

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

Tuesday, February 26, 2008, 12:00 Noon
Third Floor Conference Room 320
Bi-State Regional Commission
1504 Third Avenue
Rock Island, Illinois
John Thodos, Chair

Policy Members Present

Ray Ambrose	City of Davenport Alderman
Fred Dean	Iowa Department of Transportation-Davenport
Bill Gluba	Mayor of Davenport
Mike Freemire	Mayor of Bettendorf
Ian Frink	City of Davenport Alderman
Lyle Lohse	Mayor of Silvis
Dan Long	Illinois Department of Transportation-Dixon
Larry Lorensen	MetroLINK
Larry Minard	Scott County Board of Supervisors
Tom Rockwell	Rock Island County Board
Mark Schwiebert	Mayor of Rock Island
John Thodos	Mayor of East Moline
Don Welvaert	Mayor of Moline
Keith Youngers	Mayor of Princeton

Others Present

Dee Bruemmer	City of Davenport
Denise Bulat	Bi-State Regional Commission
Marianne Doonan	Bi-State Regional Commission
Jennifer Garrity	MetroLINK
Gena McCullough	Bi-State Regional Commission
Jeff Nelson	MetroLINK
Becky Passman	Bi-State Regional Commission – Iowa Quad Cities Transit Coordinator
Lalit Patel	Bi-State Regional Commission
Matt Simaytis	Bettendorf Transit
Kathy Starling	Iowa-Illinois Center for Independent Living
Steve Swisher	River Bend Transit
Chelsey Waterman	Bi-State Regional Commission
Tom Wittig	Davenport CitiBus
Randy Zobrist	River Bend Transit

1. Approval of the Minutes of the October 23, 2007 Transportation Policy Committee Meeting. Mayor Thodos asked for approval of the October 23, 2007 Transportation Policy Committee minutes. Ms. McCullough noted a correction to those in attendance, adding Larry Lorensen to the list of those present. Mayor Welvaert motioned to approve the minutes with the correction noted. Mayor Freemire seconded the motion, and the motion carried.
2. Consideration of Urban Job Access and Reverse Commute (JARC) and New Freedom (NF) Evaluation Process and Ranking Recommendation(s) and Consideration of Transportation Improvement Program Amendments. Ms. McCullough outlined the process for awarding Federal JARC and NF appropriations. The process began with Bi-State Regional Commission being defined as the Designated Recipient by the Governors of Iowa and Illinois to facilitate the distribution of JARC and NF funds. The appropriations were awarded as a single unit to the Quad Cities Urbanized Area. Ms. McCullough referenced the requirements in SAFETEA-LU and dollar amounts for JARC and NF for the Quad Cities Urbanized Area. To date, there are JARC funds amounting to \$125,901 for FFY06, \$132,714 for FFY07 and \$143,773 for FFY08. For NF funds, there are \$66,957 in FFY06, \$73,714 in FFY07 and \$79,629 for FFY08.

A locally competitive process was developed as part of the Transit Development Plan process and adopted in March 2007. The solicitation called for the first year of funds. It was sent to the existing direct recipients of FTA funds, including Bettendorf Transit, Davenport CitiBus and MetroLINK. River Bend Transit had received a commitment from Iowa Department of Transportation to administer a grant as a state recognized grant recipient. Notification of the solicitation was sent to human-services organizations, other transportation providers, and other transit interested groups.

