

# Chapter 5: Passenger Transportation Prioritization Strategy

## Planning Area Mobility and Access

The purpose of this document is to provide a basis for efficient and effective passenger transportation services within the region related to resource allocation, service development, coordination of services, and addressing gaps or service needs.

In Chapter 1, transit was defined as moving or conveying passengers from one place to another. A transit system can take many forms and use a variety of vehicles, such as buses, vans, carpools, or trains. Transit can be provided by a variety of methods—public, private, or a combination of efforts. Ideally, a transit system provides the greatest mobility options for people to get to their destinations of choice or need. Chapters 2 and 3 outlined the regional profile from a demographic and transit perspective. Chapter 4 outlined a needs and policy direction for framing the region’s priorities. The regional transit vision is:

*Transit service in the Greater Bi-State Region is to be convenient, financially invested to maximize coverage and diversity of customers, affordable, geographically distributed, and safe.*

Transportation programming involves identifying funding sources to move projects to implementation, whether continuing an existing transit service, building a new transit facility, or expanding and/or creating new transit routes or services.

## Federal Transit Funding Assistance

As outlined in Chapter 1, there are a number of financial resources available for transit. These sources may be apportioned to a specific transit agency or provider, metropolitan area, region, or state. In other cases, funds are competitively distributed based on specific criteria either at a local, state, or regional level. As transportation resources become more transparent and coordination among federal, state, regional, and local organizations becomes more prevalent, there will be a growing recognition that funding resources need both flexibility and potential consolidation to allow the greatest options for mobility.

There are many federal programs that fund transportation. At this moment in transit planning, increased funding resources are beginning to make their way to projects on the ground. Examples in the Bi-State Region include the introduction of electric buses into Davenport’s bus fleet, expanded electric charging systems for MetroLINK’s Operations and Maintenance Center, and expanded Channel Cat service to the Bend in East Moline. Ongoing diligence will be needed to identify the extent of new and available transit funding assistance and potential opportunities within the Greater Bi-State Region. Table 5.1 outlines these sources by category for Fiscal Year 2022 known-to-date.

**Table 5.1  
Federal Transit Funding Assistance – FFY2022**

Program Name	FTA Section	P/C/O*	QCA MPO	Iowa Region 9	Illinois Region 2
Metropolitan Planning Program	5303	P	\$75,266	N/A	N/A
Statewide Planning Program	5304	P	N/A	\$21,933	N/A
Urbanized Area Formula Program	5307	P/C/O	\$5,882,954	N/A	N/A
Bus and Bus Facilities	5339	C	\$491,710	\$	
Enhanced Mobility	5310	C	\$396,823	\$0	Awaiting IDOT award
Rural or Non-urbanized Area Formula Program	5311	P/C/O	N/A	\$970,560	\$389,460
State of Good Repair	5337	C	\$271,271	\$0	\$0
<b>TOTAL</b>			<b>\$7,118,024</b>	<b>\$992,493</b>	<b>\$389,460</b>

\*Type of Funding - Planning (P), Capital (C), Operating (O)

### Transit Programming

The process of choosing among various transit development alternatives involves transit providers’ staff and their respective boards or councils, including the urban and regional transportation technical and policy committees, the Region 2 Transit Advisory Committee, and input collected from the general public. These stakeholders have come together through a planning process to select a proposed program of transit services for the immediate year and subsequent years. The following section of this chapter outlines a four-year program of transit priorities in the Greater Bi-State Region.

#### Quad Cities Urbanized Area

The urban Quad Cities Area uses a project selection process for urban Surface Transportation Block Grants (STBG) funding semi-annually. Projects are selected according to a scoring system based on established criteria. Members of the Regional Transit Interest Group (RTIG) and the media in the metropolitan area are notified of the candidate project selection process at least 30 days prior to project approval. The Transportation Technical Committee reviews the recommendations, ranks the projects based on the selection criteria, and forwards their recommendation(s) to the urban Transportation Policy Committee. As noted in the Public Involvement Process for

Transportation Planning, in the Davenport, IA-IL Urbanized Area, there is a 14-day comment period prior to approval by the Policy Committee. Programmed projects are subject to public review as they are included in the Transportation Improvement Program (TIP) process.

#### Non-Metropolitan Area

In July 2007, a Region 2 Transit Advisory Committee (TAC) was created to assist in the development and adoption of the Bi-State Transit Development Plan and to assist with the ranking and endorsement of Section 5307/5311 and 5310 projects in Henry, Mercer, Rock Island, and Whiteside Counties in Illinois. After being scored by RTAC, projects are sent to the Illinois Department of Transportation (Illinois DOT). Once reaching Illinois DOT, a State Oversight Committee scores and selects projects for funding. Section 5310 capital assistance applications are endorsed by the committee based on active participation in the regional coordination process and consistency with this plan. Project applications are then sent to the Illinois DOT for scoring.

In Iowa Region 9, projects compete at a statewide level. Since there are no comparable committee ranking projects in Region 9, participation in the development and adoption of the Transit Development Plan by Region 9 Technical and Policy Committees constitutes project endorsement at a regional level.

