair.

Bi-State Regional Commission offers technical assistance to its member governments through grant-writing and grant assistance where projects are seeking to resolve performance problems or alternatives to enhance transportation system performance. As an example, an Iowa community may seek Iowa Clean Air Attainment (ICAAP) funds to synchronize traffic signals within a congested corridor, or an Illinois Safe Routes to Schools grant to improve pedestrian/bicycle safety at a school crossing. Additionally, Bi-State staff have prepared a Quad Cities Traffic Safety Plan to highlight hot spots and crash patterns to aid in determining adequate solutions.

Monitoring, Reporting, and Progress Communication

The Quad Cities MPO report their targets to the Iowa and Illinois DOT via memo. These memos are attached in the appendix. MPOs report baseline conditions and progress toward the achievement of targets in the system performance report in the metropolitan transportation plan. Progress is monitored at the state level over the four-year performance period by a beginning, mid, and full performance report. These occur at the beginning of the period, two years into the period and at the end of the four-year period. There are no penalties for MPOs that do not achieve their targets, but state DOTs may be required to amend their performance report to include a description of the actions the DOT will take to achieve the target.

Any approved or supported targets by the Quad Cities MPO Transportation Policy Committee will be added to the Performance Measures Addendum Appendix as administrative modifications to maintain a collection of cyclical updates of the memorandums. Any changes to the Performance Management legislation and federal requirements will require an amendment to this addendum.

Appendix

Agreements with States and Transit Providers

Performance management agreement between Bi-State Regional Commission and Iowa DOT

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR 450.314 \(h\)](#) was amended to state:

- (h)(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:
- (i) When one MPO serves an urbanized area;
 - (ii) When more than one MPO serves an urbanized area; and
 - (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.
- (2) These provisions shall be documented either:
- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
 - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h). This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items.

The Iowa DOT and [Bi-State Regional Commission](#) agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Systems Planning Bureau.

1) Transportation performance data

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.

- b. If MPOs choose to develop their own target for any measure, they will provide the Iowa DOT with any supplemental data they utilize in the target-setting process.

2) Selection of performance targets

- a. The Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the Iowa DOT. Coordination methods will be at the discretion of the MPO, but the Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

3. Reporting of performance targets

- a. Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when Iowa DOT has reported final statewide targets.
- b. MPO performance targets will be reported to the Iowa DOT.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date the Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
 - 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 - 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- c. The Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
- e. Reporting of targets and performance by the Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

4. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

- a. The Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the

statewide data, based on their planning area boundaries.

5. The collection of data for the State asset management plans for the NHS

- a. The Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

* Agreements related to the MPO, Illinois DOT and MetroLINK were approved by the Policy Committee on May 22, 2018. Memos of understanding between the MPO and Davenport (CitiBus), and the MPO and Bettendorf (Bettendorf Transit) were executed on May 22, 2018. These will appear in a Performance Measures Addendum once it is compiled.

DRAFT

Intergovernmental Agreement Between
Illinois Department of Transportation,
Bi-State Regional Commission as the Metropolitan Planning Organization and
Rock Island County Metropolitan Mass Transit District, DBA MetroLINK as the
Transit Provider for the Illinois Quad Cities

This Intergovernmental Agreement (the "Agreement") is entered into this 22 day of May, 2018 (the "Effective Date"), by and between Illinois Department of Transportation ("IDOT"), Bi-State Regional Commission as the Metropolitan Planning Organization ("the MPO"), and Rock Island County Metropolitan Mass Transit District, DBA MetroLINK as the Illinois Quad Cities Transit Provider ("the Transit Provider") (collectively, referred to as the "Parties" and individually, referred to as a "Party").

RECITALS

WHEREAS, IDOT is the State transportation agency responsible for carrying out Federal-aid transportation planning process pursuant to 23 CFR 450 Subpart B and is authorized to take such actions on behalf of the State of Illinois as necessary to comply with Federal law;

WHEREAS, the Metropolitan Planning Organization ("MPO") is the policy organization responsible for carrying out the metropolitan transportation planning process pursuant to 23 CFR 450 Subpart C and is authorized to take such actions on behalf of the State as necessary to comply with Federal law for the transportation planning process;

WHEREAS, the Transit Provider is the entity that provides, either by contract or agreement, public transportation services for Federal or State cooperating agencies, including to the State of Illinois;

WHEREAS, Article VII, Section 10 of the 1970 Constitution of the State of Illinois authorizes units of government to contract among themselves to obtain or share services and to exercise, combine or transfer any power or function, in any manner not prohibited by law or by ordinance;

WHEREAS, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1, *et seq.*, provides additional powers to units of government that work together;

WHEREAS, on May 27, 2016, the Federal Transit Administration and the Federal Highway Administration published a final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning based on the Fixing America's Surface Transportation ("FAST Act");

WHEREAS, the final rule of May 27, 2016 was codified in 23 CFR 450 and established new requirements for State Departments of Transportation ("DOTs"), MPOs and Transit Providers to coordinate and develop a performance-based approach to planning;

WHEREAS, 23 CFR 450.314(h) provides that MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be

used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the National Highway System ("NHS");

WHEREAS, in order to fulfill each Party's responsibilities, the Parties wish to enter into this Intergovernmental Agreement to document the responsibilities of each Party and agree to implement all applicable performance management rules, measures, targets, tracking and reporting requirements, and compliance deadlines;

WHEREAS, the Parties recognize that additional procedures and processes may need to be developed to fulfill each Party's responsibilities. Therefore, the Parties agree to pledge their continued communication, cooperation, and support and agree to amend this IGA, or enter into additional IGAs, as necessary to address new issues as they arise; and

NOW, THEREFORE, in consideration of the mutual covenants, terms and conditions contained herein, the Parties understand and agree to the following:

ARTICLE I
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND
SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE
MANAGEMENT DATA – SAFETY DATA

1.01 Pursuant to 23 CFR 490, subparts A and B, IDOT will track and collect data relating to (a) the number of fatalities, (b) the number of serious injuries, (c) the rate of fatalities per 100 million vehicles miles traveled, (d) the rate of serious injuries per 100 million vehicle miles traveled, and (f) number of non-motorized fatalities and non-motorized serious injuries.