Technical Committee members were requested to rank applications that had been received for three JARC submittals and one New Freedom submittal. The following submittals were received and summarized in the agenda packet:

- **MetroLINK JARC Program** – To extend an existing fixed route as a connection between Moline’s Floresciente neighborhood and major employers along Andalusia Road corridor via the new west Rock River bridge. **Total Cost for Operations: \$931,167**
 - Year One – Federal Share \$149,149 with local match of \$149,149
 - Year Two – Federal Share \$155,115 with local match of \$155,115
 - Year Three – Federal Share \$161,320 with local match of \$161,320
- **River Bend Transit JARC Program 1** – To provide after hours transit services for low-income individuals in Davenport, Bettendorf, and surrounding areas to employment locations and related employment activities. **Total Cost for Operations: \$201,500** with Federal Share \$100,750 and local share \$100,750 (One-year project costs)
- **River Bend Transit JARC Program 2** – To provide after hours transit services for low-income individuals in northwest Davenport to Scott Community College campus. **Total Cost for Operations: \$50,136** with Federal Share \$25,068 and local share \$25,068 (Two- year project costs)
- **River Bend Transit NF Program** – To provide transit service beyond ADA

requirements, including door-to-door driver assistance, same day scheduling, service without program application or a health professional's endorsement and not limited to $\frac{3}{4}$ mile limitation of complementary paratransit services on fixed routes **Total Cost for Operations: \$130,758** with Federal Share \$65,379 and local share \$65,379 (One-year project costs)

Technical Committee members were asked to rank projects prior to their meeting. Ms. McCullough further explained an equal number of evaluations were received from Illinois as in Iowa, reflecting transportation committee representation. The ranking results were provided to the Technical Committee as a total score and an average score per project. The project receiving the highest ranking by total score was the MetroLINK JARC project with 453 points followed by the River Bend Transit JARC Program 1 project with 432 points. The River Bend Transit Program 2 project received 243 points. With only one submittal for the New Freedom funds, no ranking was conducted.

Ms. McCullough reported to the Policy Committee that she had suggested to the Technical Committee that with the top two ranked projects being closely ranked, both projects could be funded using multiple years of JARC monies. Technical Committee members during their meeting inquired about the sustainability of the JARC projects. In the case of MetroLINK, the extension would provide new service to a low income area, would connect workers to \$12.00 per hour jobs, and could be sustainable within three years through fares and employer support. In the case of River Bend Transit, the project would support continuing service within the Iowa Quad Cities, which has a record of providing 1,400 rides per month, and JARC dollars were required for the service. Ms. McCullough reported that the Technical Committee by consensus recommended funding the MetroLINK project with FFY06 and FFY07 dollars in the amount of \$125,901 and \$132,714, respectively. The Technical Committee also recommended the approval of the River Bend Transit New Freedom project for one year's worth of funds, specifically FFY06 \$66,957.

Mr. Ambrose initiated the Policy Committee discussion by referring to a potential split of the funds. Mr. Lorensen referred back to the essence competitive selection process that a split may compromise. He indicated the Technical Committee recommendation for the highest ranked project was consistent with the defined process. Mayor Gluba requested an explanation of a funding compromise. Ms. Bulat responded that she had been asked for a suggestion by the City of Davenport prior to the Policy Committee meeting, and she suggested concurrence with the Technical Committee's recommendation to fund the MetroLINK JARC project with FFY06 and FFY07 dollars and that consideration be given to using FFY08 for the River Bend Transit JARC Program 1 project. This suggestion would enable JARC service to be provided to low-income populations in both the Illinois and Iowa Quad Cities that have equal numbers of those in poverty.

Mayor Freemire motioned to amend the Technical Committee recommendation that included providing the MetroLINK JARC project with funds from FFY06 \$125,901 and FFY07 \$132,714 and adding River Bend Transit JARC Project 1 to the award of funds using FFY08 \$143,773 in JARC monies. Mayor Gluba seconded the motion.

There was additional discussion regarding the Technical Committee's recommendation on sustainability. Both MetroLINK and River Bend Transit representatives reiterated their sustainability comments from the Technical Committee meeting. In response to an inquiry, Mr. Nelson stated that the project could likely be sustainable by the end of the second year, but MetroLINK would reapply for funds if they were needed for the third year.

