

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

Tuesday, January 15, 2008, 10:00 A.M.
Bi-State Regional Commission
Third Floor Conference Room 320
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Mike Atchley	City of Davenport
Fred Dean	Iowa Department of Transportation-Davenport
Scott Hinton	City of Moline
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Dan Long	Illinois Department of Transportation-Dixon
John Massa	Rock Island County
Wally Mook	City of Bettendorf
Jeff Nelson	MetroLINK
Gary Statz	City of Davenport

OTHERS PRESENT

Marianne Doonan	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Julie Olson	Burlington Trailways
Trevor Olson	Burlington Trailways
Becky Passman	Bi-State Regional Commission- IAQC Transit Coordinator
Steve Swisher	River Bend Transit
Chelsey Waterman	Bi-State Regional Commission
Randy Zobrist	River Bend Transit

1. Approval of the Minutes of the September 11, 2007 Transportation Technical Committee Meeting. Mr. Nelson asked members to review the September 11, 2007 Transportation Technical Committee minutes for comments and/or corrections. Hearing none, Mr. Mook motioned to accept the minutes as written, and Mr. Hinton seconded the motion. The minutes were approved as written.
2. Project Progress Report. Mr. Nelson asked if there were any additions/corrections to report at the meeting that had not already been sent electronically or provided to staff in writing. Hearing none, the Committee moved on to the next item.

3. Discussion and 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. Committee members were sent a ranking request for projects on January 2, 2008 for three JARC submittals and one New Freedom submittal. Ms. McCullough referenced the requirements in SAFETEA-LU and appropriations for JARC and NF for the Quad Cities Urbanized Area. 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 and 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. To date, there is JARC funds amounting to \$125,901 for FFY06 and \$132,714 for FFY07. For NF funds, there is \$66,957 in FFY06 and \$73,714 in FFY07.

Ms. Waterman outlined the following submittals as received:

- **MetroLINK JARC Program** – To extend an existing fixed route as a connection between Moline’s Floresciento 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)

Technical Committee members were asked to rank projects relative to each other based on the evaluation criteria of project investment, passenger transit alternatives, economic and social impact, and transportation network support. An equal number of evaluations were received from Illinois as in Iowa, reflecting the transportation committee representation. The ranking results for the JARC funds had been received from the Technical Committee. With only one submittal for the New Freedom funds, no ranking was conducted. Bi-State staff tabulated the individual committee rankings for the JARC funds for total scores and an average score for each project submitted for consideration. The tabulation results were distributed at the meeting in a table format. The project receiving the highest ranking 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. Mr. Nelson and Mr. Zobrist provided an overview of their projects and answered questions.

With the top two ranked projects being closely ranked, Ms. McCullough suggested that both projects could be funded using multiple years of JARC monies. Mr. Hinton inquired about the sustainability of the JARC projects. 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. 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. Following the discussion, Mr. Hinton motioned to recommend approval of the MetroLINK JARC project to the Policy Committee for the fiscal years FY06 and FY07 based on the appropriation amounts, specifically FFY06 \$125,901 and FFY07 \$132,714. Mr. Mook seconded the motion, and it carried unanimously.

Mr. Hinton motioned to recommend approval of the River Bend Transit New Freedom project for one year's worth of funds, specifically FFY06 \$66,957. Mr. Kane seconded the motion, and it carried unanimously.

4. 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 a handout to be added to the plan on school bus transportation. Mr. Mook suggested that reference to a trolley circulator with interconnections in the urban area be added to the document. He noted that Bettendorf Transit will be undergoing route changes due to the need to relocate its transfer area from the Duck Creek shopping center. Reconfiguration will likely occur within the next 90 to 120 days. Mr. Waterman concluded with the time schedule for adoption of the plan. The plan is expected to be reviewed by the Departments of Transportation and will be available for public review hearing no other suggestions from the Technical Committee. The draft will be presented to the Policy Committee for information at their next meeting and for consideration of adoption in March 2008.
5. Public Comments. No comments from the public were received at the meeting.

6. Other Business. Ms. McCullough reported that the Quad City Area will be under review for a designation of nonattainment of the fine particulate standards later this spring. From early indications, it could focus more on the Iowa monitors than Illinois because of the readings at these sites. A nonattainment designation would effect the development of the Long Range Transportation Plan and Transportation Improvement Program. Projects would be required to show they would not significant increase emissions if they were allowed to be constructed. Ms. McCullough will continue to monitor the status of activities and report back to the Technical and Policy Committees as more information becomes available.

A handout with the results of the Amtrak Chicago-Quad Cities feasibility study was distributed. Route A is the preferred alternative with the shortest distance, shortest travel duration, and least cost. Another positive finding was the cost projected for this route was lower than what was projected a few years ago. The total cost is expected to be \$27 million for rail line improvements and equipment. The project will be part of the Quad City Area priorities being carried to Washington, D.C. next month. Additionally, the area is waiting on a report to extend passenger rail service from the Quad Cities to Iowa City.

Federal funding levels for transportation are expected to be reduced by 36-38% in FFY 2009. The projects currently programmed are moving forward and will not be affected. However, future programming of projects for Surface Transportation Program (STP) and Enhancements was suggested to be delayed until more information is available on what FFY2009 appropriations would be.

The next Bi-State Regional Commission certification review to examine the organization and management of the transportation planning process will occur in April 2008. 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.

Announcements were provided on upcoming workshops and conferences: Complete Streets workshop at Bi-State 1/24/08 10 a.m.-2:00 p.m.; Complete Streets Forum at the Figge 1/24/08 6:00-8:00 p.m.; American Planning Association Audio-Conference on Complete Streets at Bi-State 1/30/08 3:00-4:30 p.m.; and the Midwest Transportation Planning Conference, 6/4-6/08 in Iowa City.

7. Adjournment. The meeting was adjourned by consensus around 11:00 a.m.