

Bi-State Region Transit Development Plan

2023



CitiBus

Bettendorf Transit



MetroLINK

MuscaBus



River Bend Transit

Bi-State Region Transit Development Plan

May 2023

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Chapter 1: Introduction

This regional Transit Development Plan represents a coordinated effort by the Bi-State Region to provide information and guidance on future transportation mobility options and choices within a six-county area, which includes Muscatine and Scott Counties in Iowa and Henry, Mercer, Rock Island, and Whiteside Counties in Illinois. The purpose of the 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. As the document is updated and its content evolves, efforts will continue to broaden the collection and analysis of passenger transportation options in addition to public transit.

This regional Transit Development Plan includes:

- Profile of the Greater Bi-State Region
- Assessment of passenger transportation providers
- Identification of the extent of services, needs, and gaps
- Summary of coordination
- Evaluation of needs and policy direction
- Prioritization strategies for meeting the mobility needs of the Greater Bi-State Region

Planning Area Description

The Greater Bi-State Region, including Henry, Mercer, Rock Island, and Whiteside Counties in Illinois and Scott and Muscatine Counties in Iowa, covers 3,393 square miles. It is located along the Mississippi River as part of eastern Iowa and western Illinois. Map 1.1 represents the region geographically and outlines the

Metropolitan Planning Area (MPA) urban planning boundary as well as the Iowa Region 9 and Illinois Region 2 rural planning boundaries.

The Bi-State Regional Commission serves the Greater Bi-State Region for most transportation planning purposes. However, the boundaries of this region do not curtail the desire to travel to destinations within a wider region or between states. For transportation mobility needs, it may be necessary to coordinate transit between regions for optimal service delivery. This subject will be explored in more detail in Chapter 4.

Transit Development Plan Approach and Programming Purpose

Both the Iowa and the Illinois Departments of Transportation require the development of a locally derived, coordinated, human services transportation plan. The Bi-State Region Transit Development Plan (TDP) is expected to complement each state's planning effort to improve transit mobility for the region and statewide in Illinois and Iowa. It is required that the TDP include a strong effort to involve the participation and input of regional human and social service agencies, private transportation providers, transit systems, and the general public. Figure 1.2 displays the various committees involved in the document's development and adoption.

What is transit?

Transit is simply 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, car-pools, 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 option for people to get to their destinations of choice or need.

Why should we coordinate transit services?

Beginning in 2004 through Executive Order #13330 (“United We Ride”), the USDOT has endeavored to improve human services transportation and streamline the federal assistance dedicated to transportation services. A Government Accountability Office (GAO) report in 2003 had identified 62 federal funding streams providing assistance to state, regional, and local human services transportation. Figure 1.1 displays some of the 62 funding streams identified in the 2003 report. Since then, the number of federal programs that may provide funding for human service transportation for people with disabilities, older adults, and/or individuals with low incomes has risen to 130. Coordinating these services was expected to reduce duplication, improve cost efficiency, and simplify customer access to transportation for individuals with disabilities, older adults, and those with lower incomes. The directive was carried forth into subsequent federal transportation bills, namely SAFETEA-LU, MAP-21, the FAST Act, and the IIJA.

When SAFETEA-LU was enacted in 2005, this initiated the incorporation of human services transportation planning for the receipt of several Federal Transit Administration (FTA) funding programs. Certain programs required that applicants certify that their project had been derived from the needs and the goals of a locally-developed, coordinated, public transit-human services plan. Within this wider effort toward passenger transportation coordination, the TDP is envisioned to be a unified, comprehensive strategy for public transportation service delivery that will assess needs, outline strategies for service delivery, and prioritize service delivery based on needs.

In 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), also called the Bipartisan Infrastructure Law (BIL). The IIJA is the largest investment in transportation infrastructure in the nation’s history, authorizing over \$567 billion over FFY2022-2026. Likewise, the nation’s largest

Recent Federal Transportation Legislation

SAFETEA-LU (2005): Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

MAP-21 (2012): Moving Ahead for Progress in the 21st Century Act

FAST Act (2015): Fixing America’s Surface Transportation Act

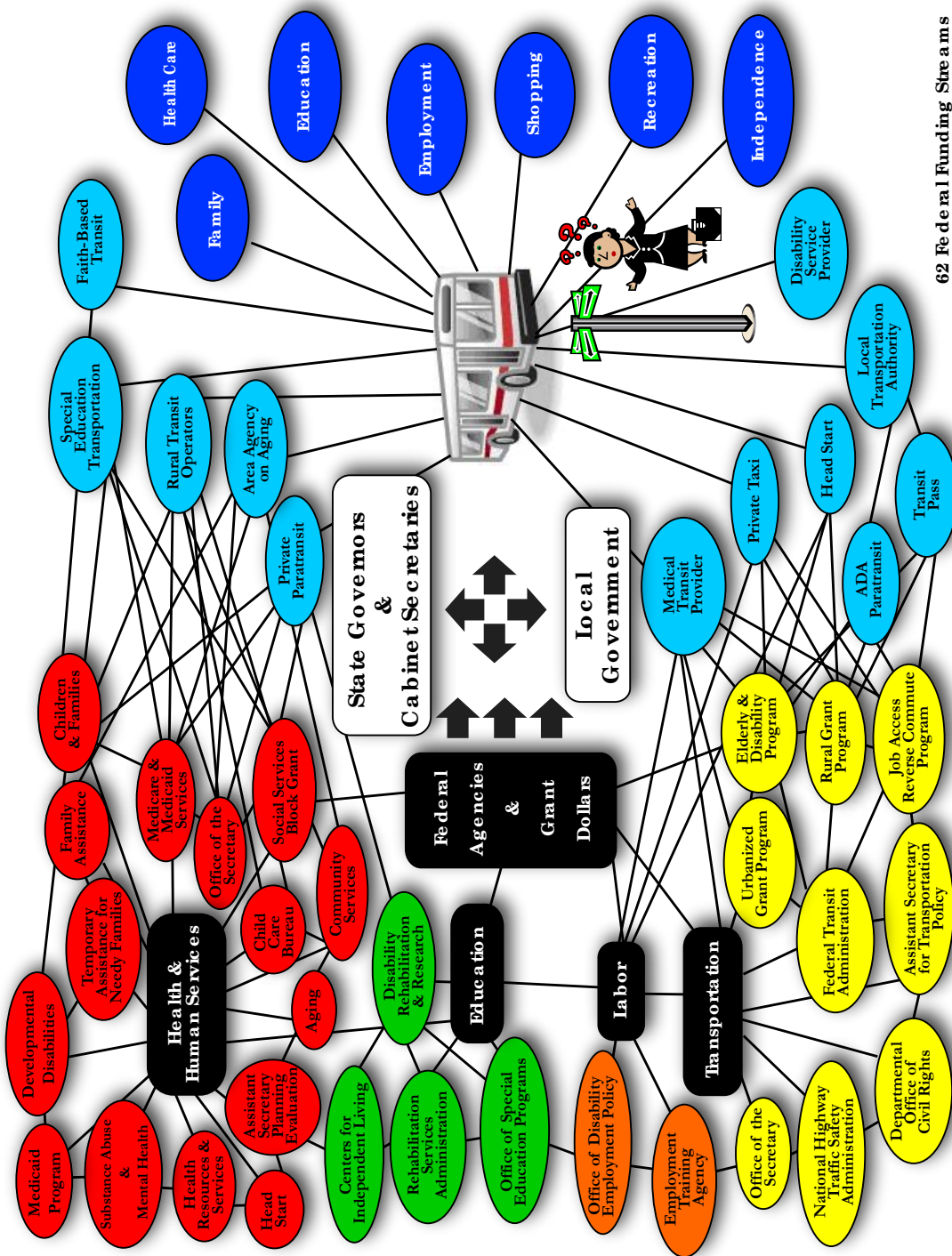
IIJA (2021): Infrastructure Investment and Jobs Act

federal investment in public transit up to \$108 billion over those five fiscal years authorizes increased spending through apportionment programs and competitive discretionary programs. The law will advance FTA’s ability to improve passenger transportation through four key priorities: safety, modernization, climate, and equity. The four key priorities will be furthered through expanded funding for existing FTA and FHWA programs in addition to several new federal programs, such as Safe Streets and Roads for All (SS4A), Electric or Low Emitting Ferry Pilot Program, and Reconnecting Communities.

Explanation of Federal, State, and Local Transit Funding Sources

Funding sources dedicated to supporting transit activities include federal, state, and local sources. The national Highway Trust Fund, founded by the 1956 Highway Revenue Act, is the primary source of federal funds for public transit programs based on tax receipts on motor fuels. The future of the Highway Trust Fund is uncertain, as it faces potential insolvency in the future without transfers from the General Fund. This is an evolving issue to be aware of in drafting future proposals. The fund is separated into three accounts, one of which is a Mass Transit Account to support national transit activities. Currently, the Mass

Figure 1.1
Transportation Service Chart



Source "IICT Clearinghouse Coordination Primer," Interagency Coordinating Committee on Transportation, 2008.

Introduction

Transit Account receives 2.86 cents per gallon of gasoline and diesel. This account funds the federal transit grant programs authorized under the IIJA.

Federal transit grant programs are administered by the U.S. Department of Transportation's (USDOT) Federal Transit Administration (FTA). The following list outlines FTA grant programs supporting transit services. Some variations in program administration may be seen between the States of Illinois and Iowa.

Metropolitan Planning Program (5303) –

These funds are distributed to Metropolitan Planning Organizations (MPOs) to assist with transit and multimodal planning activities. They provide financial assistance to MPOs to support the cost of preparing long-range transportation plans and financially feasible transit improvement projects. Modifications that have been implemented to the Section 5303 program are the inclusion of performance-based planning in decision making and development of transportation plans. An MPO will select a set of performance targets that address IIJA surface transportation performance measures and that directly link to the relevant state. Matching requirements: 80% Federal and 20% Local

Statewide Planning Program (5304) – These funds are distributed to states to assist with transit and multimodal planning activities. Matching requirements: 80% Federal and 20% State

Urbanized Area Formula Program (5307) –

These funds are distributed to urbanized areas by a formula to designated transit operators for capital, planning job access and reverse commute projects, and operating expenses in certain circumstances. This program plays a role as a core investor of public transportation systems in urbanized areas. Matching requirements: 80% Federal and 20% Local for capital projects; 50% Federal and 50% Local for operating costs

Also under Section 5307, The Passenger Ferry Grant program (49 U.S.C. 5307(h)) provides

competitive funding for projects that support passenger ferry systems in urbanized areas. These funds constitute a core investment in the enhancement and revitalization of public ferry systems in the nation's urbanized areas. Funds are awarded based on factors such as the age and condition of existing ferry boats, terminals, and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation. Eligible activities include: support existing ferry service; establishing new ferry service; and repairing and modernizing ferry boats, terminals, and related facilities and equipment. Funds may not be used for operating expenses, planning, or preventive maintenance.

Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310) –

These funds are distributed by state for capital transit services to support purchase of vehicles to provide transportation services for persons who are elderly or with a disability. At least 55% of the funds must be used toward capital projects, and the remaining 45% is eligible for transportation projects that exceed the requirements of the ADA. The goal is to make improvements to fixed-route services and to suggest alternatives to public transportation that are easily accessible and operable for seniors and individuals with disabilities. Matching requirements: 80% Federal and 20% State or Local

Formula Grants for Rural Areas (5311) –

These funds are distributed to non-urbanized or rural areas for planning, capital, operating, and acquisition of public transportation services to support public transportation in rural areas. Eligible recipients include populations with less than 50,000 residents. Matching requirements: 50% Federal and 50% Local for operating expenses; and 80% Federal and 20% Local for capital expenses.

State of Good Repair (5337) – This program provides capital assistance for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and bus sys-

tems, including water taxis such as the Channel Cat Water Taxi, to help transit agencies maintain assets in a state of good repairs. Funds are apportioned by formula to designated recipients. Matching requirements: 80% federal and 20% local, unless the grant recipient requests a lower percentage.

Bus and Bus Facilities Formula Grants

(5339(a)) – These are distributed primarily to capital projects in urbanized areas, with some funds available to rural areas. Funding is primarily dedicated to capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment; and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Low or No Emission Vehicle Program

(5339(c)) – The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

Iowa Clean Air Attainment Program (ICAAP)

– This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed among highway, transit, or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. At the present time, the City of Muscatine remains in nonattainment status for sulfur dioxide. Allocation of CMAQ funding in Iowa will be used anywhere in the state that is included in currently approved MPO or RPA transportation improvement programs (TIPS) and for any purpose that surface transportation block grant (STBG)

funds can be used. Funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Bi-State Regional Commission continues to observe the status of air quality in the region and will continue efforts to reduce emissions.

Surface Transportation Block Grant (STBG) –

The STBG program is another of FHWA's core programs. A new approach initiated under MAP-21 in 2013 and continuing through the FAST Act and IIJA is authorizing a lump sum total for each program. Each state's share of the funds is calculated and then divided amongst programs found within the state. Its funds go to states based on a number of factors including vehicle miles of travel, highway lane miles, and the number and size of bridges. In addition to roads, STBG monies provide flexible funding that may be used for transit capital projects, pedestrian/bikeway projects, environmental restoration and pollution abatement, or intermodal planning projects on an 80% Federal, 20% Local basis.

National Highway System (NHS) – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the interstate system and designated connections to major intermodal terminals.

Each state also offers funding assistance. In Illinois, there is the Downstate Operating Assistance Program distributed to local governments to support administrative and operating costs of public transportation systems. To be eligible, local governments in Illinois must complete steps to be designated, and then appropriations must be secured and approved by the General Assembly. After securing an appropriation, an application is submitted to the Illinois Department of Transportation (ILDOT), and a contract must be executed and signed by the governor and secretary of ILDOT.

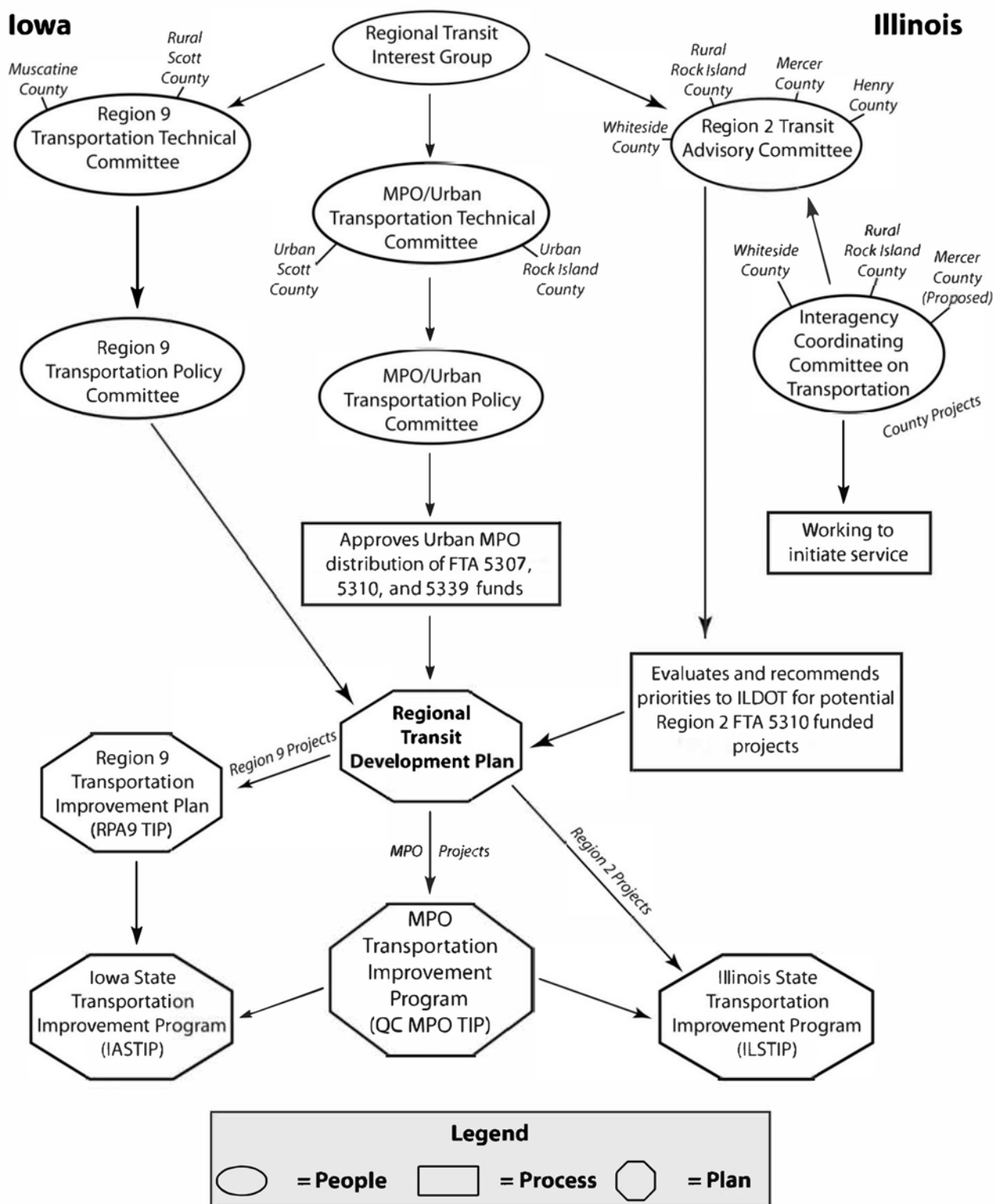
Introduction

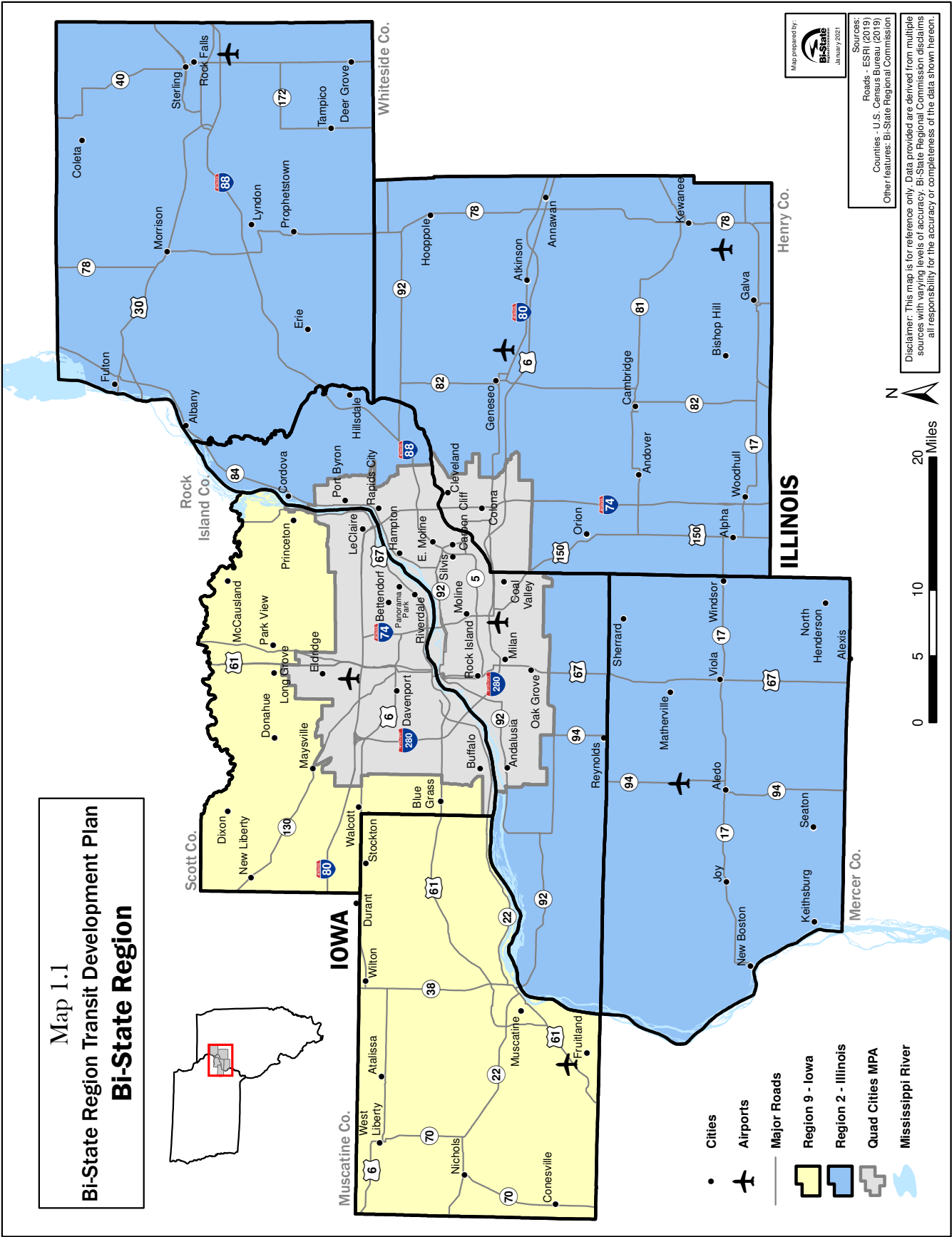
In Iowa, there are State Transit Assistance (STA) and the Public Transit Infrastructure Grant (PTIG) Programs. STA funds are derived from four percent of the fees for new registration collected on sales of motor vehicles and accessory equipment. STA funds can be used for transit capital improvements, operating assistance, planning, and to support coordination activities. STA funds are distributed by a formula based on performance regarding rides, miles, and local funding support. PTIG is a program in Iowa that includes new construction projects, reconstruction/major renovation, and relocation of facilities. Projects may include, but are not limited to, facilities for the administration of public transit operations; facilities for servicing, maintenance, or storage of public transit vehicles; transit vehicle fueling facilities; passenger waiting facilities; and reconstruction/major renovations or relocation of existing

administrative or maintenance facilities to correct violations of safety or design standards. Projects may include all associated design, land acquisition, grading, and foundation work. No single transit agency may receive more than 40% of PTIG funds in a given year.