1.02 Pursuant to 23 CFR 490, subparts A and B, IDOT will share the safety data as referenced in paragraph 1.01 with the MPO on or before July 1 (18 months after end of subject calendar year) by way of the IDOT safety data portal at: http://www.idot.illinois.gov/assets/uploads/files/transportation-system/manuals-guides-&-handbooks/safety/idot_safety_portal_getting_started_overview_guide.pdf. As a public resource, the ____ MPO will have ongoing access to the <https://webapps.dot.illinois.gov/SafetyPortal/>.

1.03 IDOT shall also provide a statewide summary and a summary of the data set referenced in paragraph 1.01 to the MPO as particularized for the subject Metropolitan Planning Area (MPA) on or before July 1 (18 months after end of subject calendar year).

1.04 IDOT will also provide to the MPO the tabular data that was used for calculations related to segments in the Cities and Counties that are included in the MPA boundary on or before July 1 (18 months after end of subject calendar year).

1.05 Pursuant to 23 CFR 490.209, performance targets must be established.

1.06 IDOT will provide, to MPO, its targets two weeks prior to the State target setting deadline, outlined in Paragraph 1.08, for initial input.

1.07 IDOT will set targets annually on August 31 in its Highway Safety Improvement Program Annual Report.

1.08 The MPO will indicate whether it accepts IDOT's targets or set its own targets annually 180 days after August 31 by official action of the Policy Committee of the MPO, unless authority has been delegated to a lesser committee.

1.09 The relevant county engineers may sponsor MPO access to the data on IDOT's safety portal subsequent to approval of such access by IDOT's Office of Chief Counsel.

1.10 If the MPO determines that it will develop its own targets, it will provide IDOT with those targets and the supplemental data that it will use to develop its own targets. This supplemental data will be provided when target is communicated to IDOT.

**ARTICLE II
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND
SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE
MANAGEMENT DATA – PAVEMENT AND BRIDGES**

2.01 Pursuant to 23 CFR Part 490, subparts A, C, and D, IDOT will track and collect data related to (a) the percentage of Interstate pavement in good condition, (b) the percentage of Interstate pavement in poor condition, (c) the percentage of non-Interstate National Highway System (NHS) pavement in good condition, (d) the percentage of non-interstate NHS pavement in poor condition, (e) the percentage of NHS bridge deck (sq. ft.) in good condition, and (f) the percentage of NHS bridge deck (sq. ft.) in poor condition. The pavement measures and the calculation of the performance management measures will be in accordance with 23 CFR Parts 490.307 and 490.313.

2.02 Pursuant to 23 CFR Part 490, subparts A, C, and D, IDOT will share the Interstate pavement and bridges data referenced in paragraph 2.01 with the MPO on or before May 1st of each year through <http://www.idot.illinois.gov/transportation-system/Network-Overview/highway-system/index>, the GIS download site. The data will include a shapefile depicting the physical location and condition of Interstate, NHS roadways and NHS bridges.

2.03 Pursuant to 23 CFR 490.105, performance targets must be established.

2.04 If the MPO determines that it will develop its own targets, it will provide IDOT with the supplemental data that it will use.

2.05 IDOT will provide, to the MPO, its targets two weeks prior to the State target setting deadline, outlined in Paragraph 2.06, for initial input.

2.06 IDOT will set targets for two years (initial year is 2020 and every two years after) and four years (initial year is 2024 and every two years after) by May 20, 2018.

2.07 The MPO will either indicate if they accept IDOT's target or set its own target 180 days after IDOT sets their targets by official Policy Committee action, unless the Policy Committee has delegated authority to a lesser committee.

ARTICLE III
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND
SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE
MANAGEMENT DATA – SYSTEM PERFORMANCE

3.01 Pursuant to 23 CFR Part 490, subparts A, E, F, G, and H, the MPO will obtain data related to (a) the percentage of person-miles traveled on the Interstate that are reliable, (b) the percentage of person-miles traveled on the non-Interstate NHS that are reliable, (c) Truck Travel Time Reliability Index, (d) annual hours of peak hour excessive delay per capita, (e) the percentage of non-single occupancy vehicle travel, and (f) the total emission reductions. Data related to (d), (e) and (f) of this section applies only to non-attainment areas. Data is being used to allow the MPO to conduct analyses to support transportation investments.

3.02 Pursuant to 23 CFR 490.105, performance targets must be established.

3.03 IDOT will provide regular access to a technological tool that will provide the MPO the ability to obtain and analyze data as set forth in Section 3.01(a) – (c) and the ability to confirm IDOT's target or set its own target.

3.04 If the MPO determines that it will develop its own targets, it will provide IDOT with the supplemental data that it will use.

3.05 IDOT will provide, to the MPO, its targets two weeks prior to the State target setting deadline, outlined in paragraph 3.06, for initial input.

3.06 IDOT will set targets for two years (initial year is 2020 and every two years after) and four years (initial year is 2024 and every two years after) by May 20, 2018.

3.07 The MPO will either indicate if it accepts IDOT's target or set its own target 180 days after IDOT sets their targets by official Policy Committee action, unless the Policy Committee has delegated authority to a lesser committee.

ARTICLE IV
TRANSIT ASSET MANAGEMENT

4.01 Pursuant to 49 CFR Part 625, subpart C, and D, IDOT will act as a Tier 2 Group Plan Sponsor and track and collect performance measure data through its capital needs assessment process related to (a) the percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB), (b) the percentage of non-revenue service vehicles (by type) that exceed the ULB, and (c) the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale. The performance measures will be in accordance with 49 CFR Part 625.43.