## Priority Programming – Operations

With service needs and funding sources identified, the next step is to prioritize solutions that translate into viable projects. Based on information provided in Chapter 4, the FY2023-FY2026 projects listed below have been recommended for operations funding. The status of current fiscal year projects as well as proposed projects for future fiscal years (including cost estimates) are displayed in Tables 5.2, 5.3, and 5.4.

### Seniors and Individuals with Disabilities

As discussed in Chapter 4, maintaining and improving mobility for individuals with disabilities and seniors is a priority throughout the Greater Bi-State Region. The following projects have been recommended for funding under Section 5310 to assist in meeting the transportation needs of these populations:

- City of Muscatine (MuscaBus) – MuscaBus currently operates an evening service that operates Tuesdays and Thursdays from 5:30 p.m. to 9:30 p.m. called New Freedom. Although Enhanced Mobility funds for this service have expired (formerly 5317), the service’s name remains the same, but is now funded under FTA money with a municipal match. As ridership increases, it may be necessary to hire an additional driver and purchase an additional vehicle to meet service demands.
- River Bend Transit (RBT) – RBT will continue its Enhanced Mobility program that provides transportation beyond ADA requirements for seniors and individuals with disabilities. The service operates Monday through Friday from 5:30 a.m. to 7:00 p.m., and crosses seamlessly between Davenport and Bettendorf with door-to-door pick-ups. The route offers additional services including: extended driver assisted service, same day service, routine booking that exceeds 50% of scheduled trips (no special application to qualify), bus travel beyond ¾-mile rider corridor, and flexibility to modify when necessary.

- Whiteside County Public Transportation (WCPT) – In 2013, WCPT expanded their service hours from 8:00 a.m. to 4:00 p.m. to 6:00 a.m. to 6:00 p.m. using Enhanced Mobility money. The expanded service continues to allow riders working traditional work hours to utilize the service while giving individuals with disabilities and seniors the opportunity to benefit from early morning service and/or early evening service.

### Sections 5307 and 5311 Funding

Public outreach and interviews with transit operators continue to demonstrate a growing need for employment and employment-related transportation in the Greater Bi-State Region. Prior to MAP-21, these types of employment-specific services were eligible under standalone JARC funding. With the JARC program now phased out, they became eligible projects under Sections 5307 and 5311. Based on regional priorities, the following programs are recommended:

- City of Muscatine (MuscaBus) – MuscaBus currently operates a demand-response service for employment-related trips during evening hours. The goal of the program is to transport low-income individuals to a large concentration of industrial jobs in Muscatine during second shift and other non-traditional hours. A possible alteration to the current services offered would be to change the hours from 5:30 p.m. to 9:30 p.m. to 7:00 p.m. to 11:00 p.m. to meet the demand of more riders. Trips to childcare and job-readiness classes are also provided. All services are ADA accessible. The continuation of the program will meet the identified need of expanding service hours without creating a duplication of services. In the future, Sunday operation may also be recommended if a significant increase in demand occurs.
- River Bend Transit (RBT) – In 2012, RBT began to coordinate employment transportation service for entry level/low-income employees with Davenport CitiBus. RBT

continues to provide this service Monday through Friday between the CitiBus hub located on Welcome Way and the industrial areas north of I-80. The service provides four morning trips to the Eastern Iowa Industrial Center from the hub and five afternoon return trips from the Industrial Center. Morning service runs approximately 6:00 a.m. to 10:00 a.m.; afternoon service from approximately 3:00 p.m. to 7:00 p.m. Hours of operation are coordinated with CitiBus schedules at the Main Street Hub and the GTC to minimize transfer wait time. Riders are able to connect to the fixed-route services of the Bettendorf Transit system and the Illinois Metro system using Davenport CitiBus.

RBT also coordinates with Davenport CitiBus to provide early Saturday morning demand-response work trips within the CitiBus service area. The CitiBus fixed-route service does not start until 9:00 a.m. on Saturdays. This service allows low-income workers access to their early morning jobs that start before fixed-route service begins. Hours of service are from 6:00 a.m. to 9:00 a.m. every Saturday. Riders can utilize the CitiBus service for their return trips later in the day. This service is open to the public with pre-approved rider rosters provided by CitiBus.

RBT's regular demand response service operating hours are 5:30 a.m. to 7:00 p.m. Monday through Saturday. Davenport CitiBus absorbed RBT's extended work-related transportation program that includes service from 7:00 p.m. to midnight, Monday through Saturday, and 6:00 p.m. to 11:00 p.m. on Sunday. Due to JARC funds ending and the success of the work-related transportation service hours, the City of Davenport agreed to inherit the costs, so that operation could continue.

### Other Funding Sources

Not all funding sources are from the Department of Transportation. Many of the rural transit agencies are able to raise money through fundraising events and by selling space on their respective fleet for other businesses to

utilize as a marketing tool. Agencies are also encouraged to apply for any supplemental grants to assist with costs. These may be grants for operational costs or costs relating to fleet inventory or technology and/or facility improvements. Some grant programs cater to the rural areas, while others are applicable to the urban areas.

### Urban Services

Although much of the urbanized Quad Cities Area is served by fixed-route and/or regional public transit service, future transit operations funding will be necessary to meet service needs. Improvements such as extensions to service days/hours, public outreach and education, increased routes, improved technology to ease travel, and transit friendly infrastructure have been recommended.