Locally, transit funding is obtained in several ways. For example, the City of Bettendorf matches FTA operating funds with revenue from the city's general fund, the City of Davenport has imposed a \$0.91 levy rate per \$1,000 of taxable value for property taxes to generate operating revenues, and MetroLINK serves as a taxing district for eight communities in the Illinois Quad Cities. Local match funding for human service agencies and non-profit organizations is often obtained from non-DOT federal and state programs.

Figure 1.2 –
Bi-State Region Groups Involved in Transit Planning





Chapter 2: Regional Profile

This chapter describes the existing demographic and socio-economic conditions for the region and the Quad Cities Metropolitan Area, as well as regional economic and service centers that attract people for employment, medical, educational, or other needs.

Beginning with the 2010 Census, the U.S. Census Bureau redesigned how the decennial census will be conducted. New for the 2010 decennial census was the additional use of the annual American Community Survey (ACS). The ACS was created to replace the former long survey data found in previous decennial censuses. The 2010 Census used only a “short form” for data collection (10 basic questions) with the purpose of showing the number of people that live in the U.S. The ACS is an annual survey that collects more in-depth census statistics of how people live (i.e. housing, employment, education, income) from approximately 1 in 6 households a year. The U.S. Census Bureau began collecting ACS data in 2005 with the first data released in 2006. The U.S. Census Bureau releases ACS surveys for two different time periods; 1-year estimates (for geographies over 65,000) and 5-year estimates (for most geographies). All ACS data are survey estimates and have a stated margin of error.

Datasets from the 2020 Census and the 2021 ACS (2017-2021 5-year estimates) will be used in this document to incorporate all six counties within the Greater Bi-State Region unless otherwise noted. The MPA data is only available from a spatial data analysis program in Esri Community Analyst. The MPA follows census block geographies, and ACS data is generally only available down to census tract level. Currently, 2011-2015 5-year ACS data is available for county-to-county commuting flow patterns.

Planning Area Description

The Greater Bi-State Region, which includes Henry, Mercer, Rock Island, and Whiteside Counties in Illinois and Scott and Muscatine Counties in Iowa, covers 3,393 square miles. It is located along the Mississippi River in eastern Iowa and western Illinois. Map 1.1 represents the region geographically and outlines the Metropolitan Planning Organization (MPO) urban planning boundary as well as the Iowa Region 9 and Illinois Region 2 rural planning boundaries.

Regional Demographic and Socio-Economic Profile

Information on backgrounds and trends will be analyzed for the region and MPA geographic areas. This includes information on population, households, income, employment, and commuting patterns. This regional profile is based on data derived from the 2020 decennial census, the 2017-2021 ACS 5-year estimates, and the 2022 Esri Community Analyst estimates, unless otherwise noted.

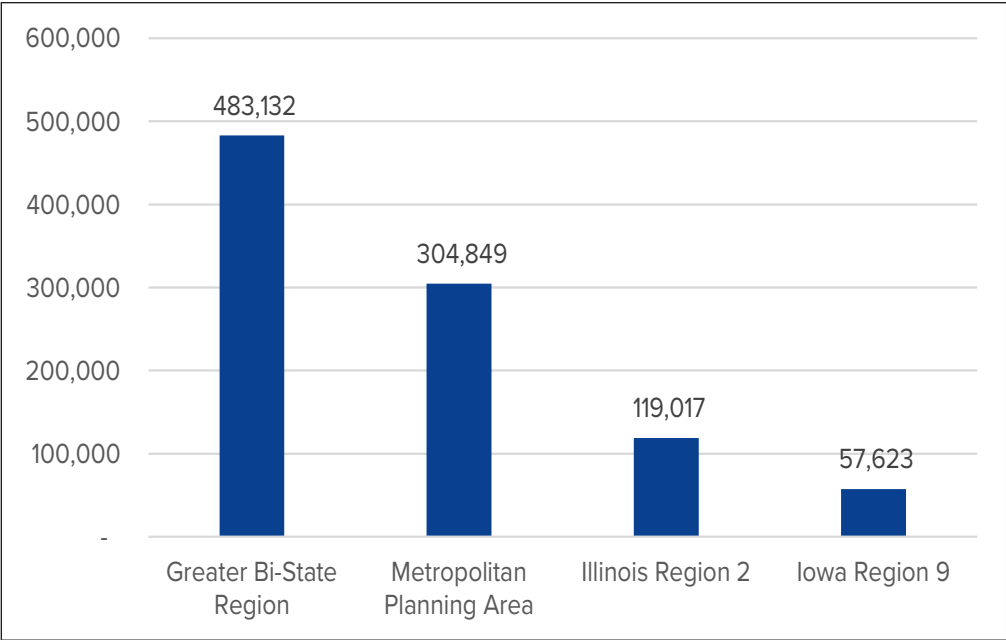
To show the relevance and significance of the data presented, comparisons are made between the region and the MPA. Table 2.7 depicts the geographic distribution of the population with limited English proficiency. Table 2.8 provides a comprehensive listing of socio-economic data for the Greater Bi-State Region, and Table 2.9 provides a comprehensive listing of socio-economic data for the MPA based on Census data. In addition, socio-economic data for the six individual counties can be found in Appendix A. Having a regional profile can aid in the development of mobility options and patterns by understanding the regional background and trends.

Population

The Greater Bi-State Region is an area with a population of 483,132 according to 2021 ACS 5-Year Estimates. The Quad Cities Metropolitan Planning Area (MPA) boundary (a boundary within the Greater Bi-State Region) has a 2022 population of 304,849 according to Esri Com-

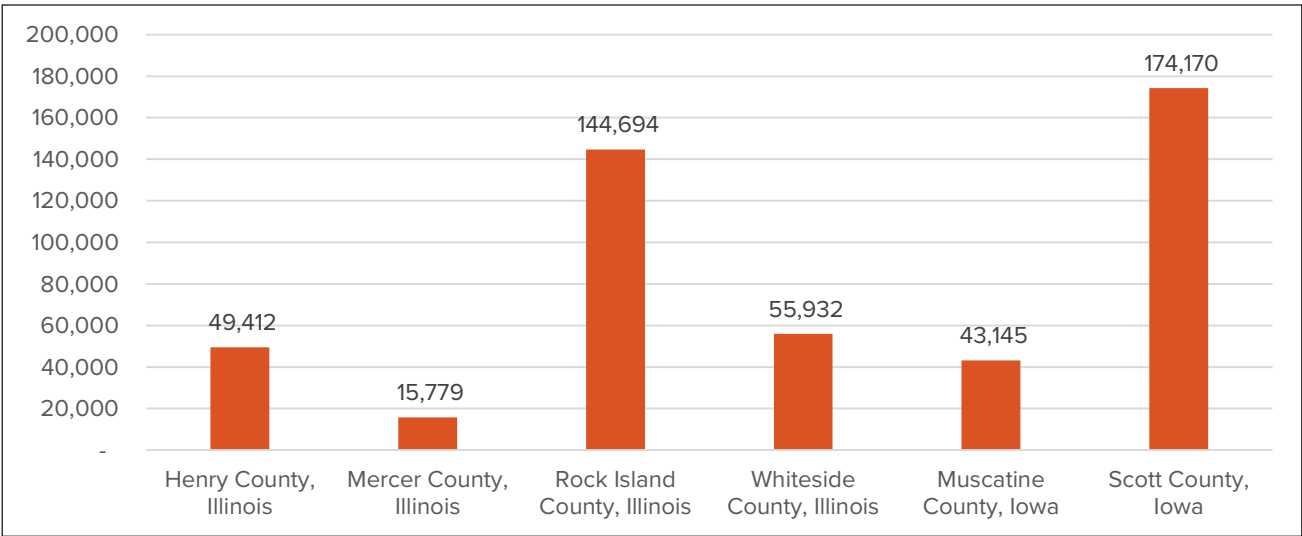
munity Analyst. The MPA makes up approximately 63.1 percent of the population within the Greater Bi-State Region. Figure 2.1 graphically depicts population levels for the Greater Bi-State Region compared to population levels of the MPA, and Figure 2.2 represents population levels for individual counties.

Figure 2.1
Total Population by Region



Source: Greater Bi-State Region: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021. MPA, IL Region 2, and IA Region 9: Esri Community Analyst, 2022 Estimates.

Figure 2.2
Total Population by County



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021. Sex, Race, Ethnicity, and Age

Census data can also be used to show the diversity within a population. The Census Bureau records information on sex, age, race, and ancestry of the nation's population.

According to 2021 ACS 5-Year Estimates, the population of the Greater Bi-State Region was 49.7 percent male and 50.3 percent female. Comparatively, 2022 Esri Community Analyst estimates the MPA was 49.1 percent male and 50.9 percent female.

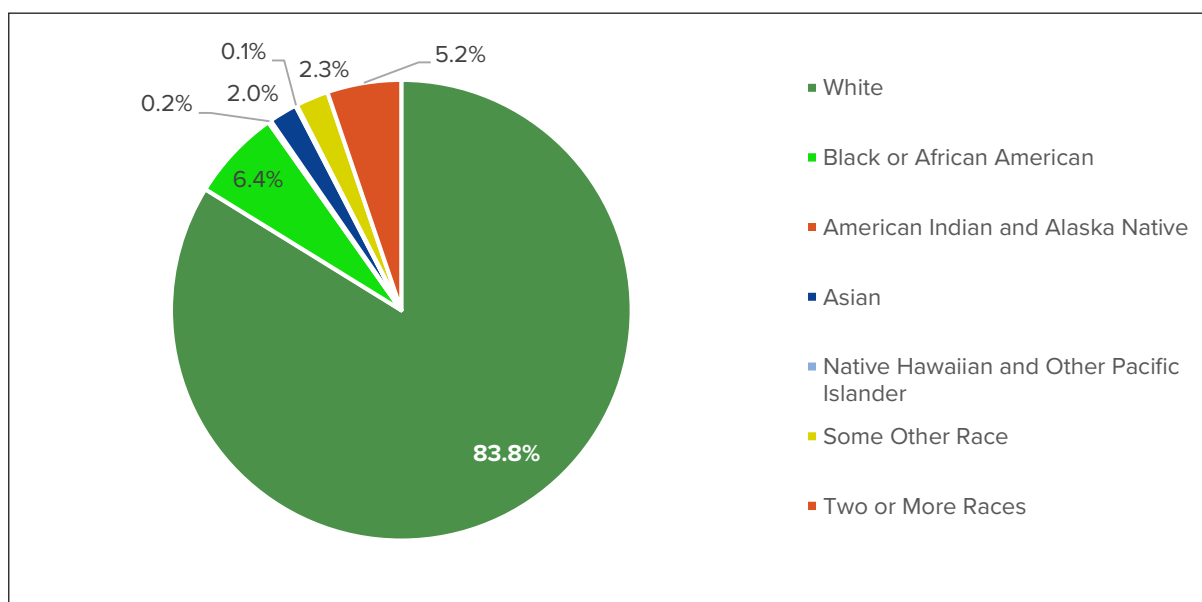
The race and ancestry of a population are determined through “self-identification questions,” where respondents choose the race and ancestry with which they most closely identify. Race data are tabulated into seven main categories:

- White alone

- Black or African American alone
- American Indian or Alaska Native alone
- Asian alone
- Native Hawaiian or other Pacific Islander alone
- Some other race
- Two or more races

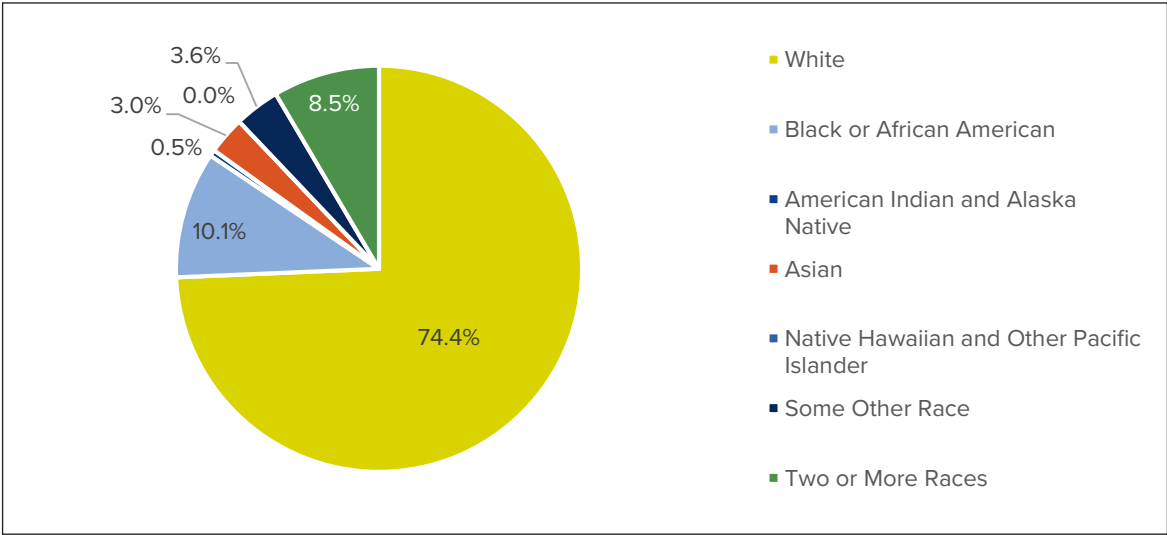
Figures 2.3 and 2.4 show the racial characteristics of the Greater Bi-State Region and the MPA. Map 2.1 identifies the percent minority population distributed by Census tract.

Figure 2.3
Racial Makeup of the Greater Bi-State Region



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

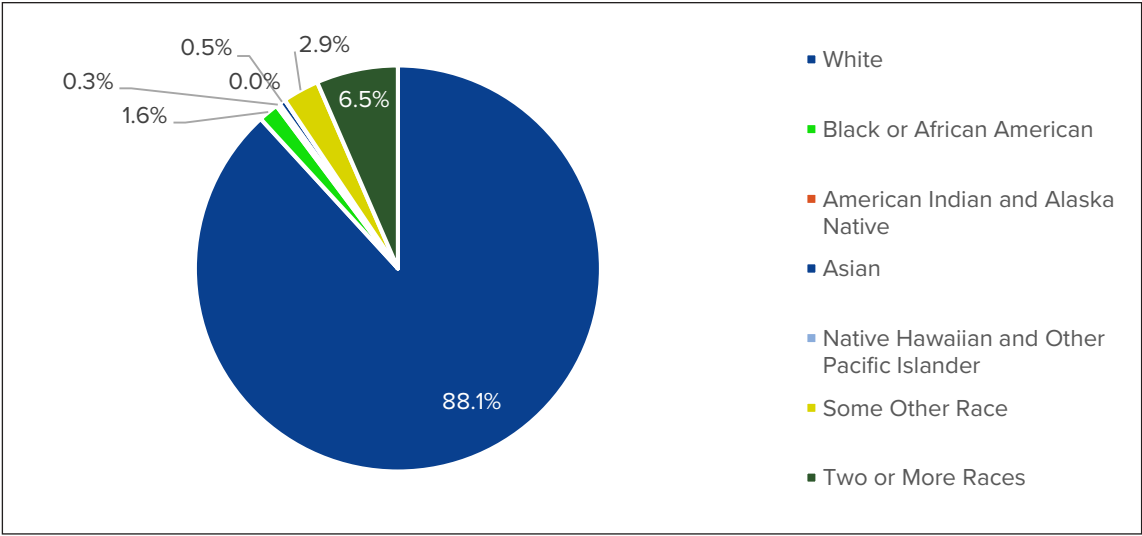
Figure 2.4
Racial Makeup of the MPA



Source: Esri Community Analyst, 2022 Estimates.

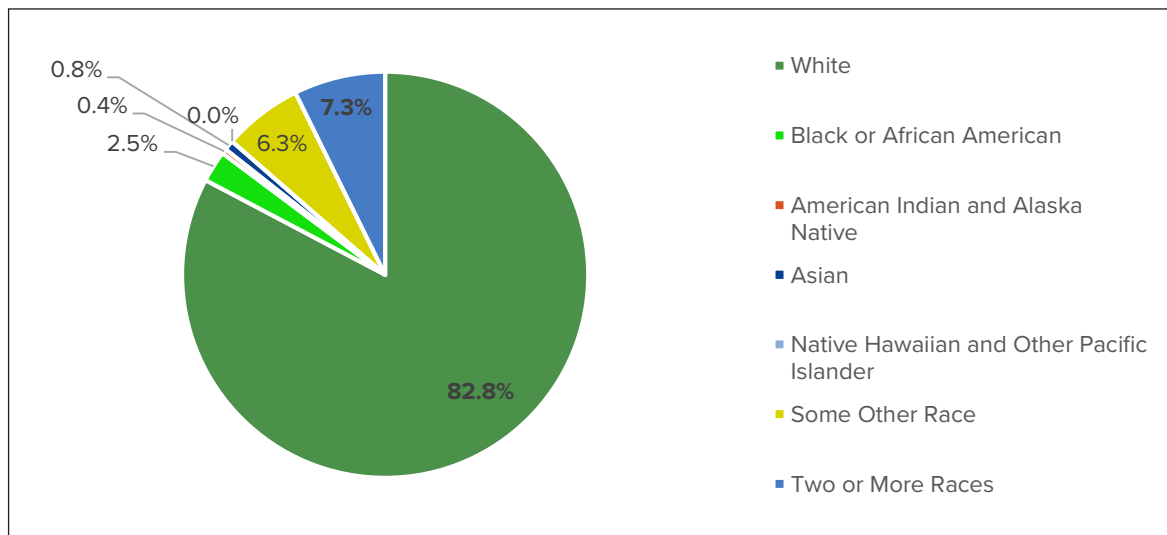
Figures 2.5 and 2.6 show the racial breakdown of the populations in Illinois Region 2 and Iowa Region 9 based on 2022 Esri Community Analyst estimates.

Figure 2.5
Racial Makeup of Illinois Region 2



Source: Esri Community Analyst, 2022 Estimates.

Figure 2.6
Racial Makeup of Iowa Region 9

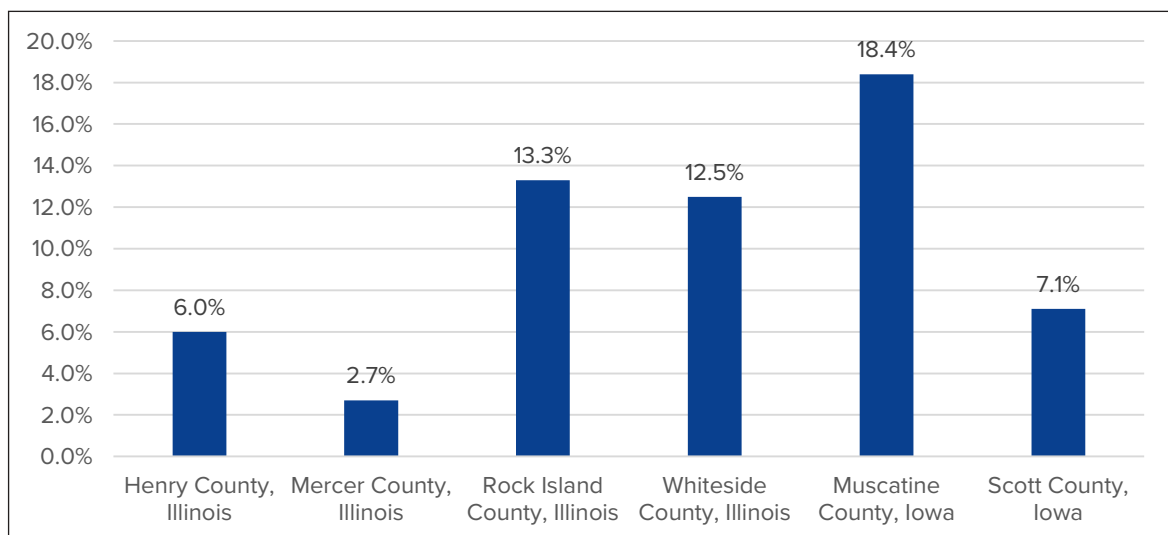


Source: Esri Community Analyst, 2022 Estimates.