4.02 Pursuant to 49 CFR Part 625, subpart C, IDOT will collect the data annually, approximately in the month of April. IDOT will share the transit data referenced in paragraph 4.01 with the Transit Provider approximately two months after collection via e-mail to the Transit Provider.

4.03 Upon request by the MPO, the Transit Provider will share its transit data with the MPO throughout the year, including data provided under paragraph 4.02, so that the MPO may conduct performance based planning and programming within the metropolitan planning area.

4.04 Pursuant to 49 CFR 625.45, Tier 2 Group Plan performance targets must be established.

4.05 IDOT will set Tier 2 Group Plan performance targets and report on asset conditions annually by October 31 of each year in the National Transit Database.

4.06 IDOT will provide, to the Transit Provider, its Tier 2 Group Plan performance targets annually by October 31 of each year for initial input. Upon request by the MPO, the Transit Provider will share the Tier 2 Group Plan performance targets.

4.07 The MPO will provide notice in accordance with Article X as to whether it will adopt the Tier 2 Group Plan performance targets or set its own targets. Such notice shall occur within 180 days after October 31. The MPO shall set its targets by official MPO Policy Committee action, unless the Policy Committee has delegated authority to a lesser committee.

4.08 If the MPO determines that it will develop its own targets, it will provide IDOT and the Transit Provider with the supplemental data that it will use to develop its own targets.

ARTICLE V PERFORMANCE TARGET SETTING

5.01 After receipt of the draft statewide performance targets from IDOT, the MPO will have two (2) weeks to review the draft statewide performance targets and will provide comments on statewide targets.

5.02 The MPO will collaborate with IDOT for purposes of agreeing upon the draft statewide performance targets and will either adopt IDOT's targets or set its own targets within 180 days subsequent to IDOT's issuance of the draft statewide performance targets.

ARTICLE VI REPORTING OF PERFORMANCE TARGETS

6.01 IDOT will report final statewide targets for Transit Asset Management on October 1 of each year in the National Transit Database.

6.02 IDOT will report final statewide targets for transportation systems performance data related to safety by August 31 of each year in the Highway Safety Improvement Program ("HSIP") Annual Report.

6.03 IDOT will report final statewide targets for transportation performance management data related to pavement and bridges by October 1 every two years in the State Performance Report, 23 CFR 450.216(f).

6.04 IDOT will report final statewide targets for transportation performance management data related to system performance by October 1 every two years in the State Performance Report, 23 CFR 450.216(f).

6.05 Should MPO set a quantifiable target for the MPO planning area, the MPO will provide to IDOT any supplemental data used in determining said target.

6.06 The MPO will also provide documentation related either to its own target or to its support of the statewide target. Such documentation shall be provided in the form of a resolution or meeting minutes and must have been approved by the MPO Policy Committee unless delegation of authority to accept or set different targets to a lower committee or staff is documented.

6.07 IDOT will submit statewide targets and the MPO targets to the FHWA portal at: <https://www.fhwa.dot.gov/tpm/>.

ARTICLE VII REPORTING PERFORMANCE TARGETS USED IN TRACKING PROGRESS TOWARD ATTAINMENT OF CRITICAL OUTCOMES FOR THE MPO REGION

7.01 The Parties will work collaboratively to report on the efficacy of the performance targets within the State's Statewide Transportation Improvement Program (STIP) and Long-Range Transportation Plan (LRTP) as well as the MPO's Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP).

7.02 IDOT will develop, with input from the MPO a system performance report (with subsequent updates) evaluating the condition and functioning of the transportation system, including the progress achieved by the MPO in meeting the performance targets adopted after May 27, 2018, pursuant to 23 CFR 450.216(f).

7.03 The MPO will also provide a report on performance (with subsequent updates) that will include an evaluation of the condition and performance of the transportation system and the progress achieved by the MPO in meeting the performance targets.

7.04 The MPO will provide, in its metropolitan transportation plan, a comparison to baseline data of any previous metropolitan transportation plan. If the MPO developed multiple scenarios, it will provide a discussion on whether the preferred scenario improved the conditions and performance of the transportation system and how changes in local policies and investments may have impacted the costs necessary to achieve the identified performance targets in any metropolitan transportation plan, amended or adopted after May 27, 2018, (23 CFR 450.324 (g)(4)).

7.05 The MPO will include, in its transportation improvement program, an analysis of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets for any TIP amended or adopted after May 27, 2018, (23 CFR 450.326(d)).

7.06 IDOT and MPO will report on the targets and performance of those targets as consistent with the requirements established by the FHWA and FTA on National Performance Management Measures (23 CFR 490) and Transit Asset Management (49 CFR 625; 49 CFR 673).

**ARTICLE VIII
ENFORCEABILITY, ASSIGNMENT, AND THIRD-PARTY RIGHTS**

8.01 The covenants and agreements contained herein shall be binding upon and inure to the sole benefit of the Parties and their successors and assigns. No transfer or assignment of this Agreement, or any part thereof or interest therein, directly or indirectly, voluntarily or involuntarily, shall be made unless such transfer or assignment is approved in writing by all Parties. Nothing herein, express or implied is intended to or shall confer upon any other person, entity, company, or organization, any legal or equitable right, benefit or remedy of any nature whatsoever under or by reason of this Agreement.

**ARTICLE IX
ENTIRE AGREEMENT**

9.01 This Agreement represents the entire agreement and understandings of the Parties. No oral or other written provisions shall have any force or effect except those contained in a written amendment to this Agreement, executed by the Parties.

**ARTICLE X
NOTICES**

10.01 Any notice required by this Agreement shall be deemed properly given to the Party to be notified at the time it is personally delivered or mailed by certified mail, return receipt requested, to the Party's address. The address of each Party is below, and any Party may change its address for receiving notices pursuant to this Agreement by providing notice in accordance with this Section.