Strong passenger transportation systems contribute to a more economically-vibrant Bi-State Region. Future improvements across the region will increase access to employment centers, schools, shopping centers, and medical facilities while spurring economic activity and mitigating congestion and air and noise pollution. According to the Federal Transit Administration, public health and safety also improve with the use of public transportation. On-going promotion of multi-modal transportation, such as the availability of bike racks on buses, expand mobility choices in the Quad Cities Metropolitan Area. Route modifications to reflect ridership patterns and recent urban development are implemented periodically. The benefits of public transportation are clear, and the Quad Cities Area is capable of and prepared to take advantage of its existing and future passenger transportation infrastructure.

### Regional Services

As noted in previous chapters, service availability varies significantly between planning areas in the Greater Bi-State Region. All counties continue to work to maintain and expand existing services through coordination efforts and by meeting identified demands. Bi-State facilitates quarterly meetings with the Illinois Region 2 Transit Advisory Committee and the

Iowa Region 9 Transportation Technical and Policy Committees in an effort to increase coordination and to identify where the regional gaps in services continue to exist.

**Table 5.2**  
**Status of Current Operating Expenses FFY 2023**  
**FFY 2023 (October 1, 2022-September 30, 2023)**

Project Sponsor	Project Description	Project Type	Estimated Total Cost (\$)	Federal Share		State Share		Local Share	
				Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Abilities Plus – Henry County	FFY 2023 Operations	O	\$709,544	\$126,859	5311	\$461,203	DOAP	\$121,482	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2023 Operations	O	\$844,132	\$336,851	5307	\$96,315	STA	\$410,966	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2023 ADA Paratransit	O	\$257,948	\$36,206	5307	\$151,948	STA	\$17,667	LOC
				\$52,127	5310				
City of Davenport (CITIBUS)	JARC Projects	O	\$240,000	\$0	5307	\$0		\$240,000	LOC
City of Davenport (CITIBUS)	FFY 2023 Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC
City of Davenport (CITIBUS)	FFY 2023 ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC
City of Muscatine (MUSCABUS)	FFY 2023 Operations	O	\$1,174,137	\$526,553	5311	\$283,155	STA	\$364,429	LCL
River Bend Transit	FFY 2023 Operations	O	\$4,456,354	\$444,097	5311	\$383,972	STA	\$3,628,285	LOC
RIM Rural Transit	FFY 2023 Operations	O	\$662,921	\$95,300	5311	\$542,200	DOAP	\$20,110	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Transit Operations	O	\$19,504,778	\$0		\$12,678,106	STA	\$6,826,672	LOC
Whiteside County	FFY 2023 Operations	O	\$800,000	\$167,302	5311	\$599,000	DOAP	\$112,698	LOC

**Table 5.3**  
**Initial Year of Operating Expenses FFY 2024**  
**FFY 2024 (October 1, 2023-September 30, 2024)**

Project Sponsor	Project Description	Project Type	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
				Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Abilities Plus – Henry County	FFY 2024 Operations	O	\$767,813	\$126,859	5311	\$507,323	DOAP	\$133,631	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2024 Operations	O	\$869,456	\$139,113	5307	\$98,559	STA	\$631,784	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2024 ADA Paratransit	O	\$266,332	\$37,292	5307	\$157,152	STA	\$18,197	LOC
				\$53,691	5310				
City of Davenport (CITIBUS)	JARC Projects	O	\$240,000	\$0		\$0		\$240,000	LOC
City of Davenport (CITIBUS)	FFY 2024 Transit Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	2,015,000	LOC
City of Davenport (CITIBUS)	FFY 2024 ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2024 Transit Operations	O	\$19,504,778	\$0		\$12,678,106	STA	\$6,826,672	LOC
City of Muscatine (MUSCABUS)	FFY 2024 Operations	O	\$1,209,300	\$542,400	5311	\$280,600	STA	\$386,300	LOC
River Bend Transit	FFY 2024 Operations	O	\$4,456,354	\$4,456,354	5311	\$383,972	STA	\$3,628,285	LOC
RIM Rural Transit	FFY 2024 Operations	O	\$662,921	\$95,300	5311	\$542,200	DOAP	\$20,110	LOC
Whiteside County	FFY 2024 Operations	O	\$880,000	\$167,302	5311	\$658,900	DOAP	\$140,698	LOC