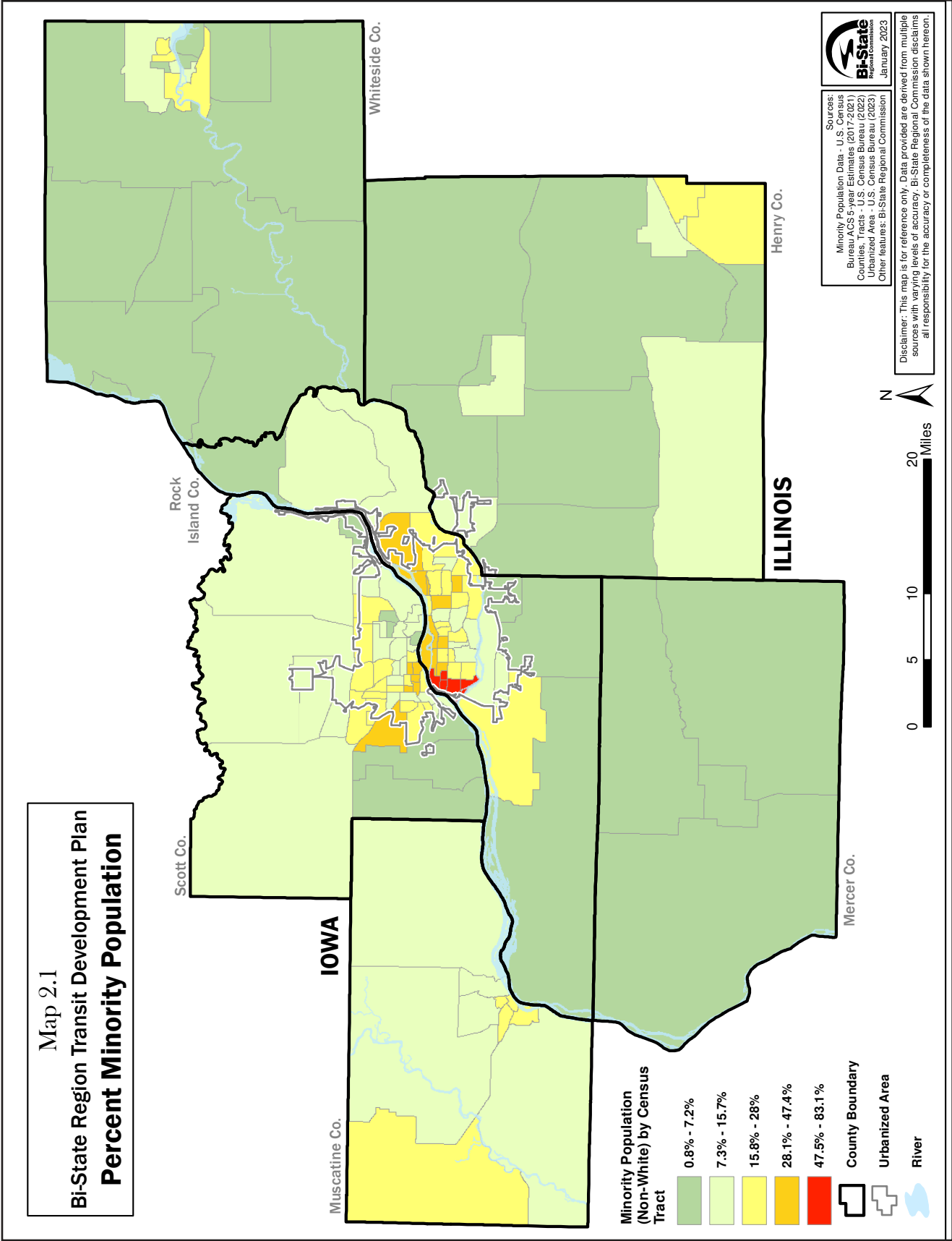
Figure 2.7 displays the number of persons with Hispanic or Latino ethnicity by county in the Greater Bi-State Region. In 2021 ACS 5-Year Estimates, there were 49,945 people reporting Hispanic or Latino ethnicity in the Greater Bi-State Region. Figure 2.8 displays the percentage of persons with Hispanic or Latino ethnicity for the MPA, in rural regions 2 and

9, and the Greater Bi-State area. In the MPA, fixed-route transit already serves areas with high concentrations of minority populations. In rural regions 2 and 9, fewer transit alternatives may be available to serve minority needs. Map 2.2 identifies the percent minority population by Hispanic or Latino origin distributed by Census tract.

Figure 2.7
Hispanic or Latino Ethnicity Population by County



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.



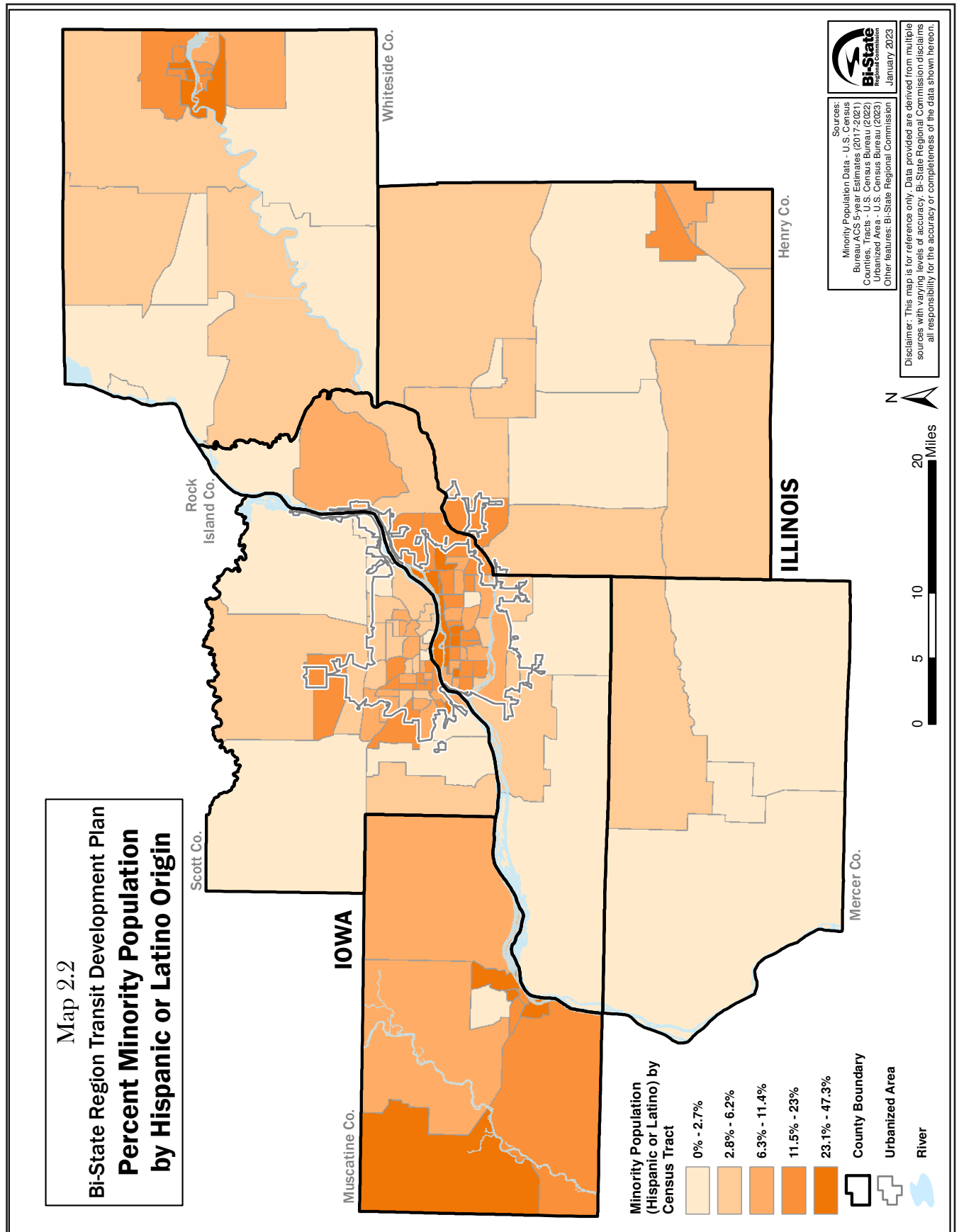
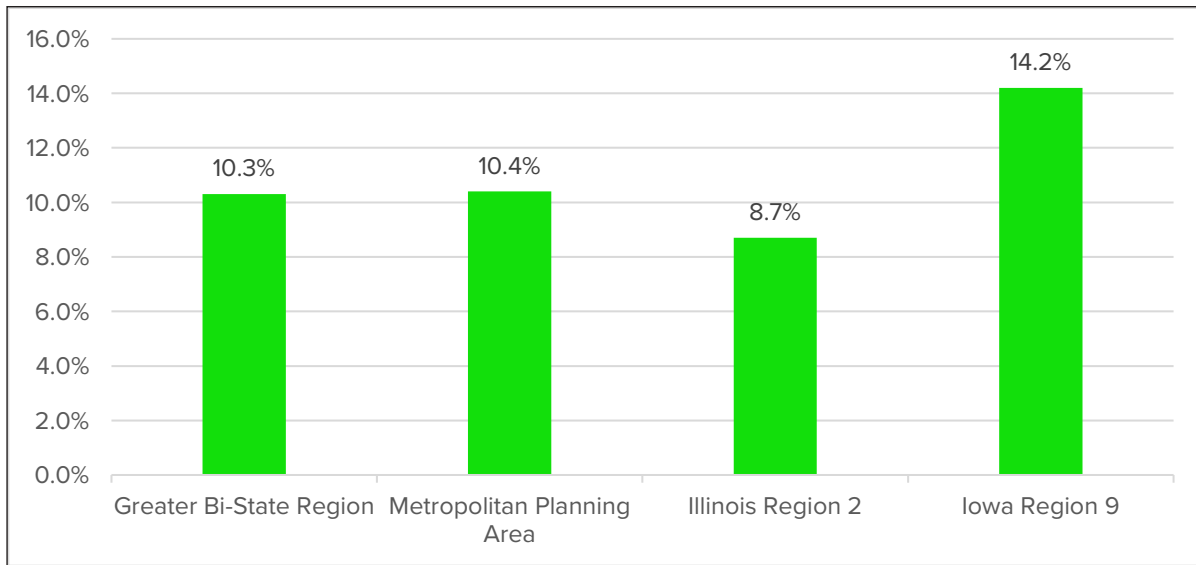


Figure 2.8
Hispanic or Latino Ethnicity by Region



Source: Greater Bi-State Region: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021. MPA, IL Region 2, and IA Region 9: Esri Community Analyst, 2022 Estimates.

The median age of a population provides indication of a particular population's overall age. The median age is defined as the age at which half of the population is older and half of the population is younger, and is between 38.3 and 44.6 years old for various counties in the Greater Bi-State Region. Muscatine County had the lowest median age at 38.3 years, while Mercer County had the highest with 44.6 years. At the time of the 2021 ACS 5-Year Estimates, the most populous age cohort in the Greater Bi-State Region was 60-64 years at 33,846 persons, followed by the 10-14 years age cohort at 32,773 persons. The age group

of 80-84 was the smallest with a population of 10,060 for the region. Map 2.3 illustrates the concentration of population 65 and older within the region. Figure 2.9 depicts the population of the Bi-State Region as it relates to age. A population pyramid is an important tool for making informed decisions about the needs of the population for the present and the future. Specifically, Figure 2.9 illustrates the growing population of the Bi-State region's Baby Boomer generation, allowing transit providers to recognize the potential increase in demand for public transit by seniors in the near future.

