

Minutes of the
DAVENPORT-ROCK ISLAND-MOLINE, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION POLICY COMMITTEE

Tuesday, November 29, 2005, 12:00 Noon
Third Floor Conference Room
Bi-State Regional Commission
1504 Third Avenue
Rock Island, Illinois

Policy Members Present

Jim Bohnsack	Rock Island County Board Chair
Charlie Brooke	Mayor of Davenport
Fred Dean	Iowa Department of Transportation-Davenport
Sharon Durbin	Illinois Department of Transportation-Springfield
Tom Engelmann	City of Davenport Alderman
Mike Freemire	Mayor of Bettendorf
Lyle Lohse	Mayor of Silvis
Larry Lorensen	MetroLINK Board of Trustees Chair
Larry Minard	Scott County
Ross Monk	Illinois Department of Transportation-Dixon
Don Welvaert	Mayor of Moline
Norma Wren	Mayor of Riverdale

Others Present

Denise Bulat	Bi-State Regional Commission
Doug DeLille	Bi-State Regional Commission
Marianne Doonan	Bi-State Regional Commission
Mark Hunt	Bi-State Regional Commission
Bill Lauper	City of East Moline
Gena McCullough	Bi-State Regional Commission
Jeff Nelson	MetroLINK
Lalit Patel	Bi-State Regional Commission
Kathy Stanling	Citizen-Rock Island

1. Approval of Minutes of the October 25, 2005 Transportation Policy Committee Meeting. Mayor Freemire asked for approval of the October 25, 2005 Transportation Policy Committee minutes. Mayor Brooke motioned to approve the minutes as written. Mr. Bohnsack seconded the motion and it carried.
2. Status of 2035 Quad City Area Long Range Transportation Plan. Ms. McCullough reviewed the upcoming timeline of the remaining chapters under development, Public Transit Network and Roadway. A full draft of the document is anticipated to be distributed in January 2006. Ms. Doonan discussed the status of the Public Transit Network chapter. She noted transit as a component of the transportation system and its ability to provide connections to other modes, such as to airports and trails, as well as providing an option for travel to business centers. She highlighted information on households without vehicles using a map of the planning area. The

geography illustrates many households in the downtowns having no autos, which also coincides with lower income areas and areas with higher concentrations of minority populations. These populations have typically been the dependent riders who utilize transit as their only option of transportation. Ms. Doonan outlined the methodology used for projecting future ridership for the three fixed-route systems in the planning area. A 2.2% annual projected growth rate was selected to represent the future unlinked transit ridership. It is estimated that ridership would grow from 3.94 million rides in 2004 to 6.62 million by 2035. Within the last year, the fixed-route systems have observed an increase in ridership, which may be attributed to higher fuel prices and marketing to riders who choose to ride rather than depend on transit. However, these trends have only occurred recently and do not factor, at this point in time, to the long-term trend analysis. Staff indicated the methodology was consistent with other Metropolitan Planning Organizations (MPOs) of a similar size in Iowa and Illinois. With questions on how land use, economic factors (fuel, price, etc.) and changing demographic trends affect ridership, staff will research alternatives for predicting ridership to determine if there is another methodology that could be utilized in future planning efforts. Additionally, Ms. Doonan reported on changes since the 2001 Long Range Plan, including the completion of several studies, which will be incorporated into the text. Future route information for the Iowa Quad Cities coincides with the completion of the Iowa Quad Cities Transit Alternatives Study. The study is expected to outline proposed route improvements as a no-build option.

Mr. Patel reported on the completion of the data gathering and trip generation segments of the four-step modeling process. The final population and employment figures were within 5% of the total caps for each element. Future population and employment growth for 2035 were predicted to be relatively moderate. The travel demand modeling would progress to the trip distribution and traffic assignments steps. Mr. Patel was working to calibrate and validate the travel model, or refine the parameters within the software program to match the base year average daily traffic with the modeled base year traffic within an acceptable margin of error. The margin of error is least on the highest level arterials, such as the interstates and highest on the low volume roadways, such as collectors. Roadway priorities were being developed with the Transportation Technical Committee utilizing input from the public input process to refine proposed roadway priorities. Details of the traffic assignment process would be presented at the December 2006 meeting.

3. Status of Iowa Quad Cities Surface Transportation Program (STP) Submittal Process. Ms. McCullough announced receiving 18 projects for ranking of Surface Transportation Program (STP) funds. Fourteen were received from Davenport and four were from Bettendorf. There is an estimated \$ 17.4 million in Iowa Quad Cities STP funds through 2009. Ms. McCullough distributed a handout on the project ranking criteria. The ranking criteria gave equal weight to the categories of Level of Service, Safety and Physical Condition. A fourth category, Special Considerations, is requested by the community by project and is given points based on the subject and applicability of the request to factors identified in the evaluation manual. Projects rankings were expected to be brought to the Technical and Policy Committees for consideration in February 2006.

4. Update on Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Ms. Bulat noted that the Department of Transportation was developing processes for putting earmarks into the Transportation Improvement Program. She explained that obligation levels will be applied from 85-90% and it is not expected that earmarks would be taken away. She noted earmarked funds accumulated incrementally over the life the Act (2004-2009) and the common transportation program dollars (e.g. STP) may be less. Communities were cautioned to not expend federal dollars without prior federal authorization.
5. Public Comments. No public comments were made.
6. Other Business. Ms. McCullough noted upcoming public meetings to review revisions to the Illinois Department of Transportation Long Range Plan policy document. A number of dates are slated, with the closest location set for December 1, 2005, in Dixon, Illinois. The Iowa Department of Transportation (IADOT) Long Range Plan was under review by the IADOT Commission. It is anticipated that public meetings will occur in early 2006. A reminder was provided for the next meeting date of December 20, 2005, at noon.
6. Adjournment. Mr. Minard motioned to adjourn. The motion was seconded by Mayor Wren. The meeting adjourned prior to 1:00 p.m.