



VISION FOR THE FUTURE



ROCK ISLAND COUNTY
METROPOLITAN MASS TRANSIT

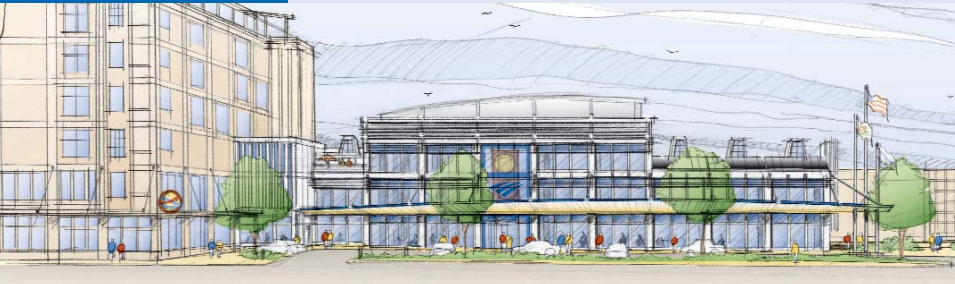


MAINTENANCE FACILITY

VISION FOR THE FUTURE

Throughout the past decade, MetroLINK has played an integral role in shaping our dynamic community. The relationships built have been critical in shaping a vision that embraces livability, connectivity, and sustainability. The Illinois Quad Cities is an economic region slated for exceptional growth, and with the support of solid transportation infrastructure, we will achieve great success. Our future rail connection to Chicago is a catalytic project for the region, representing a significant reinvestment in downtown Moline expected to spur additional private investment in the surrounding area. The current Transit Maintenance Facility project encompasses a variety of unique environmental and human engineering elements, and is key to maintaining a fleet that supports over 3.2 million riders a year...and growing. The proposed Metro Centre, located in downtown Rock Island, is a collaborative effort with the city of Rock Island to further both parties commitment to livable and sustainable efforts.

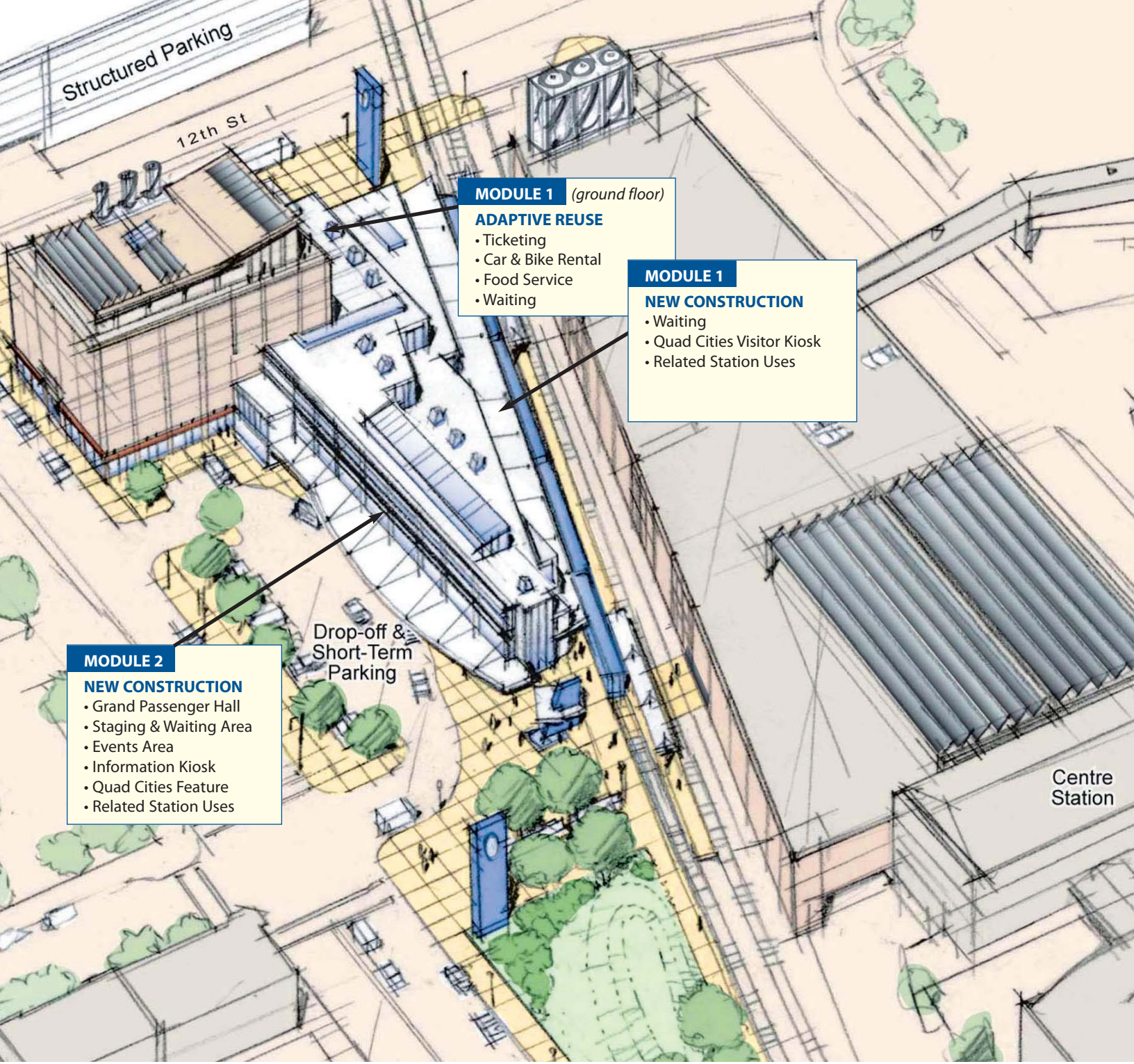
The collective ideas, vision, and commitment from MetroLINK and our sister cities support priorities that drive economic development, transportation infrastructure, and livable communities. These relationships have brought us to where we are today, working together to create a solid future for generations to come.