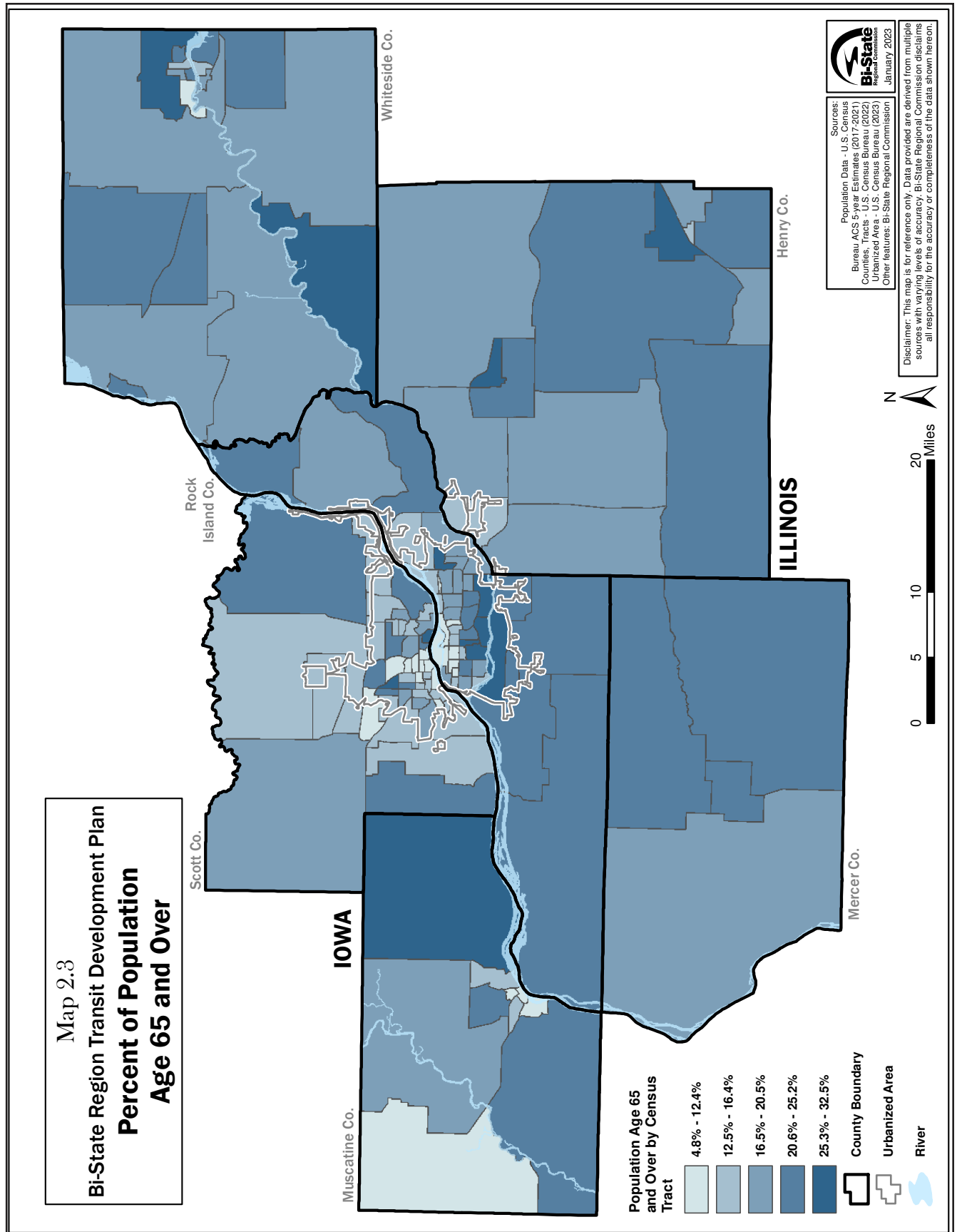
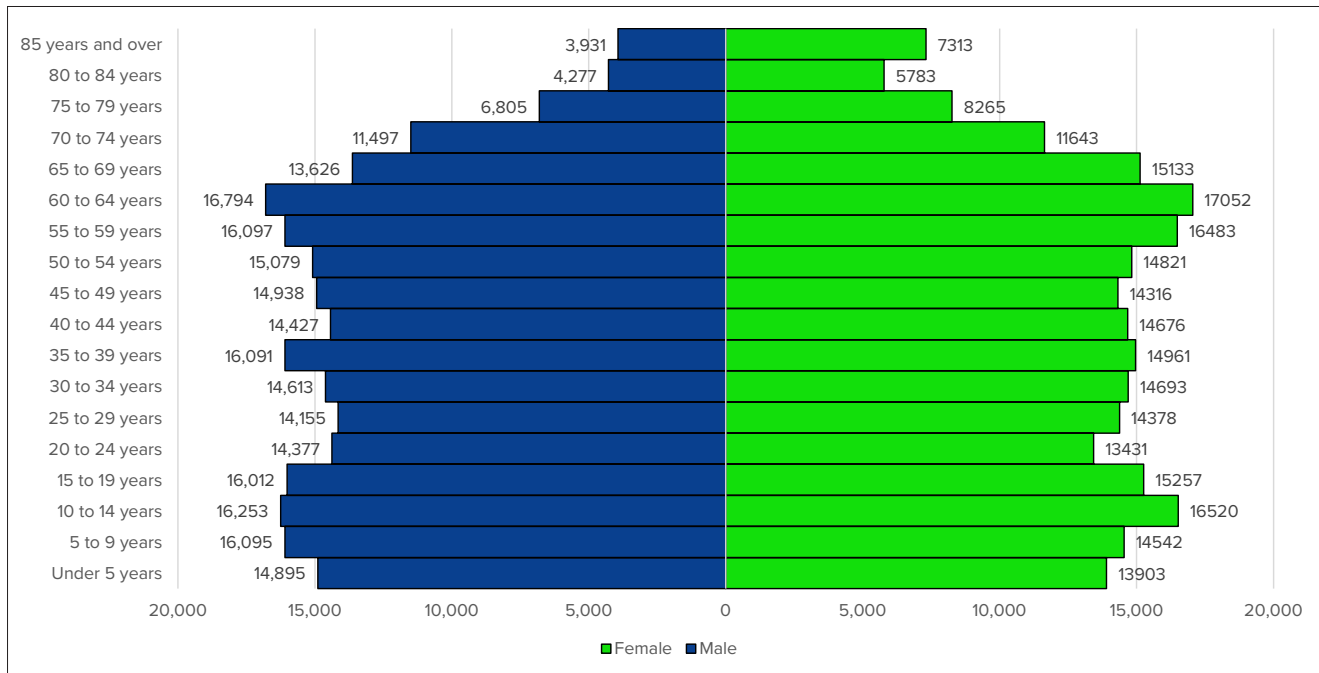


Figure 2.9
Greater Bi-State Region – Population Pyramid



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Disability

The 2017-2021 ACS 5-Year Estimates show that within the Greater Bi-State Region there are approximately 61,244 persons or 12.9 percent of the civilian population with a disability. Additionally, of those who are in the labor force, which is those employed and those unemployed but actively seeking work (ages 18-64), approximately 6.0 percent report having a disability. Table 2.1 shows the population by disability in more detail.

Map 2.4 shows the concentration of individuals with a disability in the Greater Bi-State Region by census tract. The impact of people with disabilities on transit pertains to individuals' ability to drive or not. If it is assumed a significant number of individuals with disabilities are not able to drive a personal vehicle, then transit service may be necessary to allow mobility within the region.

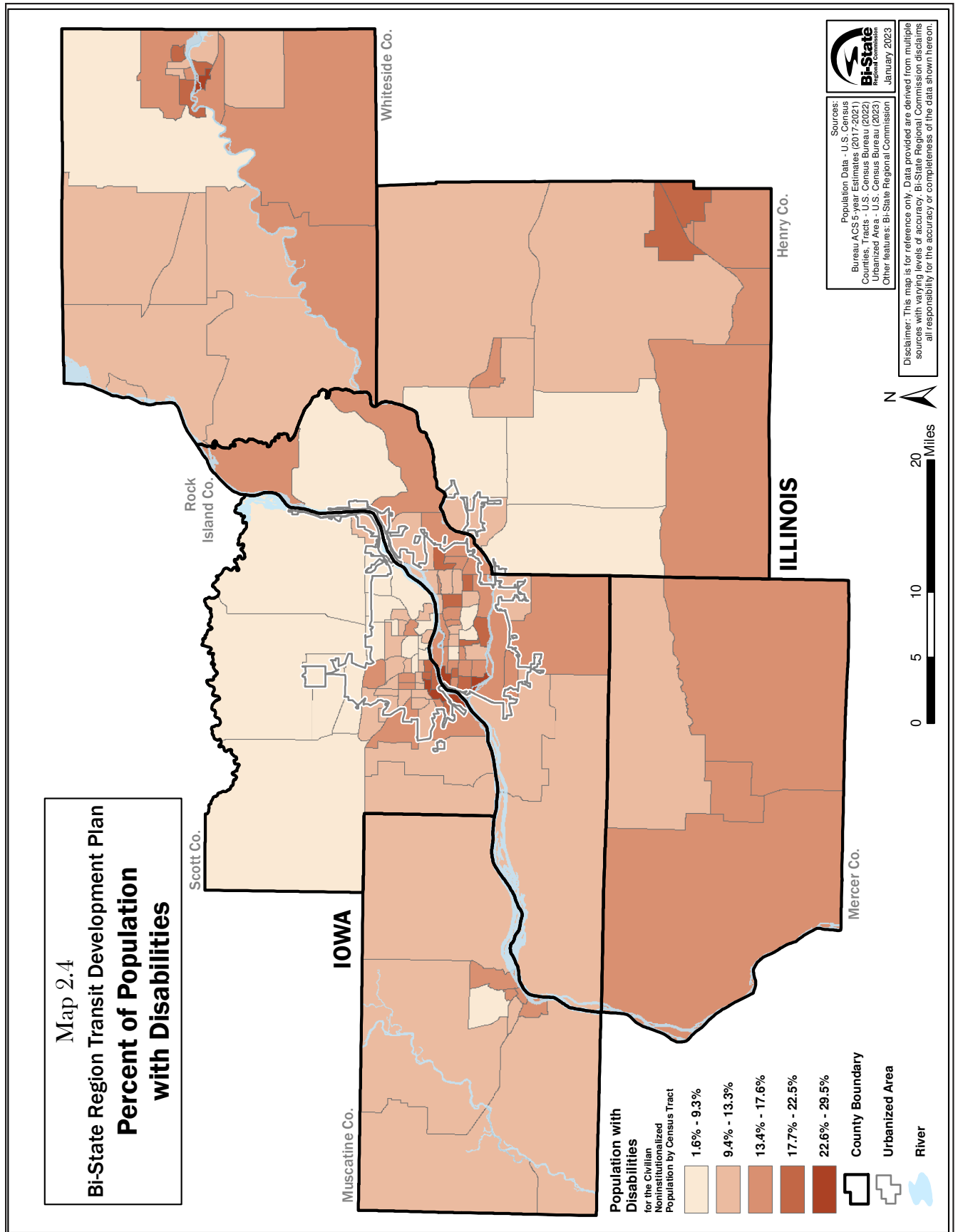


Table 2.1
Total Civilian Population with a Disability in the Greater Bi-State Region

	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa
Total Civilian Population	48,729	15,576	142,036	55,128	42,552	172,568
Civilians with a Disability	6,325	2,164	20,100	7,959	5,275	19,421
Under 5 years	0	0	11	71	19	140
5 to 17 years	333	85	2,211	643	387	1,780
18 to 34 years	552	154	2,041	601	654	2,442
35 to 64 years	2,305	849	7,166	2,960	1,977	7,602
65 to 74 years	1,494	353	3,662	1,383	1,041	3,453
75 years and over	1,641	723	5,009	2,301	1,197	4,004

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Note: Civilian population does not include institutionalized individuals.