Mayor Schwiebert inquired about the evaluation criteria, which included categories of project investment, passenger transit alternatives, economic and social impact, and transportation network support. It was noted the rankings are more qualitative in comparison to the quantitative Surface Transportation Program (STP) roadway evaluation process. A scoring sheet was taken from the Transit Development Plan and Mayor Schwiebert reviewed the criteria during the meeting. It had also been included in the agenda packet sent to Policy Committee Members. It was noted that any changes to the scoring criteria would be directed by the Policy Committee and would require approval of any such changes to the scoring criteria. Following this discussion, the motion carried.

Mr. Rockwell motioned to approve the Technical Committee recommendation for the approval of the River Bend Transit New Freedom project for one year's worth of funds, specifically FFY06 \$66,957. Mayor Gluba seconded the motion, and it carried. A resolution outlining these decisions and the process was requested by the Federal Transit Administration. Mayor Welvaert recommended approval of the resolution and that it reflect the Policy Committee decision. Mr. Rockwell seconded the motion, and it carried. Bi-State staff will follow-up with Federal Transit Administration to determine how to move the projects forward.

3. Presentation on Regional Transit Development Plan (TDP). Ms. Waterman reviewed the purpose and general content of the Bi-State Region Transit Development Plan. The document provides a framework for efficient and effective transit services related resource allocation, service development, coordination of services, and addressing gaps or service needs. Since the adoption of the original plan in March 2007, Whiteside County has been added as part of a new region (Region 2) created in Illinois, which included Henry, Mercer, Rock Island and Whiteside Counties. As a component of identifying needs and policy direction, a regional data profile and transit inventory was updated. The greater Bi-State Region has a population of 478,394, including 15.7% with disabilities, 54,694 households with annual income less than \$25,000 and 14,060 households without a vehicle. There are four fixed route transit systems, two regional or county transit providers and several specialized transportation providers within the region. Ms. Waterman highlighted common transit issues, such as better education and marketing of the existing services as well as a need for extended hours of service. Strategies or solutions suggested in the plan development process included increased marketing through multi-media options, expanding ambassador programs, centralizing dispatch services, advocating for long-term funding streams and continued efforts to establish partnerships between human services agencies and transit providers. Within the draft document, a status of projects was added along with the initial and subsequent years for projects. She distributed maps on opportunities for job

access and reverse commuting and mobility options. The plan is expected to be reviewed by the Departments of Transportation and will be available for public review. The draft will be presented to the Policy Committee for consideration of adoption in March 2008.

4. Bridge Construction Update. Mr. Lalit Patel distributed the latest bridge construction notice dated February 19, 2008. He noted that the majority of the work efforts for the 2008 construction season are related to routine maintenance, such as bridge washing or pavement patching. Other restrictions are anticipated at non-peak hours, such as the installation of components for the Quad City Intelligent Transportation System and dynamic message signs.
5. Public Comments. No public comments were made.
6. Other Business. Due to time, Ms. McCullough abbreviated her status reports. She reported that the Iowa Department of Natural Resources will be evaluating areas in Iowa for nonattainment of the fine particulate National Ambient Air Quality Standards (NAAQS). They have indicated that the U.S. Environmental Protection Agency has given them a shortened timeframe for those evaluations that are required by the end of April. Final nonattainment designations will occur nationwide by December 2008. Scott and Muscatine Counties have been preliminarily identified as areas that may be classified as non-attainment. At this time, officials from the Illinois Environmental Protection Agency do not anticipate a designation of nonattainment in Rock Island County. The states will work together on a designation determination.

Ms. McCullough will report at another time on funding levels. She announced the next Bi-State Regional Commission certification review will occur in April 2008. The purpose of the review is to examine the organization and management of the transportation planning process. Staff are working with Federal Highway Administration and Federal Transit Administration to coordinate a public meeting in conjunction with the April 22nd Transportation Policy Committee meeting. Federal and state officials will be present from April 22-24, 2008 for the review.
7. Adjournment. Mayor Gluba motioned to adjourn. The motion was seconded by Mayor Welvaert. The meeting adjourned prior to 1:05 p.m.