QUAD CITIES PASSENGER RAIL STATION



ROCK ISLAND METRO CENTRE



GREEN LINE
 Great Lakes to Great River Connection



MOLINE MULTI-MODAL FACILITY & PASSENGER RAIL STATION

In 1996, the Midwest Regional Rail Initiative (MWRRI) was established to improve and expand passenger rail service in nine Midwest states, including Illinois and Iowa. The initiative proposed the use of 3,000 miles of existing rail right-of-way to enhance connectivity, the development of a "hub-and-spoke" rail system that would provide service to and from Chicago, and multi-modal connections to improve system access. One of the routes identified would provide service from Chicago to the Quad Cities and westward to Iowa City and Des Moines, Iowa and Omaha, Nebraska.

BACKGROUND

For nearly 20 years, the city Moline has envisioned a true intermodal station in its downtown. The city and its partners, such as Renew Moline, MetroLINK, the Quad Cities Chamber of Commerce and private corporations have worked diligently to bring passenger rail service to the Quad Cities. Through careful long-range planning and thoughtful economic development strategies, the community is reinvigorating its riverfront downtown, capitalizing on a strong base of tourism, education and corporate business. The multi-modal station will be a catalytic project for the region, strengthening the connection to Chicago while representing a significant reinvestment in downtown Moline expected to spur additional private investment in the surrounding area.

On January 30, 2010, passenger rail service became a reality with Governor Quinn's commitment of \$45 million in State Capital funds to implement service from Chicago to the Quad Cities. In addition, the State has declared the Chicago to Quad Cities route a "Green Line" indicating that sustainable practices will be incorporated into train equipment, operations, construction, stations and even the rail lines themselves.

Schematic plans have been developed to expand Centre Station, the transportation hub for local bus service, Channel Cat Water Taxi, Greyhound and Burlington Trailways. Just one block from the Mississippi River, Centre Station occupies a prime downtown location at the west end of John Deere Commons and across the street from the i-wireless Center, a 12,000 seat civic arena.

GENERAL OBJECTIVE

The proposed station consists of two modules. Module 1 includes the adaptive reuse of an existing historic structure along with an addition to house ticketing, car and bike rental, food service and waiting areas. In addition, private development will be located in the upper floors to create a rich and exciting mixed-use building – including connectivity to Centre Station. Module II is the Grand Passenger Hall envisioned as an impressive civic structure of contemporary glass and steel construction. In support of the Green Line concept and other initiatives at a local level, both Modules will incorporate sustainability components in an effort to attain LEED Silver certification at a minimum, while striving to achieve Gold certification.



MetroLINK
commissioned
"The Smart
Growth Project".

The city of Moline updates its
"Moline Centre Master Plan,"
which identifies the O'Rourke
building as a potential site
for a future Moline Multi-
Modal Facility.

QC Rail Initiative
formed—nearly
10,000 area
individuals
joined to date.

The cities of Moline and
Rock Island initiate the
"Moline/Rock Island Metropolitan
Rail Study" to determine potential
locations for a future Multi-Modal
Facility. The O'Rourke building in
Moline is ranked highest among
the sites evaluated.

1996

1999

2001

2002

2007

2008

The Midwest Regional
Rail Initiative (MWRRI) is
established to improve
and expand passenger
rail service in the Midwest.
A potential route from
Chicago to the Quad Cities
and westward is identified.

