

Minutes of the
REGION 9
TRANSPORTATION TECHNICAL COMMITTEE
Serving Rural Scott County and all of Muscatine County

Thursday, March 21, 2013, 1:00 P.M.
Walcott City Hall/Fire Station
Fire Department Meeting Room (East Entrance)
Walcott, Iowa

MEMBERS PRESENT

Chris Ball	City Administrator, City of Wilton
Steve Boka	Director of Community Development, City of Muscatine
Jon Burgstrum	County Engineer, Scott County
Randy Hill	Public Works Director, City of Muscatine
Kristi Korpi	Transit Supervisor, MuscaBus, City of Muscatine
Jon Lutz	City Engineer, City of Muscatine
Jodee Stepleton	Building Official, Zoning Administrator, Muscatine County
Keith White	County Engineer, Muscatine County
Randy Zobrist	Executive Director, River Bend Transit, Inc.

OTHERS PRESENT

Doug DeLille	Bi-State Regional Commission
Craig Harper	Bi-State Regional Commission
Lalit Patel	Bi-State Regional Commission

1. Approval of the December 20, 2012 Region 9 Transportation Technical and Policy Committee Joint Meeting Minutes. A copy of the meeting minutes were enclosed in Committee members' packets. Mr. Zobrist opened the Region 9 Transportation Technical Committee meeting and asked if Committee members in attendance had a chance to review the December 20, 2012 Region 9 Transportation Technical and Policy Committee Joint Meeting Minutes. Mr. Hill motioned for the December 20, 2012 Region 9 Transportation Technical and Policy Committee Joint Meeting Minutes be approved as written. Hearing no comments or revisions, the motion was seconded by Mr. Zobrist. The motioned carried and the December 20, 2012 Region 9 Transportation Technical and Policy Committee Joint Meeting Minutes were accepted as written.
2. Consideration of the Bi-State Region Intelligent Transportation System (ITS) Architecture Update. Mr. Patel gave a status update on the Bi-State Region Intelligent Transportation System. Mr. Patel began by discussing the definition and purpose of the ITS Architecture. He provided examples of ITS service packages utilized in the Bi-State Regional Architecture, such as Traffic Incident Management System. Mr. Patel went on to explain the information generated by the architecture software that comes in the form of information flow charts and incorporates regional stakeholders. Mr. Patel communicated that ITS Architecture is constantly being updated and that the ITS Architecture maintenance is scheduled every 5 years. The draft ITS Architecture document was handed to Technical Committee members prior to the meeting for their review. The Technical Committee recommended approval to the Policy Committee.
3. Consideration of the Bi-State Regional Transit Development Plan (TDP) Update. Mr. Harper distributed to Committee members in attendance a packet containing a memorandum that was sent to the Regional Transit Interest Group on March 6, 2013 notifying them of the 2013 Bi-State Regional

Transit Development Plan Annual Update. Mr. Harper communicated that there is ongoing efforts to obtain relevant public information to enhance passenger transportation in the greater Bi-State Region. He also stated that the Regional Transit Interest Group has until March 26, 2013 to provide any comments/feedback. Committee members also received a copy of the Bi-State Region Transit Development Plan 2013 Annual Update Summary that was sent to the Iowa of Department of Transportation on February 1, 2013. They were notified that the full TDP Update will occur in 2014. Mr. Harper presented that there were five components to the Transit Development Plan updates:

- Coordination Efforts that Occurred
- Results of Previous Public Needs
- Opportunities for New Transit Development Plan Input
- New Projects