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**
Bureau Chief, Planning
Office of Planning and Programming
2300 S. Dirksen Parkway
Springfield, Illinois 62764

BI-STATE REGIONAL COMMISSION
Executive Director
P.O. Box 3368
1504 Third Avenue
Rock Island, Illinois 61204-3368

**ROCK ISLAND COUNTY METROPOLITAN
MASS TRANSIT DISTRICT – METROLINK**
Transit Manager
1515 River Drive
Moline, IL 61265

**ARTICLE XI
GOVERNING LAW**

11.01 This Agreement will be governed by State and Federal laws, regulations, and policies. Pursuant to the Anti-Deficiency Act, 31 U.S.C. Section 1341(a)(1) (1994), nothing in this Agreement shall be construed as binding on the United States to expend any sum in excess of appropriations made by Congress for the purposes of this Agreement, or as involving the United

States in any contract or other obligation for the further expenditure of money in excess of such appropriations.

ARTICLE XII WAIVER

12.01 Neither the failure of any Party to exercise any power given to it hereunder or to insist upon strict compliance by the other Party with its obligations hereunder, and no custom or practice of the Parties at variance with the terms hereof, shall constitute a waiver of any Party's right to demand exact compliance with the terms hereof.

ARTICLE XIII MODIFICATIONS

13.01 No modification to this Agreement shall be effective until approved by the Parties in writing.

ARTICLE XIV COUNTERPARTS

14.01 This Agreement may be signed in multiple counterparts, each of which shall be treated as an original but which, when taken together, shall constitute one and the same instrument.

ARTICLE XV TERM

15.01 This Agreement is effective on the Effective Date until as long as is necessary to comply with Federal Law.

IN WITNESS THEREOF, the Parties have passed and approved this Agreement on the day and date appearing before their respective signatures.

Dated: 5/22/18

Dated: 6/13/18

✶ MPO

By: Frank Klipsch

Frank Klipsch, Chair
MPO Transportation Policy
Committee

ILLINOIS DEPARTMENT OF
TRANSPORTATION

By: Erin Aleman

Erin Aleman, Director
Office of Planning and Programming

Attest: Ken Makanda

Name: KEN MAKANDA
Title: MPO POLICY COMMITTEE
VICE-CHAIR

Attest: _____

Name:
Title:

Dated: 5-22-18

Dated: _____

TRANSIT PROVIDER

By: Lawrence W. Lorenson

Attest: [Signature]
Name:
Title:

DRAFT



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Randy Moore, Citizen
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Steve Looney, Mayor
City of Silvis; Villages of
Andalusia, Carbon Cliff,
Coal Valley, Cordova, Hampton,
Hillsdale, Milan, Oak Grove,
Port Byron, and Rapids City
Duane Dawson, Mayor, Milan
Cities of Aledo, Colona, Galva,
Geneseo; Villages of Alpha,
Andover, Annawan, Atkinson, Cambridge,
New Boston, Orion, Sherrard,
Viola, Windsor, and Woodhull
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Cities of Blue Grass, Buffalo,
Eldridge, Fruitland, LeClaire,
Long Grove, McCausland,
Princeton, Riverdale, Walcott,
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Marty O'Boyle, Mayor, Eldridge

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Elizabeth Sherwin, Citizen
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Carol Earnhardt, Member
Jazmin Newton-Butt, Citizen

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Jerry Lack
Nathaniel Lawrence
Marcy Mendenhall
Rick Schloemer
Bill Stoerner
Jim Tank
Executive Director
Denise Bulat

MEMORANDUM

TO: Brian Schmidt, Bettendorf Public Works Director

FROM: Gena McCullough, Planning Director

DATE: May 8, 2018

RE: Memo of Concurrence with Approach to Cooperatively Implement Federal Performance Management Requirements Between the City of Bettendorf and Bi-State Regional Commission

This Memo of Concurrence outlines an understanding by and between the City of Bettendorf, as a Transit Provider in the metropolitan planning area, and Bi-State Regional Commission, as the Metropolitan Planning Organization (MPO). Bi-State Regional Commission has delegated authority to the Transportation Policy Committee for the Davenport, Iowa/Illinois urbanized area (UZA) for cooperative transportation planning and programming. This carries forward to federal requirements related to transportation performance management.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Surface Transportation (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves an UZA, when more than one MPO serves an UZA, and when an MPA includes an UZA that has been designated as a TMA as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

The phase-in deadline for this requirement is May 27, 2018. As of April 2017, rulemakings related to several Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements have not yet been finalized, meaning that processes for performance management coordination and implementation are still being developed. Recognizing that the city and Bi-State are in agreement to



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E-mail: info@bistateonline.org • Website: www.bistateonline.org

cooperatively implement federal transportation requirements of performance management and understand the process outlined below may change based on future rulemakings and guidance, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h).

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's Transportation Planning Work Program (TPWP).
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Accordingly, the MPO and Transit Provider agree to the following provisions:

- The Transit Provider will adopt a Transit Asset Management (TAM) Plan by October 1, 2018 and will provide a copy to the MPO.
- The Transit Provider will update its TAM plan at least every four years, with a horizon period of at least four years. The Transit Provider will provide a copy to the MPO whenever the TAM document is updated.
- The Transit Provider will adopt Transit State of Good Repair (SGR) targets annually. SGR targets will be reported to Federal Transit Administration's National Transit Database and to the MPO.
- Following the initial target setting, the MPO will choose to support the Transit Provider's SGR targets or adopt MPO-specific targets no later than 180 days after the date the Transit Provider sets its targets. The MPO targets will be revisited as directed by FTA.
- The MPO staff will report MPO SGR targets to the DOT if MPO-specific targets are adopted.

The following representatives authorize concurrence with the statements above and agree to work cooperatively toward the federal performance management requirements. Please provide both executed copies back to Bi-State Regional Commission by May 21, 2018. A fully-executed copy will be returned to you for your files.