MetroLINK develops the
"Quad Cities Balanced Growth
Project," which emphasizes
the importance of intermodal
infrastructure and mixed-use
development in serving
future needs of the Illinois
Quad Cities.

The Illinois Department
of Transportation formally
requests a feasibility study
regarding service between
Chicago and the Quad
Cities. Two potential
routes are identified.

The Iowa Department of
Transportation formally
requests the Chicago/
Quad Cities Passenger
Rail feasibility study be
extended to include
Iowa City. A potential
route is identified.

Together, the proposed station and existing Centre Station create a complete intermodal transit hub offering passenger rail service, bus service, car and bike rental and public gathering space in a central downtown location along the Mississippi Riverfront. The project has much broader implications than just accommodating rail service. The City and its partners have been working aggressively to leverage the station into a major public-private transit-oriented development (TOD) project. The TOD development will relocate or retain nearly **1,100 jobs** with Fortune 500 companies in downtown Moline. The total private investment for the TOD project is estimated at **\$47+ million**. In addition, the Station and TOD projects could potentially create **750 temporary construction jobs, increase household income by \$11 – \$16 million and increase property values by \$50 – \$100 million**. The expansion of Centre Station to create the Moline Multi-Modal Station has the potential to be an important catalytic project for downtown Moline and a major transportation hub for the larger Quad Cities area with long-lasting economic impacts.

Quad Cities businesses will have greater success recruiting talent, accessing capital and connecting to global markets.

The Chicago Area is the midwest's economic global portal. Quad City companies such as John Deere, KONE and Willis support the rail project. This value includes accessing capital and increasing their ability to attract new talent by offering recruits the quality-of-life value of access to Chicago.

The city of Moline develops the "River Drive Corridor Concept Plan," identifying the proposed Moline Multi-Modal Facility area as a mixed-use destination that is "active, viable, and vibrant."

The city of Moline and Renew Moline initiate the development of a schematic concept plan for the future Moline Multi-Modal Facility.

The Moline Multi-Modal Facility is awarded \$10 million in TIGER II funding, followed by a \$6.6 million funding commitment from the State of Illinois.

2009

MetroLINK, the city of Moline, and Renew Moline initiate the "Quad Cities Transit-Oriented Development and Intermodal Plan." The plan identifies potential features of a Moline Multi-Modal Facility and opportunities for mixed-use development in the surrounding area.

2010

The Illinois and Iowa Departments of Transportation develop a "Green Line Vision & Approach for the Chicago/Iowa City Intercity Passenger Rail Program" that provides potential "green" elements for the future Moline Multi-Modal Facility.

The Federal Rail Administration (FRA) awards the Illinois and Iowa Departments of Transportation \$230 million from the High Speed and Intercity Passenger Rail Program to implement service between Chicago and Iowa City via the Quad Cities.



ROCK ISLAND METRO CENTRE

Rock Island Economic Growth Corporation (GROWTH), a nonprofit Community Housing Development Organization (CHDO) and the Rock Island County Metropolitan Mass Transit District (Metro) are partnering to propose a transit-oriented development in the heart of downtown Rock Island. The project will connect a new bus Transfer Station, with commercial space, existing affordable housing, and will create 21 new housing units. This joining of housing with transportation advances recent federal and state initiatives to link housing, with employment, commercial development, and transportation.

GROWTH has been very active in developing both owner-occupied and rental housing in downtown Rock Island, with 181 units created downtown in the last decade. Affordable housing to low, moderate, and middle income households has significantly revitalized the downtown population base, strengthened existing businesses, attracting new businesses, and repurposing old structures. It has also shown the need for improving access to public transportation.

Likewise, the need for improvements has been identified by MetroLINK as critical to ensure the safety and ridership needs of the community. The current transfer stop is located in downtown Rock Island. This site is small, and bus transfers interfere with traffic on a daily basis. This site can only accommodate one bus at a time. MetroLINK utilizes the current location for a minimum of eight route transfers every fifteen to thirty minutes. This greatly impedes traffic flow, as there are no bus berths for transferring passengers outside of the traffic lanes. The transfers at this location average 1,000 per day. The proposed expansion of the MetroLINK fleet through 2035 indicates a need for additional buses running at 15–30 minute headways, which will increase the number of transfers per day at the proposed Metro Centre.

PROJECT DETAILS

The new Metro Centre will be built at the northwest corner of the intersection of 2nd Avenue and 20th Street in downtown Rock Island. A population of approximately 38,000 resides within the greater Metropolitan Statistical Area of the Quad Cities, which has a population of nearly 380,000. A 1,600 square foot

building will be constructed under LEED design, engineering, and construction practices and will include a lobby, restrooms, and retail space. The new Metro Centre will accommodate 8 buses at any given time. Directly to the west is the downtown Arts and Entertainment District, to the east a 199 unit highrise, to the south the federal courthouse, and to the north the Mississippi River. Exterior amenities will include green space areas and landscaping near the building.