**Table 5.4**  
**Operating Expenses FFY 2025-2026**  
**(FFY October 1, 2025- September 30, 2026)**

Project Sponsor	Project Description	Project Type	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
				Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Abilities Plus – Henry County	FFY 2025 Operations	O	\$831,908	\$126,859	5311	\$558,056	DOAP	\$146,993	LOC
Abilities Plus – Henry County	FFY 2026 Operations	O	\$902,413	\$126,859	5311	\$613,861	DOAP	\$161,693	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2025 Transit Operations	O	\$895,540	\$143,286	5307	\$100,849	STA	\$651,405	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2025 ADA Paratransit	O	\$274,987	\$38,410	5307	\$162,533	STA	\$18,742	LOC
				\$55,302	5310				
City of Bettendorf (Bettendorf Transit)	FFY 2026 Transit Operations	O	\$922,406	\$147,585	5307	\$104,173	STA	\$670,648	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2026 ADA Paratransit	O	\$283,237	\$39,562	5307	\$167,409	STA	\$19,305	LOC
				\$56,961	5310				
City of Davenport (CITIBUS)	FFY 2025 Transit Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC
City of Davenport (CITIBUS)	FFY 2025 ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC
City of Davenport (CITIBUS)	FFY 2025 JARC Projects	O	\$240,000	\$0		\$0		\$240,000	
City of Davenport (CITIBUS)	FFY 2026 Transit Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC
City of Davenport (CITIBUS)	FFY 2026 ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC
City of Davenport (CITIBUS)	FFY 2026 JARC Projects	O	\$240,000	\$0		\$0		\$240,000	
City of Muscatine (MUSCABUS)	FFY 2025 Transit Operations	O	\$1,245,600	\$558,700	5311	\$289,000		\$397,900	LOC
City of Muscatine (MUSCABUS)	FFY 2026 Transit Operations	O	\$1,283,000	\$575,500	5311	\$297,700	STA	\$409,800	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Transit Operations	O	\$29,000,000	\$0		\$18,850,000	STA	\$10,150,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Transit Operations	O	\$29,000,000	\$0		\$18,850,000	STA	\$10,150,000	LOC
River Bend Transit	FFY 2025 Operations	O	\$4,456,354	\$444,097	5311	\$383,972	STA	\$3,628,285	LOC
River Bend Transit	FFY 2026 Operations	O	\$4,456,354	\$444,097	5311	\$383,972	STA	\$3,628,285	LOC
RIM Rural Transit	FFY 2025 Transit Operations	O	\$662,921	\$95,300	5311	\$542,200	DOAP	\$20,110	LOC

Project Sponsor	Project Description	Project Type	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
				Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
RIM Rural Transit	FFY 2026 Transit Operations	O	\$662,921	\$95,300	5311	\$542,200	DOAP	\$20,110	LOC
Whiteside County	FFY 2025 Transit Operations	O	\$968,000	\$167,302	5311	\$724,790	DOAP	\$171,498	LOC
Whiteside County	FFY 2026 Transit Operations	O	\$1,064,800	\$167,302	5311	\$797,269	DOAP	\$205,378	LOC

### Priority Programming – Capital

There are a number of capital needs in the Bi-State Region primarily for maintaining existing fleets, but also for the replacement and/or expansion of fleets to meet service demands. In addition, replacement of accessory equipment (cameras, fare boxes, wheelchair lifts, advanced technology services available, etc.) and facility needs are included under this category.

### Fleet Expansion and Replacement

As noted in Chapter 4, information obtained from transit operators indicates that additional funding is needed to continue meeting current vehicle fleet replacement cycles. Recent increases in federal funding will help alleviate some of the maintenance backlog. However, ancillary issues such as supply chain problems will delay the deployment of some of the improvements. Some services have noted that they could increase ridership if they had more vehicles available to meet the demand. A full listing of vehicle replacement and expansion needs for FY2023-2026 is listed in Tables 5.6 and 5.7, as well as the status of current year projects in Table 5.5. In addition, certain human service agencies found within the region request replacement vehicles when needed using federal and state funds.

### Accessory Equipment and Facilities

As noted in Chapter 4, in the past, Davenport CitiBus and MetroLINK operated a shared maintenance facility. Since the lapse of the agreement, MetroLINK moved into a new maintenance facility in spring 2014, while CitiBus vehicles are maintained at the Davenport Public Works facility.

MetroLINK upgraded its GPS/Automated Vehicle Location (AVL) system on its fixed-route vehicles. The software, called Clever, allows dispatchers to see the real-time location of vehicles as they travel throughout the network. It plans to add the same equipment to its para-transit fleet in the future. MetroLINK has also proposed the upgrade of existing fare collection systems to provide contactless forms of payment.

Whiteside County Public Transportation intends to construct a new transit facility. Funds have not yet been secured, though the agency is actively reviewing available funding opportunities.

Accessory equipment projects such as software and additional bus shelter purchases have also been recommended and are listed in Tables 5.5, 5.6, and 5.7.

