

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

Tuesday, March 13, 2012, 10:00 A.M.
Bi-State Regional Commission
Third Floor Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Jeff Anderson	City of Moline
Jon Burgstrum	Scott County
Gene Hellige	City of Davenport
Scott Hinton	City of Moline
Mike Kane	City of Rock Island
Tom Kelso	Illinois Department of Transportation – OPP
Dan Long	Illinois Department of Transportation
Sam Shea	Iowa Department of Transportation – Davenport
Denny Snyder	City of Bettendorf
Chelsey Waterman	MetroLINK

OTHERS PRESENT

Doug DeLille	Bi-State Regional Commission
Craig Harper	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Brandon Melton	Bi-State Regional Commission
Donnie Miller	Bicycle Safety Consultant
Becky Passman	Bi-State Regional Commission – IAQC Transit Coordinator
Lalit Patel	Bi-State Regional Commission

1. Approval of the Minutes of the February 14, 2012 Transportation Technical Committee Meeting. Mr. Burgstrum chaired the meeting and asked the members to review the February 14, 2012 Transportation Technical Committee minutes for comments and corrections. Mr. Hinton moved that the minutes be approved as written. Mr. Hellige seconded the motion, and the minutes were approved. Ms. McCullough brought to the attention of the Committee that Mr. Shea's presence at the January 10, 2012 meeting was not documented and noted that a motion was needed to amend the minutes for said meeting. Mr. Hinton motioned to amend the minutes to include Mr. Shea's attendance in the January 10, 2012 Transportation Technical Committee Meeting minutes. Mr. Kane seconded the motion and the motion carried.
2. Project Progress Report. Mr. Melton stated that staff had received status report updates from the City of Davenport indicating that letting dates for several projects were pushed back. He also reported that Bettendorf Transit submitted a significant update of their projects for those completed. There were also several total cost estimate adjustments that will be brought to the Transportation Policy Committee meeting at the end of March. The updated progress report will be posted to the Bi-State Regional Commission website (<http://www.bistateonline.org/ser/tra/tip.shtml>).

3. Consideration of Job Access Reverse Commute (JARC) and New Freedom (NF) Candidate Project Submittals. Ms McCullough provided the committee with a summary of available funds through JARC and NF. There was an estimated \$791,126 in JARC funds available from FFY2010-2014 and there was an estimated \$387,621 in NF from FFY2011-2014. Projects were derived from the *Quad Cities 2040 Long Range Plan* and the *Transit Development Plan*. One project was submitted by MetroLINK for JARC funds. Four projects were submitted by River Bend Transit, three for JARC funds and one for NF. Summaries of the projects are as follows:

- ▶ **MetroLINK – Illinois Route 84 JARC Route – (MLJ-CORDV)** provide transportation from the urbanized area to major employment centers along IL84 Corridor to Cordova, IL. (May 2012-May 2014) Total Project Cost: \$300,000 with request for \$150,000 JARC funds.
- ▶ **River Bend Transit – JARC Service Continuation employee shuttle** – provide transit service at times when no other public transit services is available in the Iowa Quad Cities. (July 2012-June 2014) Total Project Cost: \$462,124 with request for \$231,062 JARC funds.
- ▶ **River Bend Transit – JARC Davenport Saturday Morning** – provide transportation services for work and related needs as early Saturday morning service 6:00 – 9:00 a.m. (July 2012-June 2014) Total Project cost \$44,742 with request for \$22,371 JARC funds.
- ▶ **River Bend Transit – APAC employee shuttle** – provide 5:30 picket in Rock Island and from Welcome Way Transit Hub non-stop service to Mt. Joy APAC location in north Davenport. (July 2012-June 2014) Total Project cost: \$187,260 with request for \$93,630 JARC funds.
- ▶ **River Bend Transit – New Freedom Project Continuation** – to provide Davenport and Bettendorf’s residents with transit service beyond ¾ mile limit for ADA fixed route transit requirement five days per week, Monday-Friday 7:00 a.m. – 7:00 pm. (December 2012-November 2014) Total Project cost: \$233,486 with request for \$116,743.