Within the same block, GROWTH will build a four-story structure with condominiums on the upper two floors, and parking on the first two levels. The city of Rock Island has expressed their support for the project, coinciding with their plans for creating new housing opportunities in Rock Island. The site is in walking distance to major employers including Modern Woodmen of America, Royal Neighbors, and the Rock Island Arsenal.

PROJECT IMPACT

The proposed project benefits the local economy, improves safety and mobility, creates new job and housing opportunities, and provides cost savings by jointly developing the brownfield site.

Increase in Economic Activity: The new Metro Centre will generate increased economic activity, while the addition of new housing in the downtown will further enhance economic growth. Offices, retail shops, hotels, entertainment centers and other land uses will increase and cluster around a transit station, furthering economic benefits. Commercial and retail shopping close to the station stop would serve the residents of nearby apartments.

The shops and area facilities could also serve those from other points on the transit line.

Improved Safety & Mobility: Rock Island's growing downtown population will benefit from safe, easy access to reliable transportation throughout the greater Quad City region. The proposed Metro Centre will also increase traffic safety, and offer cost savings to the public. Increased mobility also generates other economic benefits by allowing individuals access to education, jobs and public services.

Improved Connections between Housing, Work, and Transportation:

The new facility will enhance the connections between affordable and market-rate housing to public transit riders. The newly proposed workforce housing to be developed by GROWTH will bring new riders and dwellers into the downtown market place. In addition, the existing affordable housing units in Rock Island's well-populated downtown will benefit from the new Metro Centre. These developments include a 199 unit high-rise that serves elderly and disabled individuals (Spencer Towers), which is located across the street from the newly proposed Centre.

Cost Savings: Vehicle operating (gas, maintenance) and parking cost savings are direct cost savings to the individual transit user. Based on the experiences of other metropolitan regions, transit usage may also result in the reduction of the number of vehicles per household, resulting in greater cost savings including monthly vehicle and insurance payments.



Many design elements relating to ergonomics and human factors engineering will be incorporated into the new facility.

- Natural light to enhance mood and morale
- Fitness room including locker room and showers
- On-site nurse station
- Open office layout
- Service area designed to increase efficiency
- Maintenance area equipped with radiant in-floor heating system
- Maintenance bays designed for easier vehicle maneuvering and safety zones for mechanics



TRANSIT MAINTENANCE FACILITY

To address its continuing growth, MetroLINK is constructing a 140,000 square-foot, sustainable design LEED Certified (Silver) Transit Maintenance Facility to better meet current and future system needs. The existing facility was opened in 1983 and was designed for smaller, less sophisticated buses and a fleet half the size of what's currently being utilized. The new, state-of-the-art facility will provide the maximum sustainability standards for MetroLINK's operational and maintenance functions for the next three decades and will incorporate the latest in energy efficiencies, including improved air quality, natural and resource conservation, pollution prevention, and modern diagnostic equipment.

The Transit Maintenance Facility further solidifies MetroLINK's commitment to sustainability in the community, and complements recent "Green" initiatives undertaken by the city of Rock Island. The City has been a leader in sustainable practices in Illinois and throughout the midwest. Some of its successes include implementing a sustainable design team, purchasing a municipal fleet of hybrid vehicles, and the purchase and expansion of a hydropower plant that will provide for over 65% of all power of City-owned facilities. MetroLINK's new Transit Maintenance Facility, located in the City's planned "Columbia Park" area, is expected to bring additional sustainable elements to the community and be a catalyst for future redevelopment.

The following are several unique design components that will be utilized to reduce energy consumption and promote sustainability at MetroLINK's new Transit Maintenance Facility:

- Photovoltaic (PV) Solar Panel Array
- Solar Thermal System
- CNG Fueling System
- Bus Wash Water Reclamation
- Variable-Refrigerant Flow (VRF) System
- Heat Recovery
- Lighting Control Strategies
- Window Glazing
- Prairie Areas and Native Grasses
- Bioswales
- White Thermoplastic Polyolefin (TPO) Roofing
- Construction Waste Management

Energy modeling for the facility indicates that the proposed systems will save MetroLINK \$128,000 per year (63%) in energy costs by reducing electrical consumption by over 476,000 kilowatt hours per year and an addition reduction of almost 12,000 MBTU's for heating over a more traditional baseline design. The design of the facility qualified for an Energy Design Assistance Incentive Grant from MidAmerican Energy as a result of the overall energy reduction. The Incentive Grant to MetroLINK will effectively reduced the payback on the energy efficient building systems employed in the new facility to 6.5 years.



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METROPOLITAN MASS TRANSIT

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