**Table 5.5  
Status of Current Capital Expenses FFY 2023  
FFY 2023 (October 1, 2022-September 30, 2023)**

Project Sponsor	Project Description	Project Type	# Of Units	Cost Per Unit	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
						Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Abilities Plus – Henry County	FFY 2023 Replace 3 minivans	C	3	\$40,113	\$120,339	\$120,339	5311				
Abilities Plus – Henry County	FFY 2023 Replace 3 medium duty vehicles	C	3	\$60,247	\$180,741	\$180,741	5311				
City of Bettendorf (Bettendorf Transit)	FFY 2023 Preventative Maintenance	C			\$192,320	\$153,856	5307	\$0		\$38,464	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2023 ADP Hardware	C			\$20,000	\$16,000	5307	\$0		\$4,000	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2023 ADP Software	C			\$10,000	\$8,000	5307	\$0		\$2,000	LOC
City of Davenport (CITIBUS)	FFY 2023 Preventative Maintenance	C			\$800,000	\$640,000	5307	\$0		\$160,000	LOC
City of Davenport (CITIBUS)	4 Electric Buses and bus charging infrastructure	C	4	\$837,500	\$5,718,111	\$4,874,993	5339- LoNo	\$0		\$843,118	LOC & MIDAMERICAN ENERGY
City of Davenport (CITIBUS)	Radio Upgrade	C			\$350,000					\$350,000	LOC
City of Davenport (CITIBUS)	AVL Software	C			\$203,066	\$148,238	5339	\$0		\$54,828	LOC
City of Muscatine (MUSCABUS)	Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 253, 254	C	2	\$158,100	\$316,200	\$268,770	SEC. 5339			\$47,430	LCL
City of Muscatine (MUSCABUS)	Automatic Drive Through Wash Bay	C	1	\$1,300,000	\$1,300,000	\$422,559	SEC. 5339	\$500,000	PTIG	\$377,441	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	Replace Village of East Davenport Ferryboat Landing	C			\$1,500,000	\$1,200,000	5307 Ferry	\$0		\$300,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	OMC Expansion	C			\$5,000,000			\$5,000,000		\$0	
Rock Island County Metropolitan Mass Transit District (METRO)	Replace 2 LD buses and 2 mini-vans	C			\$274,000	\$219,200	5310	\$54,800		\$0	
Rock Island County Metropolitan Mass Transit District (METRO)	Replace (5) 30-40' Buses	C			\$3,164,148	\$0	5339/Low-No/Bus&BusFacil/5307	\$0		\$3,164,148	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Automated Yard & ADAS Bus Project	C			\$6,050,000	\$4,840,000	5339/5307	\$1,210,000	REBUILD		
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2023 Preventive Maintenance	C			\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2023 Transit Enhancements	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	MSE	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2023 ADP Hardware	C			\$12,000	\$9,600	5307	\$0		\$2,400	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2023 ADP Software	C			\$10,000	\$8,000	5307	\$0		\$2,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Shelters & Shelter Repairs	C			\$20,000	\$16,000	5307/5339	\$0		\$4,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Replace (1) 30-40' Buses	C			\$750,000	\$600,000	5307/Low-No/5339	\$0		\$150,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Electric Bus Battery Leases	C			\$155,304	\$124,243	5307/5339	\$0		\$31,061	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Preventive Maintenance Ferry	C			\$37,500	\$30,000	5307	\$0		\$7,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Two Expansion Medium Duty Buses	C			\$150,000	\$120,000	5310	\$30,000	STA		

Project Sponsor	Project Description	Project Type	# Of Units	Cost Per Unit	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
						Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Rock Island County Metropolitan Mass Transit District (METRO)	New Ferry East Moline	C			\$1,850,000	\$1,850,000	5307 Ferry	\$0		\$0	TDC
Rock Island County Metropolitan Mass Transit District (METRO)	(15) Expansion Buses	C	15	\$1,147,500	\$17,212,500	\$17,212,500	5339/Low-No/ Bus&BusFacil/5307	\$0			TDC
Rock Island County Metropolitan Mass Transit District (METRO)	Solar Panel Expansion	C			\$2,000,000	\$2,000,000	5339/Low-No/ Bus&BusFacil/5307	\$0			TDC
RIM Rural Transit	FFY 2023 Replace one (1) Light Duty bus	C	1	\$70,000	\$70,000			\$70,000	REBUILD		
RIM Rural Transit	FFY 2023 One (1) expansion Light Duty bus	C	1	\$70,000	\$70,000			\$70,000	REBUILD		
RIM Rural Transit	FFY 2023 Replace four (4) minivans	C	4	\$62,000	\$248,000	\$248,000	5311				
RIM Rural Transit	FFY 2023 Four (4) expansion minivans	C	4	\$62,000	\$248,000	\$248,000	5311				
River Bend Transit	Replace (2) 158" w.b. ADA Light Duty Buses Vehicle #'s 998, 999	C	2	\$137,698	\$275,396	\$234,086	5339			\$41,310	LCL
River Bend Transit	Replace (6) 176" w.b. ADA Light Duty Buses Vehicle #'s 200, 201, 202, 241, 242, 243	C	6	\$136,637	\$819,822	\$696,846	5339			\$122,976	LCL
River Bend Transit	Construct Vehicle Storage Garage	C			\$5,700,000	\$4,560,000	5339			\$1,140,000	LCL
Whiteside County	ITS	C			\$14,520			\$14,520	STA		
Whiteside County	Office Equipment	C			\$35,480			\$35,480	STA		

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**Table 5.6**  
**Initial Capital Expenses FFY 2024**  
**FFY 2024 (October 1, 2023-September 30, 2024)**

