

**MINUTES**  
**AIR QUALITY TASK FORCE**

Friday, August 19, 2005, 11:00 A.M.  
Bi-State Regional Commission  
1504 Third Avenue  
Rock Island, Illinois

1. Introductions and Consideration of June 10, 2005 Meeting Minutes. Mr. Mook called the meeting to order and requested introductions of those in attendance. (A list of those who were signed in at the June 10, 2005 meeting was attached to the minutes.) Mr. Mook asked if there were any comments or corrections to the minutes. Mr. Preston noted a correction to his name as “Mr. Preston” rather than “Mr. Morris”. The Task Force accepted the minutes with the revision by consensus.
  
2. Report from Resource Agencies on Current Air Quality Issues. There were no representatives present from the Illinois Environmental Protection Agency. However, Ms. Mary Cruse sent electronic information on a biofuels conference scheduled for October 13, 2005, to be held in Moline. Ms. McCullough forwarded the information to the Task Force by email. Mr. Button, Iowa Department of Natural Resources, reported on an effort to pursue a grant application in the Scott County area for public works diesel engine retrofits. A meeting with representatives of the Cities of Bettendorf and Davenport and the Waste Commission of Scott County on a possible diesel engine retrofit grant application was held prior to the Task Force meeting. The local maintenance office of the Iowa Department of Transportation has also expressed interest in this grant. Using the Bus Emission Education Program (BEEP) as a model, Mr. Button proposed to prepare a grant application on behalf of those interested in pursuing Iowa Clean Air Attainment Program funds. The proposal would be to place diesel oxidation catalytic mufflers on eligible vehicles. The retrofits would reduce particulate matter emissions by 20 percent and hydrocarbons by 50 percent. An early estimate of 250-270 pieces of equipment may be pursued. The grant deadline is October 1, 2005. Mr. Dean inquired about the total cost of the proposal. Mr. Button noted that, based on the equipment estimates, the request could amount to approximately \$300,000. Mr. Mook shared an article from the *Washington Post* related to cleaner air standards which indicated that 2005 appears to have less smog compared to previous years.
  
3. Status Report on Local Activities. Ms. McCullough directed the Task Force to the status report in the agenda packet. Bi-State Regional Commission continues efforts on transit marketing to increase ridership and reduce vehicle emissions. The effort is being funded by FY05 Iowa Clean Air Attainment Program grant through the Iowa Department of Transportation. She distributed a newspaper tab to be distributed August 20, 2005 in the *Dispatch* and *Quad City Times*. Suggestions from the Task Force encouraged having rider tips for the disabled and bicycle riders, as well as rephrasing the term “alightings” with a less technical term. In early May, the website gateway [www.getransit.com](http://www.getransit.com) was initiated. Bi-State staff will be reviewing the number of website visits after the news tab run on August 20, 2005. Additionally, paid advertising using the “Hands-Free Commuting-Take The Bus” theme has been acquired for eight bus tails (CitiBus and MetroLINK), print ads in the *River City Reader* and *Quad City Times* Answer Book.

Pursuit of other print advertising was also planned. It was noted that the Iowa Quad Cities transit systems are seeking a transit project manager to conduct route analysis and market the systems. Ambassador programs have been established for the various transit systems to encourage ridership. It was suggested that a "mobility coordinator" could be a possible title for someone who helps others know more about their transportation options. A discussion about high school students as potential transit users and coinciding parking restrictions at schools may encourage transit usage.

The discussion turned to gasoline price increases. Mr. Mayberry shared an article on ways to save gasoline, such as maintaining proper tire pressure and vehicle speed, reducing idling and combining trips. Mr. Mook and Mr. Dean spoke of recent public and personal purchases of hybrid automobiles. In the case of Bettendorf, Mr. Mook replaced his municipal sport utility vehicle (15-18 mpg) with the ultra low emission hybrid vehicle (49 mpg-manual transmission). Although the hybrid was more expensive than an equivalent vehicle by \$3,500, he saved municipal funds by downsizing his vehicle and by improving fuel efficiency.

4. Other Business. There was no other business.
5. Scheduling of Next Meeting. The next meeting was tentatively scheduled for Friday, October 7, 2005 at 11:00 a.m.
6. Adjournment. Mr. Mook motioned to adjourn the meeting. The meeting adjourned by consensus at 11:40 a.m.