Members of the Transportation Technical Committee were asked to score each of the projects. The results of the scoring are as follows:

Project	MLJ-CORDV	RBTJ-CONT.	RBTJ-SAT.	RBTJ-APAC	RBT- NF
TOTAL SCORE	908		901	858	664
AVERAGE SCORE	91	81	90	86	95

After her summary of the JARC/NF submittals, Ms. McCullough asked for questions and comments from the committee. Mr. Hinton asked if the MLJ-APAC route was currently funded through CitiBus. Ms. Passman replied that the route was indeed currently funded through CitiBus’ Section 5307 dollars. She explained that it is highly inefficient for CitiBus to provide the service. The purpose of seeking JARC funding is to increase efficiency of the service. Mr. Hinton commented that providing a new service is more important than making a current service more efficient. Ms. Passman noted that if River Bend Transit did not receive the funds, the service would likely be discontinued. Ms. Waterman explained that their service is part of a long term initiative to expand services.

It was brought to the committee's attention that there is enough funding available to completely fund all of the projects. However, not all of the money is available to be programmed in the current fiscal year.

In consideration of the discussion and scoring results, Mr. Hinton motioned that a recommendation be made to the Policy Committee that RBT-NF be funded in full, MLJ-CORDV be funded in full, and the remaining JARC funds through FY2014 be distributed to River Bend Transit with current fiscal year priority going to the MetroLINK project. The motion was later clarified to include that the remaining funds be distributed up to the federal fund requests of the remaining projects.

Ms. Waterman posed the question of how the distribution of this funding would be effected as a result of potential changes as the result of a new transportation bill. Ms. McCullough responded by saying that the funding would most likely be maintained depending on the criteria set forth by the new transportation bill. It is for this very reason that it was suggested that the funds only be programmed out a couple of years. Ms. Passman informed the committee that the most recent news on the status of the new transportation bill was that there will potentially be an 18-month extension of the current transportation bill.

Following said discussion, Mr. Kane seconded Mr. Hinton's motion. The motion was put to a vote and carried unanimously.

4. Consideration of Regional Transit Development Plan Updates. Mr. Harper presented a summary of proposed updates to the Regional Transit Development Plan. Mr. Harper reported that the Iowa Quad Cities Rider's Guide is continuing to be updated and printed by the three transit systems (Bettendorf Transit, Davenport CitiBus, and River Bend Transit). The guide includes a variety of information, including a Quad Cities Area transit map and route schedules for The Loop.

Mr. Harper also reported on actions taken to address public needs. These included: continuation of The Loop and extended evening and weekend service, extension of hours for Route 53 on Thursday-Saturday, 10:30 p.m. to 3:30 a.m., establishment of a route from Muscatine County to Iowa City three days a week for non-emergency medical appointments. Marketing and Education services provided were the Mobility Coach/My Trip Program, and rural travel trainings for Whiteside, Rock Island, and Mercer Counties.

Mr. Harper outlined opportunities for new public input which included: a "Community Outreach" meeting for social service agencies, a public forum discussing transportation deficiencies faced by lower income residents, a public input meeting regarding Bettendorf Transit's fare increase, and a 2011 Regional Needs Questionnaire sent to regional transit interest groups.

Mr. Harper reported on progress of previously programmed projects. The Loop River Front circulator will continue to provide services. A bus shelter has been installed on Northport Drive in Muscatine and is fully functional. Urban and Regional Transit providers will continue to provide transportation for low income individuals needing employment using Job Access Reverse Commute (JARC) funds.

Mr. Harper went on to outline new projects. These include: a new Transit Maintenance Facility for MetroLINK, construction of MetroLINK's Downtown Rock Island Transfer Terminal, the Multi-Modal Station in Moline to serve passenger rail from Chicago to the Quad Cities, and a feasibility study for a partnership of CitiBus and Bettendorf Transit for a shared maintenance/storage facility. Bettendorf and Davenport continue to seek funding for trip planning software and real-time vehicle

information. River Bend Transit will provide Monday-Friday daily service between the CitiBus hub located on Welcome Way and the APAC facility in Mt. Joy. River Bend Transit will provide early Saturday morning demand-response work trips within the CitiBus service area. MetroLINK and RIM Rural Transit are seeking JARC funds to provide transportation from the urbanized area to major employment centers along the Illinois Route 84 Corridor to Cordova, Illinois. MetroLINK plans to upgrade to its existing GPS/AVL system (known as INIT) on its fixed-route vehicles in spring 2012, and plans to add GPS/AVL equipment to its paratransit fleet in the future. MetroLINK has also proposed the upgrade of existing fare collection systems to provide contactless forms of payment.