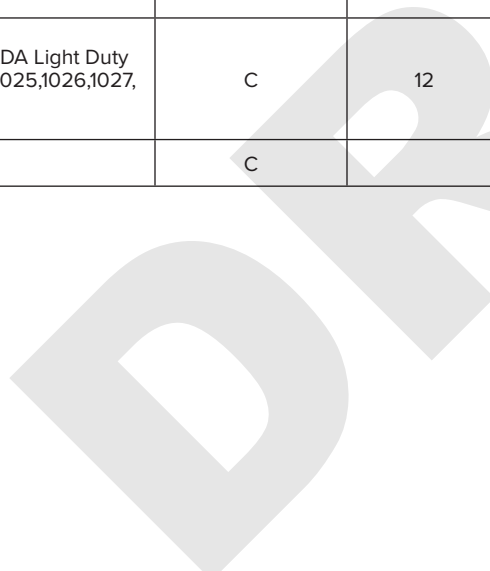
Project Sponsor	Project Description	Project Type	# Of Units	Cost Per Unit	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
						Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Abilities Plus – Henry County	Replace 1 Med Duty Vehicle	C	1	\$75,000	\$75,000	\$75,000	5311				
Abilities Plus – Henry County	Replace 3 Mini vans	C	3	\$50,000	\$150,000			\$150,000	REBUILD		
Abilities Plus – Henry County	Replace 1 Med Duty Vehicle	C	1	\$62,000	\$62,000			\$62,000	REBUILD		
Abilities Plus—Henry County	Replace 2 Mini vans	C	2	\$62,000	\$124,000	\$124,000	5311				
City of Bettendorf (Bettendorf Transit)	FFY 2024 Preventative Maintenance	C			\$198,090	\$158,472	5307	\$0		\$39,618	LOC
City of Bettendorf (Bettendorf Transit)	ADP Software	C			\$5,000	\$4,000	5307	\$0		\$1,000	LOC
City of Bettendorf (Bettendorf Transit)	Bus Replacement	C	5	\$150,000	\$750,000	\$618,659	5307/5339	\$0		\$131,341	LOC
City of Davenport (CITIBUS)	FFY 2024 Preventative Maintenance	C			\$800,000	\$640,000	5307	\$0		\$160,000	LOC
City of Davenport (CITIBUS)	FFY 2024 Bus Shelters	C			\$150,000	\$120,000	5339	\$0		\$30,000	LOC
City of Muscatine (MUSCABUS)	Replace (1) 176" w.b. ADA Light Duty Buses Vehicle # 255	C	1	\$166,000	\$166,000	\$1,411,000	SEC. 5339			\$24,900	LCL
City of Muscatine (MUSCABUS)	Replace (1) Conversion Van Vehicle #256	C	1	\$97,400	\$97,400	\$82,790	SEC. 5339			\$14,610	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2024 Preventative Maintenance	C			\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2024 Transit Enhancements	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2024 ADP Hardware	C			\$12,000	\$9,600	5307	\$0		\$2,400	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2024 ADP Software	C			\$10,000	\$8,000	5307	\$0		\$2,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2024 MSE	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2024 Shelters	C			\$20,000	\$16,000	5307/5339	\$0		\$4,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Replace (1) 30-40' Buses	C	4	\$412,000	\$1,648,000	\$1,318,400	Low-No	\$0		\$329,600	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Electric Bus Battery Leases	C			\$155,304	\$124,243	5307/5339	\$0		\$31,061	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Ferryboat Preventive Maintenance	C			\$37,500	\$30,000	5307	\$0		\$7,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Replace (3) Light Duty Buses & 2 Medium Duty Buses	C			\$300,000	\$240,000	5310	\$60,000	STA		
RIM Rural Transit	FFY 2024 Purchase (1) one minivan	C	1	N/A	\$62,000	\$62,000	5310/STA				
RIM Rural Transit	FFY 2024 Purchase (1) one light duty vehicle	C	1	N/A	\$70,000	\$70,000	5310/STA				
River Bend Transit	Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #'s 825, 826, 828, 829, 812, 813, 814, 815, 817, 818, 819, 821	C	12	\$141,829	\$1,701,947	\$1,446,654	SEC. 5339			\$255,293	LCL
River Bend Transit	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 820, 827	C	2	\$140,736	\$281,472	\$239,251	SEC. 5339			\$42,221	LCL