Table 2.2
Employment and Disability Status for the Population 18 – 64

	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa
In the Labor Force	22,532	7,040	65,131	25,594	20,390	83,614
Employed	21,652	6,743	60,913	24,561	19,655	80,263
With a disability	1,236	421	3,719	1,450	1,032	4,153
No disability	20,416	6,322	57,194	23,111	18,623	76,110
Unemployed	880	297	4,218	1,033	735	3,351
With a disability	106	43	503	107	114	496
No disability	774	254	3,715	926	621	2,855
Not in the Labor Force	5,345	1,890	17,286	6,040	4,649	20,048
With a disability	1,515	539	4,985	2,004	1,485	5,395
No disability	3,830	1,351	12,301	4,036	3,164	14,653

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Table 2.3
Households by Type

	Henry County	Mercer County	Rock Island County	Whiteside County	Muscatine County	Scott County
Total households	20,109	6,339	60,694	23,194	16,785	69,955
Female householder, no spouse/partner present	4,697	1,273	17,909	6,224	3,941	18,594
With children of the householder under 18 years	939	275	3,942	1,384	868	3,535
Male householder, no spouse/partner present	3,618	1,074	12,207	4,381	3,281	12,697
With children of the householder under 18 years	306	99	870	371	424	1,350

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Households Profile and Income

According to the 2017-2021 ACS 5-Year Estimates, there are approximately 197,076 households within the Greater Bi-State Region. Approximately 17.9 percent of the total households have a household income of less than \$25,000. Single-headed households account for approximately 45.6 percent of all households. There are approximately 52,638 (26.7 percent) female-headed households with no spouse or partner present; comparatively there are approximately 37,258 (18.9 percent) male-headed households with no spouse or

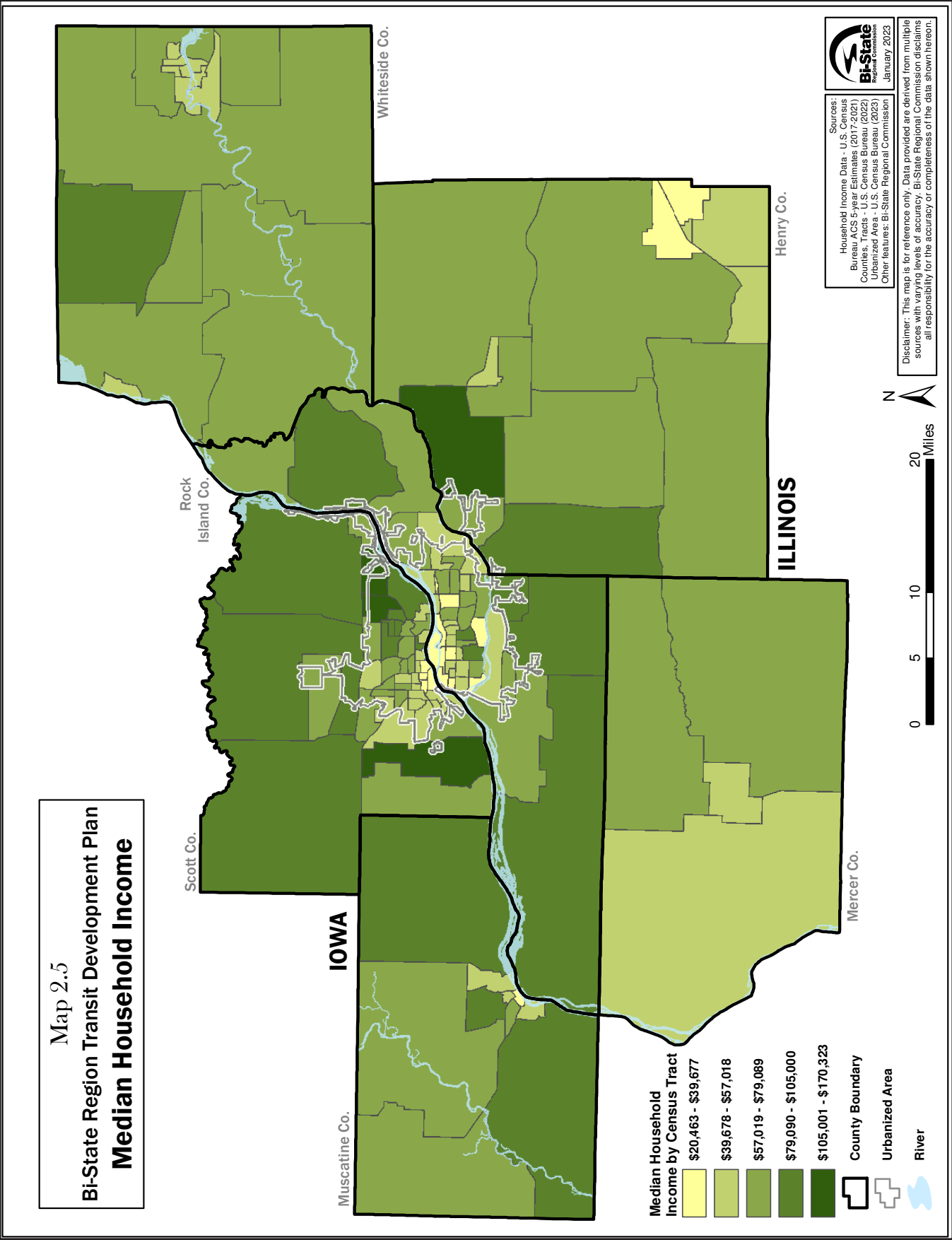
partner present. Among the female-headed households, 20.8 percent have children present under the age of 18, compared to 9.2 percent of male-headed households. The availability of transit services is important to low-income households that may not have the necessary funds to purchase and/or maintain a personal vehicle to access employment or social services. Without accessibility and expanded hours of service, it often times becomes even harder for low-income individuals to utilize public transit.

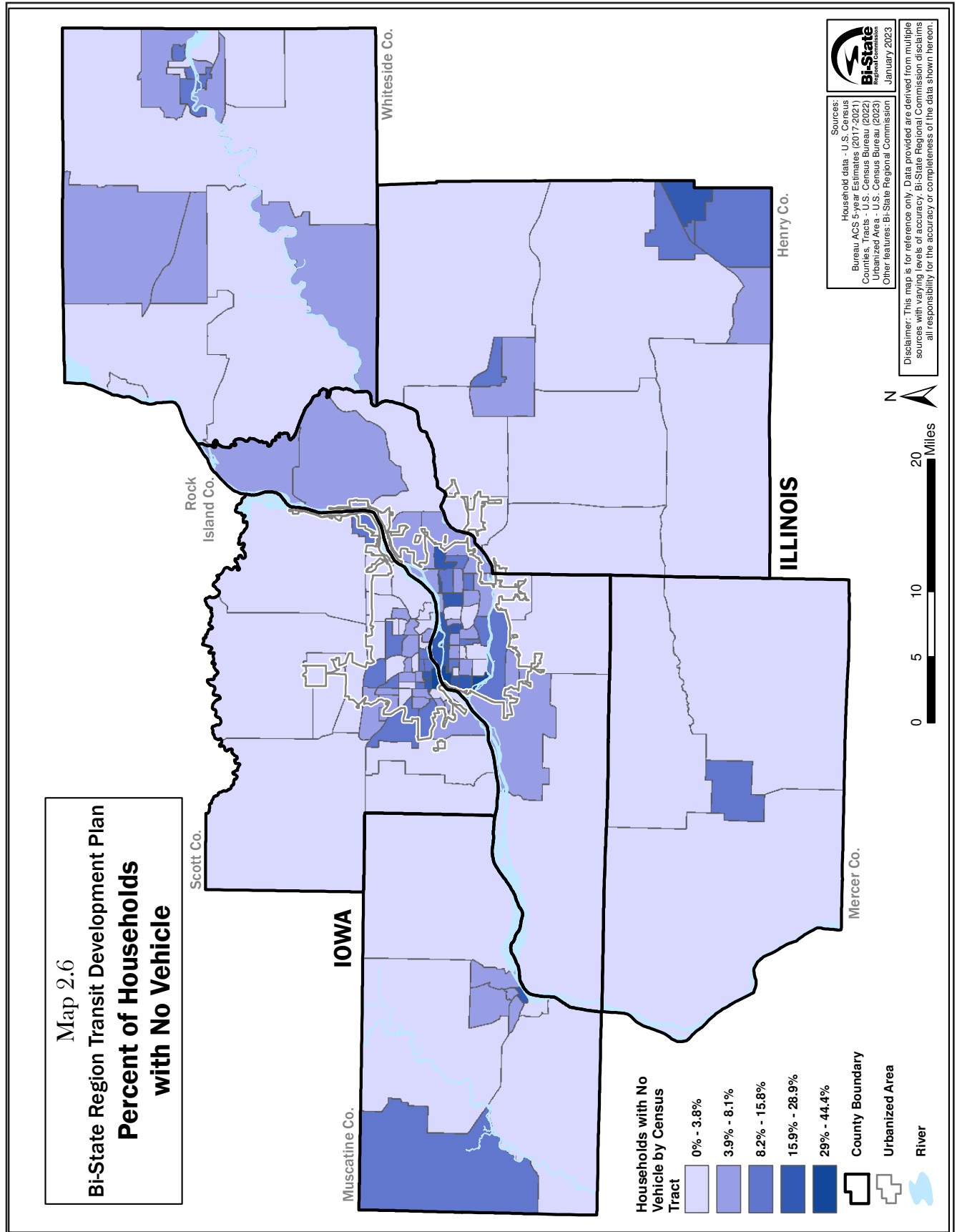
Table 2.4
Households with no vehicles available

	Henry County	Mercer County	Rock Island County	Whiteside County	Muscatine County	Scott County
Occupied housing units	20,109	6,339	60,694	23,194	16,785	69,955
No vehicle available	1,199	325	5,362	1,190	1,012	4,421
Percentage	6.0%	5.1%	8.8%	5.1%	6.0%	6.3%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Of all occupied housing units surveyed in the Greater Bi-State Region, 13,509, or about 6.9 percent of the total had no vehicles available. Maps 2.5 and 2.6 identify concentrations of households by income and those without a vehicle, respectively.





Employment

According to the 2017-2021 ACS 5-Year Estimates, the total civilian labor force for the population of 16 years and over in the Greater Bi-State Region was 244,316. The most common industry sectors identified in the region include education, health, and social service, which employ approximately 21.8 percent, followed by manufacturing, (18.2 percent) and retail trade (11.8 percent). Table 2.10 lists the largest employers by county in the region. Maps 2.8 and 4.1 illustrate the concentration of labor force employees and locations of major employers in the region. It appears that most of the large employers in the MPA are served by fixed-route transit operations, but many of

the rural employers are underserved. Employee shuttles, carpool programs, telework and work from home options may reduce employee turnover rates and increase the geographic area from which these businesses may recruit employees.

Commuting Patterns

Currently, 2011-2015 5-year ACS data is available for county-to-county commuting flow patterns. Table 2.5 shows the commuting flows within and out of the six-county Transit Planning Area. Table 2.6 identifies commuting flows among counties within the six-county Transit Planning Area. Map 2.7 shows the commuting flows throughout the Greater Bi-State Region.

