

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

Tuesday, August 28, 2007, 12:00 Noon
Third Floor Conference Room 320
Bi-State Regional Commission
1504 Third Avenue
Rock Island, Illinois

Policy Members Present

Jim Bohnsack	Rock Island County Board Chair
Fred Dean	Iowa Department of Transportation – Davenport
Lyle Lohse	Mayor of Silvis
Larry Lorensen	MetroLINK Board
Mark Schwiebert	Mayor of Rock Island
Tom Sunderbruch	Scott County Board of Supervisors
John Thodos	Mayor of East Moline
Kris Tobin	Illinois Department of Transportation – Dixon
Don Welvaert	Mayor of Moline
Ed Winborn	Mayor of Davenport

Others Present

Gena McCullough	Bi-State Regional Commission
Kathy Starling	Iowa-Illinois Center for Independent Living
Chelsey Waterman	Bi-State Regional Commission
Al Zimmer	Rock Island County Historical Society

1. Approval of the Minutes of the May 22, 2007 Transportation Policy Committee Meeting. Mayor Welvaert asked for approval of the May 22, 2007 Transportation Policy Committee minutes. Mr. Sunderbruch motioned to approve the minutes as written. Mr. Bohnsack seconded the motion and the motion carried.
2. Consideration of Addendum to 2035 Quad City Area Long Range Transportation Plan for Status on SAFETEA-LU Compliance. Ms. McCullough reviewed that Safe, Accountable, Flexible and Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) was passed in August 2005. Final rules for metropolitan and statewide transportation planning were finalized on March 16, 2007. Their content provides guidance on the implementation of SAFETEA-LU. Within SAFETEA-LU, there is language requiring that the long range transportation plan and planning process be compliant by July 1, 2007. Ms. McCullough directed the Policy Committee to a proposed technical addendum/appendix response recommended by the Technical Committee to release to the public for a 45-day review at which time the Policy Committee may consider the approval of the technical addendum/appendix response for the 2035 Quad City Area Long Range Transportation Plan.

Key areas for SAFETEA-LU compliance were noted as:

- Visualization
- Linking Transportation and the Environment
- Safety Separated from Security
- Congestion Management
- Fiscal Constraint
- Coordination/Consultation
- Public Participation Plan
- Transit Human Services Coordination
- Management and Operations
- Consistency with Economic Development

The proposed compliance strategies included placement of a technical addendum/appendix response in the long range plan and incorporation of the new SAFETEA-LU elements into the transportation planning process. Implementation activities will include:

- Creating a local safety plan
- Strengthening the discussion of transportation security by incorporating existing public safety efforts
- Reviewing and updating the congestion management plan and review in conjunction with the Surface Transportation Program (STP) evaluation process
- Showing environmental resources as overlays of transportation projects
- Refining fiscal constraint to emphasize projected dollars are estimated to horizon year

Mayor Thodos motioned to release the technical addendum for public review. Mayor Winborn seconded the motion. Staff will release the information through the Regional Transportation Advisory Group for comment and bring back any comments or suggestions following the review period for final consideration of approval of the technical addendum.

3. Status Reports. Ms. McCullough provided a status report on passenger rail service, ozone standards review, and transit planning. The feasibility study being conducted by Amtrak for passenger rail service between Chicago and Quad Cities is still on target to be released to ILDOT mid- to late September. In Iowa, representatives from eastern Iowa (Dubuque, Quad Cities, and Iowa City) met with Iowa Department of Transportation (DOT) staff, including Director Richardson, on the state's potential role with passenger rail. The Director appeared to be supportive and directed DOT staff to initiate data collection on what other states are doing to pay for passenger rail, to begin conversations with ILDOT regarding timing as rail projects progress towards Iowa borders, to identify potential partnerships, and to ultimately build a unified message to carry forward to the legislature. In Illinois, state budget reductions toward rail operations may hamper expansion efforts and matching funds availability. Federally, appropriation bills in both the House and Senate are proposing \$1.4 billion toward rail with a new 50/50 matching grant program for states toward rail improvements is being proposed at \$50 million and \$100 million levels, respectively.

Ms. McCullough reported that the Quad City Air Quality Task Force agreed to submit comments to the docket related to the ozone standards review. U.S. Environmental Protection Agency (USEPA) released notice of a proposed lowering of the national ground-level ozone standard from 84 parts per billion (ppb) to 70 ppb. The lower standard is suggested based on new health-based scientific evidence that adverse public health effects occur following exposure to ozone at levels lower than the existing standard. The Quad City Area three-year average (2004-2006) is 68 ppb, roughly 80% of the existing standard which would be 97% of the proposed standard at 70 ppb. The new standard would bring the QCA to the edge of nonattainment for ozone. Nonattainment can have significant impacts on the ability to build new roads and site new development in our metropolitan area. The Quad City Air Quality Task Force is committed to improved air quality. However, a balanced approach to regulatory action is being requested. Good air quality is important to where we live and work. Equally important is the ability for metropolitan areas to attract new development and provide a strategic transportation network to move goods and people. The Task Force will recommend in their docket comment a balanced approach of:

- an ozone standard no lower than 75 ppb;
- one standard apply as the primary and secondary standard for ozone;
- consideration be given to the economic impacts of implementing the standard; and
- recognition that nationwide air quality improvements will require national solutions and commitment for significant impacts to be realized.

Ms. McCullough noted that the Quad Cities Area received direct federal appropriations for Job Access Reverse Commute (JARC) and New Freedom transit funds. Bi-State Regional Commission as the MPO has been designated by both Iowa and Illinois governors as the designated recipient. Staff is working out the legal details related to Federal Transit Administration requirements that may have a bearing on how these funds are administered. A locally competitive process has been developed to distribute the funds but will not be implemented until the legal issues are resolved.

4. Public Comments. No public comments were made.
5. Other Business. Ms. McCullough noted that the Transportation Policy Committee requested staff to follow-up on the I-74 Mississippi River Corridor project as it didn't appear in the draft TIP. The Policy Committee directed staff to work with the Iowa Department of Transportation (IADOT) and to include the project in the TIP if necessary. This was subsequently added as part of the final document. Since the printing and distribution of the FFY08-11, there have been a number of technical corrections and administrative revisions in working with the IADOT. Staff will be preparing a full revised printed document to be distributed this fall. She also noted that there will be a public meeting on the I-74 Mississippi River Corridor study yet this calendar year, although no date has been specified. Lastly, it was noted that the final FY08 Transportation Planning Work Program was included in Policy members' packets for their use and reference.
6. Adjournment. Mayor Lohse motioned to adjourn. The motion was seconded by Mayor Winborn. The meeting adjourned at 12:25 p.m.