**Table 5.7  
Capital Expenses FFY 2025-2026  
(FFY October 1, 2025- September 30, 2026)**

Project Sponsor	Project Description	Project Type	# Of Units	Cost Per Unit	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
						Dollars (\$)	Source	Dollars (\$) <sup>2</sup>	Source <sup>3</sup>	Dollars (\$) <sup>4</sup>	Source <sup>5</sup>
Abilities Plus – Henry County	FFY 2025 Replace 4 med duty vans	C	4	62000	\$248,000	\$248,000	5311				
Abilities Plus – Henry County	FFY 2025 Replace 2 mini vans	C	2	50000	\$100,000	\$100,000	5311				
City of Bettendorf (Bettendorf Transit)	FFY 2025 Preventative Maintenance	C			\$204,032	\$163,226	5307	\$0		\$40,806	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2025 ADP Software	C			\$5,000	\$4,000	5307	\$0		\$1,000	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2026 Preventative Maintenance	C			\$210,153	\$168,122	5307	\$0		\$42,031	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2026 ADP Software	C			\$19,617	\$15,694	5307	\$0		\$3,923	LOC
City of Davenport (CITIBUS)	FFY 2025 Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	2	\$700,000	\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC
City of Davenport (CITIBUS)	FFY 2026 Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	2	\$700,000	\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC
City of Davenport (CITIBUS)	FFY 2025 Preventative Maintenance	C			\$800,000	\$640,000	5307	0		\$160,000	LOC
City of Davenport (CITIBUS)	FFY 2026 Preventative Maintenance	C			\$800,000	\$640,000	5307	0		\$160,000	LOC
City of Muscatine (MUSCABUS)	FY 2025 Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 257, 258	C	2	\$218,800	\$437,600	\$371,960	SEC. 5339			\$65,640	LCL
City of Muscatine (MUSCABUS)	FFY 2026 Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 259	C	1	\$183,000	\$183,000	\$155,550	5339			\$27,450	LCL
City of Muscatine (MUSCABUS)	FFY 2026 Replace (1) 176" w.b. ADA Light Duty Low Floor Bus Vehicle # 260, 261	C	2	\$240,680	\$481,360	\$409,150	SEC. 5339			\$72,210	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Preventive Maintenance	C			\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Transit Enhancements	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 MSE	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 ADP Hardware	C			\$12,000	\$9,600	5307	\$0		\$2,400	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 ADP Software	C			\$10,000	\$8,000	5307	\$0		\$2,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Shelters & Shelter Repairs	C			\$20,000	\$16,000	5307/5339	\$0		\$4,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Replace (1) 30-40' Buses	C			\$750,000	\$600,000	5307/Low-No/5339	\$0		\$150,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Electric Bus Battery Leases	C			\$155,304	\$124,243	5307/5339	\$0		\$31,061	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Ferryboat Preventive Maintenance	C			\$37,500	\$30,000	5307	\$0		\$7,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Replace (3) Light Duty Buses & 2 Medium Duty Buses	C			\$300,000	\$240,000	5310	\$60,000	STA		
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Preventive Maintenance	C			\$1,562,500	\$1,250,000	5307	\$0		\$312,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Transit Enhancements	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 MSE	C			\$50,000	\$40,000	5307	\$0		\$10,000	LOC

Project Sponsor	Project Description	Project Type	# Of Units	Cost Per Unit	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
						Dollars (\$)	Source	Dollars (\$) <sup>2</sup>	Source <sup>3</sup>	Dollars (\$) <sup>4</sup>	Source <sup>5</sup>
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 ADP Hardware	C			\$100,000	\$80,000	5307	\$0		\$20,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 ADP Software	C			\$100,000	\$80,000	5307	\$0		\$20,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Shelters & Shelter Repairs	C			\$25,000	\$20,000	5307/5339	\$0		\$5,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Purchase (3) 30-40' Buses	C			\$2,700,000	\$2,160,000	5307/Low-No/5339	\$0		\$540,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Ferryboat Preventive Maintenance	C			\$37,500	\$30,000	5307	\$0		\$7,500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Replace (5) Medium Duty Buses & (1) Light Duty Bus & (1) Minivan	C			\$434,000	\$347,200	5310	\$86,800	STA		
RIM Rural Transit	FFY 2025 Purchase (1) one minivan	C	1	N/A	\$62,000	\$62,000	5310/STA				
RIM Rural Transit	FFY 2025 Purchase (1) one light duty vehicle	C	1	N/A	\$70,000	\$70,000	5310/STA				
RIM Rural Transit	FFY 2026 Purchase (1) one minivan	C	1	N/A	\$62,000	\$62,000	5310/STA				
RIM Rural Transit	FFY 2026 Purchase (1) one light duty vehicle	C	1	N/A	\$70,000	\$70,000	5310/STA				
RIM Rural Transit	FFY 2026 Transit Hub - Indoor vehicle storage; Offices; Bus wash	C			\$2,500,000					\$2,500,000	LOC
River Bend Transit	FFY 2025 Replace (9) 158" w.b. ADA Light Duty Buses Vehicle #'s 932, 933, 934, 936, 937, 940, 944, 945, 946	C	9	141828.94	\$1,276,460	\$1,084,990	SEC. 5339			\$191,470	LCL
River Bend Transit	FFY 2025 Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 914, 915	C	2	140736.11	\$281,472	\$239,251	SEC. 5339			\$42,221	LCL
River Bend Transit	FFY 2026 Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #'s 1020,1021,1022,1025,1026,1027, 1028,1029,1030,1031,1061,1062	C	12	\$141,829	\$1,701,947	\$1,446,654	SEC. 5339			\$255,293	LCL
Whiteside County	Misc. Equipment	C			\$50,000	\$40,000		\$10,000	STA		



## Priority Programming – Planning

Existing transit providers utilize planning funds to administer their grants, conduct short and long-range planning analyses or special studies, and manage their transportation improvement program. Table 5.9 outlines these program and funding needs in the coming fiscal year.

### Transit Systems

Staff of the transit systems prepare and submit all necessary grant applications, quarterly reports, and year-end reports as required by FTA or other grantor. Budget development occurs in context with the objectives of either the metropolitan, regional, or statewide Long Range Plan; the program of projects in the TIP; and other planning documents of the state, region, or organization.

Staff maintains records on revenue mileage, headways by route, annual bus runs, and other vital operational data for use by FTA and the state, as appropriate for the funding source. This information is used in conjunction with proposed route alterations, schedule revisions, and fare restructuring to help provide a diagnostic as to how system changes affect both the system as a whole and the general public. Staff examines and analyzes the replacement needs of fleet and equipment in conjunction with the above stated diagnostic.