Mr. Hinton motioned to recommend approval to the Policy Committee of the updates to the Regional Transit Development Plan. The motion was seconded by Mr. Kane and the motion carried.

5. Presentation on FY2013 Transportation Planning Work Program (TPWP). Ms. McCullough began her presentation by communicating the purpose of the TPWP which is to coordinate transportation planning among local governments, conduct continuing, comprehensive planning, develop budgets for transportation planning activities and funds, outline requirements for various agencies toward planning efforts, and establish products, purposes, and general methods for transportation planning activities.

Ms. McCullough went on to outline major transportation issues in the Quad Cities Region. These include: river crossing capacity improvements, air quality improvement activities and congestion management, modal coordination for sustainability, Long Range Plan implementation and planning, passenger transportation-coordination with human services and specialized transportation providers, integration of safety and security, and implementation of existing and new planning regulations.

Highlights of some accomplishments of the FY2012 TPWP were provided. Several documents were updated, including the FY12-15 TIP and the Conservation Directory. Grant assistance and project selection was provided for a number of programs such as ICAAP and STP. Bi-State staff has attended several trainings, provided technical assistance, and continues to facilitate a number of regional groups.

Ms. McCullough outlined the program categories of the FY2013 TPWP. These include program support and administration, general development and comprehensive planning, long range transportation planning, and short range transportation planning.

Ms. McCullough summarized current transportation planning targets for FY2013. IA FTA 5303 is expected to remain the same at \$48,684 with carry over. IA FHWA PL will be reduced to \$189,682 without carry over. IL FTA will remain the same at \$74,376. IL FHWA PL is expected to decrease to \$253,814. Programmed funding for the TPWP also include two ICAAP grants and FTA 5307 Urban Transit Planning (Systems). These monies are subject to a full appropriations which has yet to be determined.

Ms. McCullough requested input from the committee on work activities.

6. Presentation on Travel Time Results Fall 2011. Mr. Patel began his presentation by defining the Congestion Management Process (CMP) as “A systematic process for managing congestion that provides information on transportation system performance for alleviating congestions and enhancing the mobility of goods and persons.” There are four components of the CMP. They are: system monitoring, strategy consideration, project selection, and evaluation. The travel time survey is a tool used in system monitoring, along with the DOT Count Program, Local Traffic Count Programs, and Transit Data Collection.

In order to conduct the travel time survey, a base map was prepared to determine contiguity of the route and verify posted speed limits. After that, data is collected using the floating car technique where the driver emulates an average driver in the flow of traffic without exceeding the speed limit. A GPS unit is mounted on the vehicle and logs chronological geographic points. Each route is completed as a round trip three times a day (A.M. Peak, Mid-Day Peak, and P.M. Peak) three days a week (Tuesday, Wednesday, Thursday). After the data is collected, it is processed and analyzed to accurately depict the performance of the surveyed corridors. The corridors studies were: I-74, 53rd Street, Davenport, Kimberly Road, Locust Street, US 61, 18th Street, Moline, Avenue of the Cities, John Deere Road, and 7th Street Moline. The results of the fall 2011 survey showed that all of the studied corridors performed with an average \pm 3mph of the posted speed limit.

7. Status Reports. The potential new transportation bill was discussed previously in the meeting. Ms. McCullough noted that the National Ambient Air Quality Standard for ozone is to be reevaluated by the EPA in 2013. The Quad Cities Area is currently considered in attainment, but it is possible that if the standards become more stringent, the region could face non-attainment designation.
8. Public Comments. No public comments were made.
9. Other Business. Ms. McCullough announced that no TEP applications were received. She also reminded the committee that the IL DOT would be holding a review of passenger rail in Illinois at the Moline Library. The IA DOT Commission is holding a public meeting in Burlington on April 10th and another in Clinton on August 14th. Mr. Shea noted that an online public meeting on passenger rail would be hosted by IA DOT. Technical Committee members were reminded of the April MPO Certification Review and invited to the special Transportation Policy Committee meeting at noon on April 17, 2012.
10. Adjournment. Mr. Burgstrum motioned to adjourn the meeting, and Mr. Hinton seconded the motion. The meeting was adjourned at 11:20 a.m.