City of Bettendorf
Bi-State Regional Commission
Transportation Policy Committee

5/8/18
Date

May 22, 2018
Date

GM'sdg
P:\USERS\WORD-Transportation-850-memos\Memo of Concurrence_BSRC_Bettendorf Transit.docx



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Reggie Freeman, Mayor
City of Muscatine
Diana Broderson, Mayor
City of Kewanee
Steve Looney, Mayor
City of Silvis; Villages of
Andalusia, Carbon Cliff,
Coal Valley, Cordova, Hampton,
Hillsdale, Milan, Oak Grove,
Port Byron, and Rapids City
Duane Dawson, Mayor, Milan
Cities of Aledo, Colona, Galva,
Geneseo; Villages of Alpha,
Andover, Annawan, Alkinston, Cambridge,
New Boston, Orion, Sherrard,
Viola, Windsor, and Woodhull
Kathy Carroll-Duda, Mayor, Geneseo
Cities of Blue Grass, Buffalo,
Eldridge, Fruitland, LaClaire,
Long Grove, McCausland,
Princeton, Riverdale, Walcott,
West Liberty, and Wilton
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Jerry Lack
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Marcy Mendenhall
Rick Schloemer
Bill Stoermer
Jim Tank
Executive Director
Denise Bulat

MEMORANDUM

TO: Nicole Gleason, Davenport Public Works Director
FROM: Gena McCullough, Planning Director
DATE: May 8, 2018
RE: Memo of Concurrence with Approach to Cooperatively Implement Federal Performance Management Requirements Between the City of Davenport and Bi-State Regional Commission

This Memo of Concurrence outlines an understanding by and between the City of Davenport, as a Transit Provider in the metropolitan planning area, and Bi-State Regional Commission, as the Metropolitan Planning Organization (MPO). Bi-State Regional Commission has delegated authority to the Transportation Policy Committee for the Davenport, Iowa/Illinois urbanized area (UZA) for cooperative transportation planning and programming. This carries forward to federal requirements related to transportation performance management.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Surface Transportation (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves an UZA, when more than one MPO serves an UZA, and when an MPA includes an UZA that has been designated as a TMA as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

The phase-in deadline for this requirement is May 27, 2018. As of April 2017, rulemakings related to several Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements have not yet been finalized, meaning that processes for performance management coordination and implementation are still being developed. Recognizing that the city and Bi-State are in agreement to

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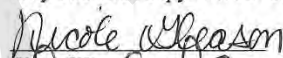
cooperatively implement federal transportation requirements of performance management and understand the process outlined below may change based on future rulemakings and guidance, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h).

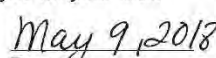
- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's Transportation Planning Work Program (TPWP).
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Accordingly, the MPO and Transit Provider agree to the following provisions:

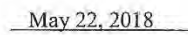
- The Transit Provider will adopt a Transit Asset Management (TAM) Plan by October 1, 2018 and will provide a copy to the MPO.
- The Transit Provider will update its TAM plan at least every four years, with a horizon period of at least four years. The Transit Provider will provide a copy to the MPO whenever the TAM document is updated.
- The Transit Provider will adopt Transit State of Good Repair (SGR) targets annually. SGR targets will be reported to Federal Transit Administration's National Transit Database and to the MPO.
- Following the initial target setting, the MPO will choose to support the Transit Provider's SGR targets or adopt MPO-specific targets no later than 180 days after the date the Transit Provider sets its targets. The MPO targets will be revisited as directed by FTA.
- The MPO staff will report MPO SGR targets to the DOT if MPO-specific targets are adopted.

The following representatives authorize concurrence with the statements above and agree to work cooperatively toward the federal performance management requirements. Please provide both executed copies back to Bi-State Regional Commission by May 21, 2018. A fully-executed copy will be returned to you for your files.


City of Davenport


Date


Bi-State Regional Commission
Transportation Policy Committee


Date

GMfsg
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Summary of Measures and Phase In Dates

Topic	Performance measure(s)	MPO TIPs and L RTPs that are amended or adopted after this date need to include relevant performance measure and target information
Safety 23 § 490.207	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities • Number of serious injuries • Rate of serious injuries • Number of non-motorized fatalities and non-motorized serious injuries 	May 27, 2018
Transit Asset Management 49 § 625.43	<ul style="list-style-type: none"> • Percentage of non-revenue vehicles met or exceeded Useful Life • Percentage of revenue vehicles met or exceeded Useful Life • Percentage of track segments with performance restrictions • Percentage of assets with condition rating below 3.0 on FTA TERM Scale 	October 1, 2018
Pavement 23 § 490.307	<ul style="list-style-type: none"> • Percentage of pavements of the Interstate System in Good condition • Percentage of pavements of the Interstate System in Poor condition • Percentage of pavements of the non-Interstate NHS in Good condition • Percentage of pavements of the non-Interstate NHS in Poor condition 	May 20, 2019
Bridge 23 § 490.407	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in Good condition • Percentage of NHS bridges classified as in Poor condition 	May 20, 2019
System Performance 23 § 490.507	<ul style="list-style-type: none"> • Percent of person-miles traveled on the Interstate that are reliable • Percent of person-miles traveled on the non-Interstate NHS that are reliable 	May 20, 2019
Freight 23 § 490.607	<ul style="list-style-type: none"> • Truck Travel Time Reliability Index 	May 20, 2019
CMAQ Traffic Congestion and Emissions 23 § 490.707 and 23 § 490.807	<ul style="list-style-type: none"> • Annual hours of peak hour excessive delay per capita • Percent of non-SOV travel • Total tons of emissions reduced from CMAQ projects for applicable criteria pollutants and precursors 	May 20, 2019; not currently applicable to Iowa or its MPOs
Transit safety 49 § 673 and National Public Transportation Safety Plan	<ul style="list-style-type: none"> • Total number of reportable fatalities and rate per total vehicle revenue miles by mode • Total number of reportable injuries and rate per total vehicle revenue miles by mode • Total number of reportable events and rate per total vehicle revenue miles by mode • Mean distance between major mechanical failures by mode 	July 20, 2021