Staff annually gather and provide the Metropolitan Planning Organization or state with the information required for transit providers' portion of the Transportation Improvement Program (TIP). It includes transit improvements for the upcoming fiscal year, areas of system priority, cost and revenue estimates that are

financially constrained, and other appropriate documentation for justification of said improvements. Information is provided for the following four program years to allow for the creation of a four-year TDP document and four-year TIP.

Additionally, planning funds are used to conduct special studies that will analyze a transit issue and look at transit investments and the resulting costs and benefits. Studies will also look at the coordination of existing and planned transit infrastructure and services with other transportation improvements.

### Bi-State Regional Commission

Bi-State Regional Commission conducts transportation planning within the Greater Bi-State Region. Transit planning activities include long-range transportation planning, corridor planning, and multi-modal planning efforts and coordination. Bi-State hosts quarterly meetings among the transit managers in the Quad Cities, facilitating coordination to meet the needs of transit riders in the urban area. Regional and rural providers participate on other committees, notably the Region 2 (IL) Transit Advisory Committee and the Region 9 (IA) Transportation Technical Committee. Bi-State and the Greater Bi-State Region continue to initiate air quality efforts in the region while closely monitoring those areas affected by poorer air quality conditions. Bi-State facilitates an Air Quality Task Force that meets biannually encouraging communities to take a proactive approach to maintain status of attainment in the region. Updated data from air quality monitor stations throughout the region are shared with the task force, as are updates to federal rules and guidelines.

**Table 5.8**  
**Current Year Planning Expenses FFY 2023**  
**(October 1, 2022-September 30, 2023)**

Project Sponsor	Project Description	Proj. Type	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
				Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Bi-State Regional Commission	2023 Region 9 Transit Planning	P	\$27,416	\$21,933	SEC. 5305e			\$5,483	MEM
Bi-State Regional Commission	2023 Urban Transit Planning	P	\$94,083	\$75,266	5303	\$0		\$18,817	LOC
City of Bettendorf	2023 Transit Planning	P	\$34,969	\$27,976	5307	\$0		\$6,993	LOC
City of Davenport	2023 Transit Planning	P	\$150,000	\$120,000	5307	\$0		\$30,000	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	2023 Transit Planning Studies	P	\$60,000	\$48,000	5307	\$0	STA	\$12,000	LCL

**Table 5.9**  
**Initial Year Planning Expenses FFY 2024**  
**(October 1, 2023-September 30, 2024)**

Project Sponsor	Project Description	Proj. Type	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
				Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Bi-State Regional Commission	2024 Region 9 Transit Planning	P	\$30,118	\$24,094	SEC. 5305e			\$6,024	MEM
Bi-State Regional Commission	2024 Urban Transit Planning	P	\$94,083	\$75,266	5303	\$0		\$18,817	LOC
City of Bettendorf	2024 Transit Planning	P	\$36,018	\$28,815	5307	\$0		\$7,203	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	2024 Transit Planning Studies	P	\$60,000	\$48,000	5307	\$0		\$12,000	LOC

**Table 5.10**  
**Planning Expenses FFY 2025-2026**  
**(October 1, 2024-September 30, 2026)**

Project Sponsor	Project Description	Proj. Type	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
				Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
Bi-State Regional Commission	2025 Region 9 Transit Planning	P	\$30,118	\$24,094	SEC. 5305e			\$6,024	MEM
Bi-State Regional Commission	2026 Region 9 Transit Planning	P	\$30,118	\$24,094	SEC. 5305e			\$6,024	MEM
Bi-State Regional Commission	2025 Urban Transit Planning	P	\$94,083	\$75,266	5303	\$0		\$18,817	LOC
Bi-State Regional Commission	2026 Urban Transit Planning	P	\$94,083	\$75,266	5303	\$0		\$18,817	LOC
City of Bettendorf	2025 Transit Planning	P	\$37,099	\$29,679	5307	\$0		\$7,420	LOC
City of Bettendorf	2026 Transit Planning	P	\$38,212	\$30,569	5307	\$0		\$7,643	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	2025 Transit Planning-studies	P	\$60,000	\$48,000	5307	\$0		\$12,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	2026 Transit Planning-studies	P	\$60,000	\$48,000	5307	\$0		\$12,000	LOC

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## Code Explanation

The following codes are used to identify projects within the following Annual Element pages by Plan Justification and Federal, State, or Local Funding Source:

### Federal, State and Local Funding Sources

CMAQ	Congestion Mitigation and Air Quality Program
DOAP	Downstate Operating Assistance Program
ENH	Enhancement Funds
FTA	Federal Transit Administration
IA	Iowa
ICAAP	Iowa Clean Air Attainment Program
IL	Illinois
LOC	Local – General
NHS	National Highway System
P & D	Planning and Development
PL	Planning
RISE	Revitalize Iowa's Sound Economy Program
RR	Railroad
RR-safety	Railroad Safety
RUT	Road Use Tax
SA	Special Assessment
SEC 5303	Federal Transit Administration Planning Funds
SEC 5307	Urbanized Area Formula Program
SEC 5310	Enhanced Mobility of Seniors and Individuals with Disabilities Program
SEC 5311	Rural Area Formula Program
SEC 5337	State of Good Repair Grants
SEC 5339	Bus and Bus Facilities Formula Program
STA	State Assistance
STBG	Surface Transportation Block Grant