Both MuscaBus and River Bend Transit have coordinated transit trips for several social and human service agencies throughout Region 9. Mr. Harper gave specific examples: Muscatine Center for Social Action, Muscatine Senior Resources, and CrossRoads. River Bend Transit (RBT) has continued to coordinate transit trips to university hospitals and rural health clinics throughout Region 9. The results of previous public needs have been the continued need for transit trips related to employment, education and transportation services for seniors and individuals with disabilities. Mr. Harper stated that Bi-State continues to provide several meaningful opportunities to provide input for the Transit Development Plan through the Regional 9 Transportation Technical and Policy Committee meetings, electronic and phone communications, and the Regional Mobility Summit held in Muscatine, Iowa at the McAvoy University Center. The Regional Mobility Summit was an opportunity for the regional human and social service agencies to ask specific transit related questions of the transit systems, highlight the transit systems, improve passenger transportation, and review the Bi-State Region's Human Services Transportation Plan, while gaining input for the 2013 Annual updates. Mr. Harper gave a status update on the progress of previously programmed projects. Demand response transit is available both in Muscatine and rural Scott Counties. MuscaBus Transit System is currently providing Monday-Saturday fixed and paratransit services for Muscatine. MuscaBus is currently providing two Job Access Reverse Commute (JARC) routes. One is a night time employment route and the other one is an employment route that goes from Muscatine-Wilton. Ms. Korpi noted that the Muscatine-Wilton JARC route will end in June 2013. Mr. Zobrist also noted that Area Agency on Aging will reduce funding 12% across the board and that the future of River Bend Transits Sunday services are questionable. Both MuscaBus and River Bend Transit will make every effort to maintain current programs under the new transportation bill (MAP-21). Consideration to recommend approval of the 2013 Bi-State Transit Development Plan updates to the Region 9 Transportation Policy Committee with noted adjustments that Ms. Korpi and Mr. Zobrist stated was made. Mr. Burgstrum motioned and Ms. Korpi seconded the motion. The motion carried.

4. Consideration of Iowa Region 9 Transportation Alternatives Program (TAP) Flex Funding Distribution. A staff recommendation to distribute TAP Flex funds to the TAP apportionment was enclosed in Technical Committee members' packets. Mr. DeLille presented to the Region 9 Technical Committee that the Iowa Department of Transportation as part of Moving Ahead for Progress (MAP-21) has allocated funding targets among Transportation Management Areas (TMAs), e.g. Iowa Quad Cities portion of Metropolitan Planning Area (MPA), statewide Metropolitan Planning Organizations (MPOs), and Regional Planning Agencies (RPAs). In addition to the TAP targets, a new category of funding has been created, "TAP Flex". These funds are TAP funds that are available to fund either TAP or Surface Transportation Program (STP) eligible projects at the

discretion of each planning area policy board. As with past years, there remains significant uncertainty with federal funding levels. MAP-21 provided some certainty for FFY2014 and FFY2015 (appropriation years 2013 and 2014, respectively). The RPA has been cautioned as with other planning agencies to be prepared to address any changes that may arise within the programming period which may include removing projects from the Transportation Improvement Program (TIP) if there are significant cuts in funding.

Mr. DeLille communicated that it is the staff recommendation that Region 9 take the entire TAP Flex allocation and place it into the TAP program. A table was presented outlining the TAP and TAP flex targets for FFY2014 through FFY2017 for Region 9. First, this would increase the targets to fund transportation alternatives projects (such as multi-purpose trails and sidewalks) at a slightly higher level than in FFY2013 (\$108,268). Second, a statewide TAP grant program is being formulated but at significantly lower amounts than in previous years, resulting in a more competitive process. Lastly, existing STP funds can currently and in the future be used to fund transportation alternatives and are encouraged in the STP evaluation process to be incorporated into road projects. Iowa DOT allocated STP funds to maintain roughly existing levels. Mr. White motioned to recommend the approval of the TAP Flex program separate from the TAP program to the Policy Committee. The motion was seconded by Mr. Hill. The motion carried.

5. Presentation on FY2014 Transportation Planning Work Program (TPWP). The draft TPWP was e-mailed to Committee members. Mr. DeLille presented that the TPWP outlines Region 9's transportation planning and work tasks for the upcoming fiscal year. It also lists the major transportation issues facing the Region in FY2014. Mr. DeLille also presented that the TPWP contains the Bi-State Regional Commission's accomplishments over FY2013. A summary of Region 9 transportation planning funding for FY2013 was presented to Committee members. The activities and work tasks are reviewed by the Technical Committee for comments. The Bi-State Regional Commission approves the document and authorizes entering into grant agreements with the Iowa DOT.
6. Public Comments. No public comments were made.
7. Other Business. Mr. DeLille gave a short presentation on the current status of Moving Ahead for Progress in the 21st Century (MAP-21), along with initial discussions over Iowa Region 9 Transportation Alternatives Program (TAP) project selection process.
8. Adjournment. Mr. Boka motioned to adjourn the Iowa Region 9 Transportation Technical Committee meeting. Mr. Lutz seconded the motion and the motion carried. The Iowa Region 9 Transportation Technical Committee meeting adjourned at 2:05 p.m.