Target Setting Memos

Traffic Safety Targets Memo



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MEMORANDUM

TO: Zac Bitting, Iowa Department of Transportation (IADOT)
Holly Bieneman, Illinois Department of Transportation (ILDOT)

FROM: Gena McCullough, Assistant Executive Director/Planning Director

DATE: January 26, 2021

RE: MPO Safety Performance Measures

Bi-State Regional Commission submits this memorandum as notification to the respective Departments of Transportation to fulfill the March 2016 Federal Highway Administration (FHWA) final rule making (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance Measures rulemaking requires MPOs to agree to set their own targets or agree to contribute and support meeting each state's DOT's respective traffic safety targets for each of five safety measures. These include number of fatalities, rate of fatalities per 100 million vehicles miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected targets and referenced methodology are outlined below in this memorandum. The Quad Cities Transportation Policy Committee at its January 26, 2021 meeting agreed to support the respective state-level targets of IADOT and ILDOT by geography for all five performance measures. By supporting each DOT's targets, the jurisdictions represented in the Quad Cities, IA/IL Metropolitan Planning Area (MPA) as part of the federal transportation planning process agree to plan and program projects to contribute toward achieving the states' respective targets by the state side represented. The ultimate goal is to reduce fatalities and serious injuries on all public roads within Iowa and Illinois through supporting efforts in the Quad Cities, Iowa/Illinois. The *Quad Cities Strategic Traffic Safety Plan* was adopted in November 2020, which aids local jurisdiction decision-making on emphasis areas within the MPO to aid in crash reduction through engineering, enforcement, emergency response, and education.

The Quad Cities MPO Policy Committee acknowledges through each state's performance management agreement(s) between the MPO and IADOT and ILDOT, that cooperative planning and programming will require coordination related to crash data collection and sharing, target setting, and reporting. This memorandum represents notification of the Quad Cities MPO's decision to support the statewide targets and to report the decision related to traffic safety performance targets within 180 days after each respective DOT reports its statewide targets, prior to February 28, 2021 based on the Illinois DOT target setting, and February 27, 2021 for Iowa target setting.

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The Iowa and Illinois statewide targets are outlined below:

Iowa Statewide Safety Measures	Baseline 2015-19 Rolling Average	Target 2017-2021 Rolling Average
Number of Fatalities	342.0	336.8
Fatality Rate*	1.019	0.983
Number of Serious Injuries	1,420.0	1,370.8
Serious Injury Rate*	4.230	4.002
Non-Motorized Fatalities & Serious Injuries	132.6	131.0
Illinois Statewide Safety Measures	Baseline 2015-19 Rolling Average	Target 2017-2021 Rolling Average
Number of Fatalities	1,041.2	1,000.0
Fatality Rate*	0.97	0.93
Number of Serious Injuries	12,032.9	11,556.4
Serious Injury Rate*	11.23	10.79
Non-Motorized Fatalities & Serious Injuries	1,580.2	1,517.6

Core Highway Safety Performance Measures Based on Rolling Average Using 2015-2019 FARS and Survey Data. *Rates are per 100 million vehicle miles traveled (VMT).

Please let me know if there is any additional information required as part of this notification. I can be reached at 309-793-6300, Ext. 1146 or gmccullough@bistateonline.org. The minutes from the Policy Committee meeting are posted to www.bistateonline.org as supporting documentation once they are approved. We look forward to continuing our cooperation with you to support crash reduction efforts in each state.

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Transit Safety Targets Memo



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MEMORANDUM

TO: Zac Bitting, Iowa Department of Transportation (IADOT)
Holly Bieneman, Illinois Department of Transportation (ILDOT)

FROM: Gena McCullough, Assistant Executive Director/Planning Director

DATE: January 26, 2021

RE: MPO Transit Safety Performance Targets

Bi-State Regional Commission submits this memorandum to the respective Departments of Transportation to acknowledge the local public transportation providers' development and implementation of their respective transit agency safety plans, and/or cooperation within a statewide planning process.

Bettendorf Transit, Davenport CitiBus, and Rock Island County Metropolitan Mass Transit District – MetroLINK in cooperation with the Illinois Department of Transportation have submitted their respective agency safety plans with Bi-State Regional Commission.

The Quad Cities MPO Policy Committee acknowledges through the Memorandums of Understanding between the MPO and Davenport CitiBus and Bettendorf Transit, as well as the agreements with Illinois and Iowa, that cooperative planning and programming will require coordination related to transit asset data collection and information sharing, target setting, and reporting. This memorandum represents notification of the Quad Cities MPO's support of these targets represented in the Quad Cities, IA/IL Metropolitan Planning Area (MPA) and to report the systems have shared copies of their compliant Transit Agency Safety Plans with MPO staff for reference.

The targets are outlined below in this memorandum. The Quad Cities Transportation Policy Committee at its January 26, 2021 meeting agreed to work cooperatively with the respective transit systems toward achieving these respective targets through the cooperative transportation planning and programming process. The ultimate goal is to support transit agencies within the metropolitan planning area to provide the safest operations possible.



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Bettendorf Transit

Mode of Transit Service	Fatalities (Total)	Fatalities (Per 100K VRM)	Injuries (Total)	Injuries (Per 100K VRM)	Safety Events (Total)	Safety Events (Per 100K VRM)	System Reliability (Failures / VRM)
Bus (MB)	0	0	0.4	0.25	6.6	4.2	34,140
Contractor	0	0	2	0.3	23	2.3	43,668

Davenport CitiBus

Mode of Transit Service	Fatalities (Total)	Fatalities (Per 100K VRM)	Injuries (Total)	Injuries (Per 100K VRM)	Safety Events (Total)	Safety Events (Per 100K VRM)	System Reliability (Failures / VRM)
Fixed-Route Bus	0	0	5	0.2	7	0.28	9,500
ADA / Paratransit	0	0	1	0.01	1	0.01	68,456

MetroLINK

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate) Per 100K VRM	Injuries (Total)	Injuries (Rate) Per 100K VRM	Safety Events (Total)	Safety Events (Rate) Per 100K VRM	System Reliability (miles between roadcalls)
Fixed Route (MB)	0	0	3.33	0.14	7	0.296	9,444.78
Demand Response (DR DO)	0	0	0.33	0.23	1	0.701	42,625.86
Demand Response (DR PT)	0	0	0	0	0	0	37,678.09
Ferry Boat (FB PT)	0	0	0	0	0	0	3,198.34

Please let me know if there is any additional information required as part of this notification. I can be reached at 309-793-6300, Ext. 1146 or gmccullough@bistateonline.org. The minutes from the Policy Committee meeting can be found on the Bi-State Regional Commission website www.bistateonline.org as supporting documentation once they are approved at the February meeting. We look forward to continuing to support transit safety efforts in each state.

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Conditions Targets Memo



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Executive Director
Denise Sulat

MEMORANDUM

TO: Zac Bitting, Iowa Department of Transportation (IADOT)
Holly Bieneman, Illinois Department of Transportation (ILDOT)

FROM: Gena McCullough, Assistant Executive Director/Planning Director

DATE: January 26, 2021

RE: MPO Pavement and Bridge Conditions Performance Measures

Bi-State Regional Commission is submitting this memorandum to the respective Department of Transportation to fulfill the March 2016 Federal Highway Administration (FHWA) final rule making (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Conditions Performance Measures rulemaking requires MPOs to agree to set their own targets or agree to contribute and support meeting the state DOTs' respective pavement and bridge conditions (PM2), and systems performance and freight measures (PM3) targets for six measures. These include percent of Interstate pavement in Good and Poor Condition, percent of Non-Interstate National Highway System (NHS) in Good and Poor Condition, percent of NHS bridges in Good and Poor Condition, percent of person-miles traveled on Interstate that are reliable, percent of person-miles traveled on Non-Interstate NHS that are reliable, and Truck Travel Time Reliability Index.

The selected targets we originally adopted on September 25, 2018 by the Quad Cities Transportation Policy Committee. The committee agreed to support the respective state-level targets of IADOT and ILDOT by geography for all ten performance measures referenced in this memorandum. By supporting the DOTs' targets, the jurisdictions represented in the Quad Cities, IA/IL Metropolitan Planning Area (MPA) as part of the federal transportation planning process agree to support, plan, and program projects to contribute toward achieving the states' respective targets by the state side represented when possible. The ultimate goal is to maintain public roads in a state of good repair and reliable travel within Iowa and Illinois by supporting these efforts in the Quad Cities, Iowa/Illinois.

The federal rulemaking dictates that a review of progress be conducted two years after the adoption of these targets and adjustments to the four-year targets are allowed. At this point both the Iowa and Illinois DOTs reviewed their progress to determine if progress was made towards achieving the targets and have elected to revise some of the targets. The Quad Cities Transportation Policy Committee agreed on January 26, 2021 to continue to support the revised targets set by the respective state DOTs.



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The Quad Cities MPO Policy Committee acknowledges through each state's performance management agreement(s) between the MPO and IADOT and ILDOT, that cooperative planning and programming will require coordination related to crash data collection and sharing, target setting, and reporting. This memorandum represents notification of the Quad Cities MPO's decision to support the statewide targets, and to report the decision related to these targets within 180 days after each respective DOT reports its statewide targets and prior to March 29, 2021.

The revised Iowa and Illinois statewide targets are outlined below. Note both Departments of Transportation are required to establish 2- and 4-year targets for each measure, except noted in the table with an asterisk, which are not required in the first performance period. Illinois DOT is required to establish 2- and 4-year targets for each measure, except noted in the table.

Iowa Department of Transportation Targets for 2018-2021					
Performance Measure	Baseline (2017)	2-year target	2-year performance	4-year target	4-year adjusted target
Percentage of pavements of the Interstate System in Good condition*	N/A	N/A	66.4%	49.4%	-
Percentage of pavements of the Interstate System in Poor condition*	N/A	N/A	0.4%	2.7%	-
Percentage of pavements of the non-Interstate NHS in Good condition	50.9%	48.8%	55.4%	46.9%	-
Percentage of pavements of the non-Interstate NHS in Poor condition	10.6%	13.2%	9.3%	14.5%	-
Percentage of NHS bridges classified as in Good condition	48.9%	45.7%	48.7%	44.6%	-
Percentage of NHS bridges classified as in Poor condition	2.3%	3.7%	2.2%	3.2%	-
Percent of the person-miles traveled on the Interstate that are reliable	100.0%	99.5%	99.3%	99.5%	98.5%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable*	N/A	N/A	96.3%	95.0%	-
Truck Travel Time Reliability (TTTR) Index	1.12	1.14	1.19	1.14	1.21

Illinois Department of Transportation Targets for 2018-2021					
Performance Measure	Baseline (2017)	2-year target	2-year performance	4-year target	4-year adjusted target
Percentage of pavements of the Interstate System in Good condition*	65.96%	N/A	61.10%	65.00%	61.00%
Percentage of pavements of the Interstate System in Poor condition*	.27%	N/A	0.70%	4.00%	2.00%
Percentage of pavements of the non-Interstate NHS in Good condition	27.71%	27.00%	24.30%	27.00%	21.00%
Percentage of pavements of the non-Interstate NHS in Poor condition	4.94%	6.00%	8.60%	6.00%	9.00%
Percentage of NHS bridges classified as in Good condition	29.4%	28.00%	26.20%	27.00%	23.50%
Percentage of NHS bridges classified as in Poor condition	11.6%	13.00%	13.30%	14.00%	15.50%
Percent of the person-miles traveled on the Interstate that are reliable	80.8%	79.00%	79.30%	77.00%	-
Percent of the person-miles traveled on the non-Interstate NHS that are reliable*	87.3%	N/A	89.60%	83.30%	-
Truck Travel Time Reliability (TTTR) Index	1.3	1.34	1.33	1.37	-

NOTE: * Based 2,185 interstate lane miles in Illinois. Based on 16,674 non-interstate NHS lane miles. There are 2,320 interstate bridges in Illinois and a total of 4,815 bridges on the NHS, or 2,495 non-interstate NHS bridges.

Please let me know if there is any additional information required as part of this notification. I can be reached at 309-793-6300, Ext. 1146 or gmccullough@bistateonline.org. The minutes from the Policy Committee meeting will be sent as supporting documentation once they are approved at the next meeting. We look forward to working cooperatively with you to support facility conditions in a state of good repair and transportation system reliability efforts in each state.

03/06/20
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Transit TAM Targets Memo



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Denise Bulat

MEMORANDUM

TO: Zac Bitting, Iowa Department of Transportation (IADOT)
Holly Bieneman, Illinois Department of Transportation (ILDOT)

FROM: Gena McCullough, Assistant Executive Director/Planning Director

DATE: January 26, 2021

RE: MPO Transit Asset Management Performance Measures

Bi-State Regional Commission submits this memorandum to the respective Departments of Transportation to acknowledge the local public transportation providers' development and implementation of their respective transit asset management plans, and/or cooperation within a statewide plan. These plans include performance targets related to equipment, facilities, and rolling stock, as well as transit infrastructure, if applicable.

Bettendorf Transit and Davenport CitiBus updated initial performance targets as part of Transit Asset Management Plans, and Rock Island County Metropolitan Mass Transit District – MetroLINK in cooperation with the Illinois Department of Transportation with respect to:

- Equipment (non-revenue service vehicles) State of Good Repair (SGR) Target – Percentage of Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Facilities State of Good Repair (SGR) Target with an asset class rated below 3.0 on the TERM Scale (FTA's Transit Economic Requirements Model – 5 being excellent)
- Rolling Stock State of Good Repair (SGR) Target – Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)

Note: Infrastructure (rail, fixed guideway, track, signals, and systems) State of Good Repair Target – Percentage of Guideway Directional Route Miles with Performance Restrictions by class is not applicable at this time.

The selected targets are outlined below in this memorandum. The Quad Cities Transportation Policy Committee at its January 26, 2021 meeting agreed to work cooperatively with the respective transit systems toward achieving these



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respective targets by the state side represented through the cooperative transportation planning and programming process. The ultimate goal is to achieve a state of good repair as part of transit asset management within the metropolitan planning area.

The Quad Cities MPO Policy Committee acknowledges through the Memorandums of Understanding between the MPO and CitiBus and Bettendorf Transit, as well as the agreements with Illinois and Iowa, that cooperative planning and programming will require coordination related to transit asset data collection and information sharing, target setting, and reporting. This memorandum represents notification of the Quad Cities MPO's support of these targets represented in the Quad Cities, IA/IL Metropolitan Planning Area (MPA) and to report the systems have shared copies of their compliant Transit Asset Management (TAM) Plans with MPO staff for reference.

The transit systems' targets are outlined below. Each system has different needs and facilities. MetroLINK participates within the State of Illinois target-setting for TAM. The FY2020 State of Illinois TAM performance targets are:

FY2020 Facilities Performance Targets

Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0
Admin/Maintenance	5	60	8.3%
Passenger/Parking	5	32	15.6%
Total	10	92	10.9%

FY2020 Revenue Vehicles (Rolling Stock) Performance Target

Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Articulated bus	12	19	63.2%
Automobile	5	6	83.3%
Bus	135	531	25.4%
Cutaway	300	983	30.5%
Ferryboat	3	3	100.0%
Minivan	137	270	50.7%
Van	30	66	45.5%
Total	662	1,878	35.3%

FY2020 Non-Revenue Vehicles (Equipment) Performance Targets

Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Automobile	11	50	22.0%
Truck or rubber tire vehicles (including minivans and vans)	31	124	25.0%
Total	42	174	24.1%

(Source: IDOT; Group TAM Plan for Participating Tier II Agencies)

The Bettendorf Transit and Davenport CitiBus FY2020 TAM Performance Targets are:

Vehicle Type		Bettendorf Transit	Davenport CitiBus
Asset Category - Performance Measure	Asset Class	2020Target	2020Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A	N/A
	AO - Automobile	N/A	N/A
	BR - Over-the-road Bus	N/A	N/A
	BU - Bus	N/A	40%
	CU - Cutaway Bus	0%	N/A
	DB - Double Decked Bus	N/A	N/A
	FB - Ferryboat	N/A	N/A
	MB - Mini-bus	N/A	N/A
	MV - Mini-van	N/A	N/A
	RT - Rubber-tire Vintage Trolley	N/A	N/A
	SB - School Bus	N/A	N/A
	SV - Sport Utility Vehicle	N/A	N/A
	TB - Trolleybus	N/A	N/A
	VN - Van	N/A	N/A
	Custom 1	N/A	N/A
	Custom 2	N/A	N/A
	Custom 3	N/A	N/A
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	N/A	100%
	Steel Wheel Vehicles	N/A	N/A
	Trucks and other Rubber Tire Vehicles	N/A	N/A
	Drive on Vehicle Lift(BE)/Bus Lifts (2) (DA)	0%	0%
	Vehicle Wash(BE)/Portable Bus Wash (DA)	0%	0%
	Farebox system	N/A	0%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%
	Maintenance	0%	N/A
	Parking Structures	0%	0%
	Passenger Facilities	N/A	0%
	Custom 1	N/A	N/A
	Custom 2	N/A	N/A
	Custom 3	N/A	N/A

(Source: Bettendorf Transit and Davenport CitiBus TAM Plan Updates, September 2019.)

Please let me know if there is any additional information required as part of this notification. I can be reached at 309-793-6300, Ext. 1146 or gmcullough@bistateonline.org. The minutes from the Policy Committee meeting can be found on the Bi-State Regional Commission website www.bistateonline.org as supporting documentation once they are approved at the February meeting. We look forward to continuing to support a state of good repair efforts in each state.

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