Table 2.5
Commuting Flows in the Greater Bi-State Region for Workers 16 and Over

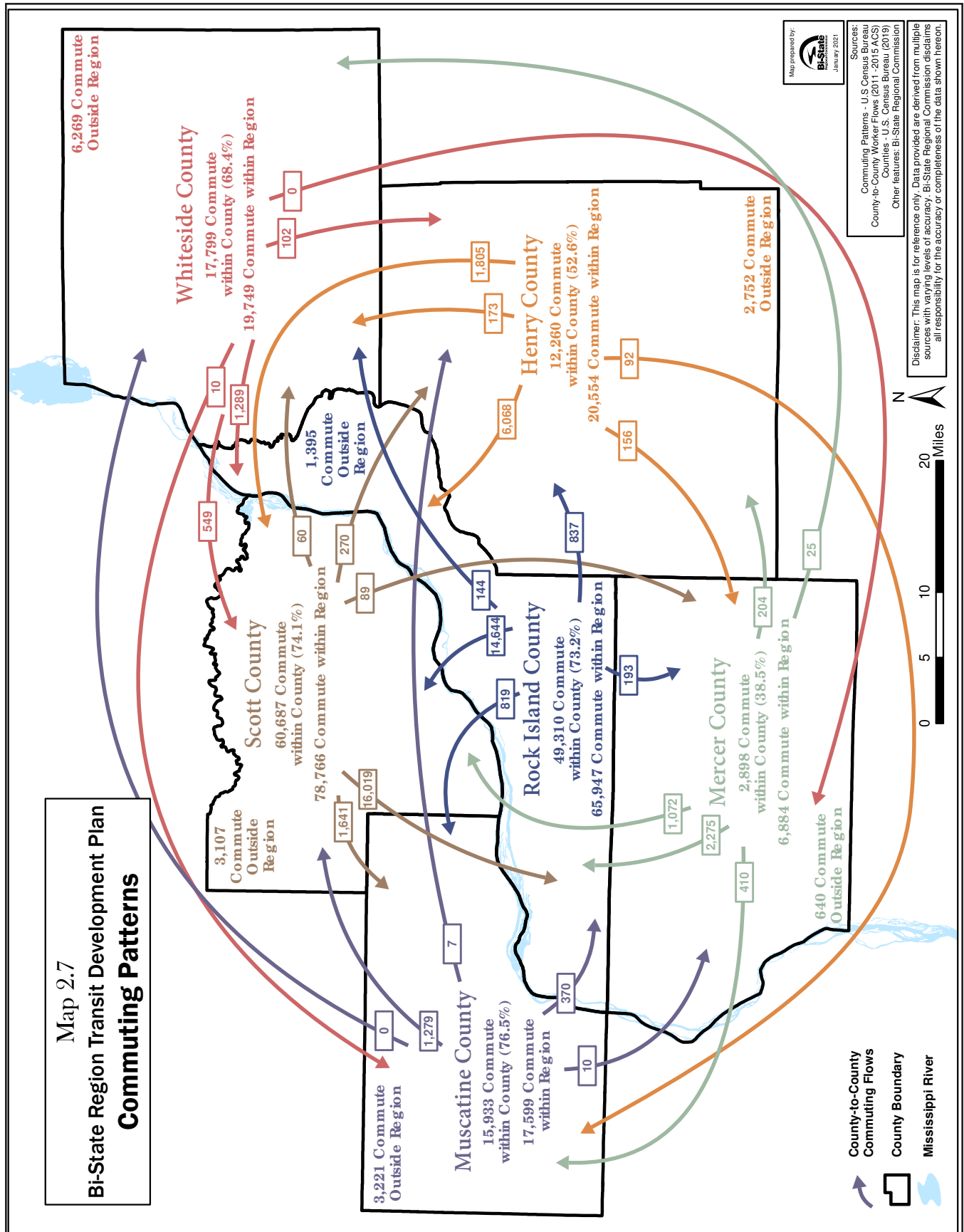
	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA
Residents who commute within the 6 County Area	20,554	6,884	65,947	19,749	17,599	78,766
Residents who commute outside the 6 County Area	2,752	640	1,395	6,269	3,221	3,107
Total Residents who commute	23,306	7,524	67,342	26,018	20,820	81,873

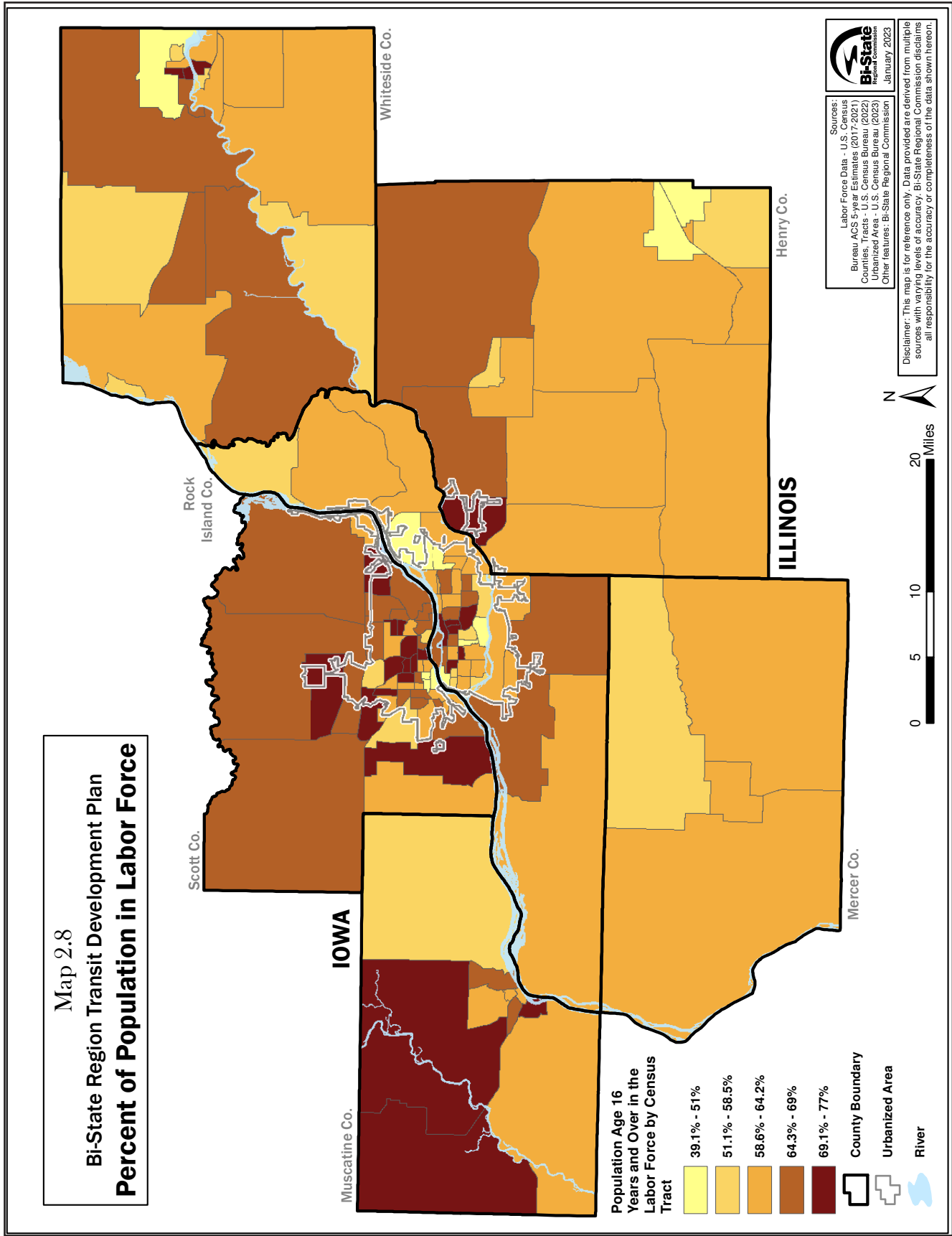
Source: U.S. Census Bureau, ACS 5-Year Estimates, 2011-2015, Commuting Flows.

Table 2.6
Commuting Flows Among Counties in the Greater Bi-State Region for Workers 16 and Over

Residents of → Commuting to ↓	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA
Henry County, IL	12,260	204	837	102	7	270
Mercer County, IL	156	2,898	193	0	10	89
Rock Island County, IL	6,068	2,275	49,310	1,289	370	16,019
Whiteside County, IL	173	25	144	17,799	0	60
Muscatine County, IA	92	410	819	10	15,933	1,641
Scott County, IA	1,805	1,072	14,644	549	1,279	60,687

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2011-2015, Commuting Flows.





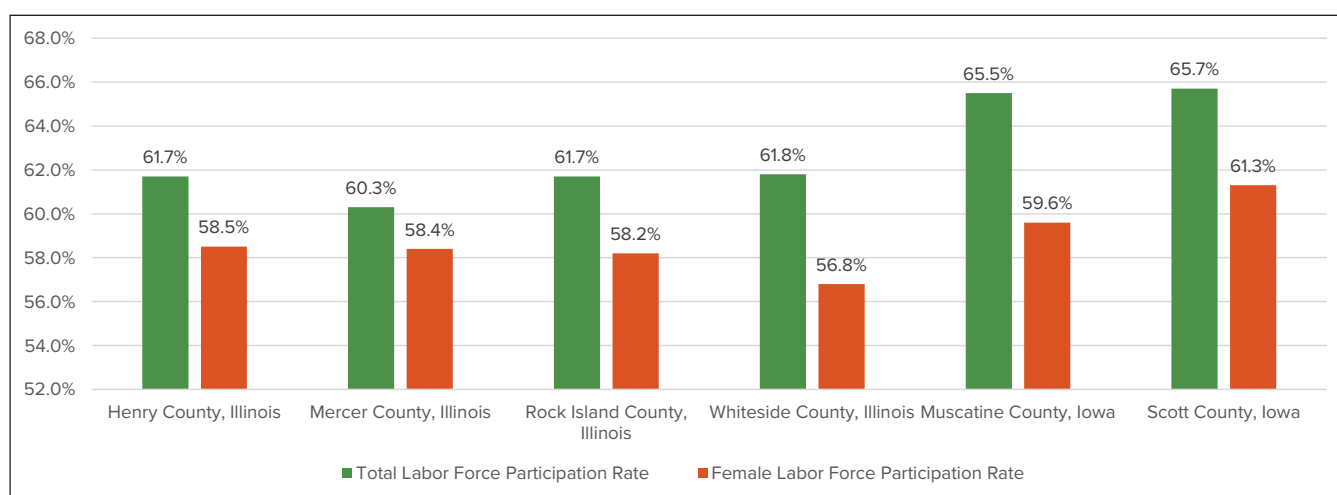
Workforce Trends

Using the regional profile and trends, the Greater Bi-State Region can examine regional strengths and opportunities. As a result, future economic development and opportunities may be addressed through the delivery of mobility choices in the region. There are several key trends shaping the future workforce that will have an impact on regions.

While the long-term trend has seen a growing number of women participating in the work-

force, the short-term trend has witnessed mixed results. Figure 2.10 shows the labor force participation rates in the six counties. These figures often vary by the presence or lack of children in the home by age cohort. This trend should continue to be monitored in future plans. Map 2.8 identifies the percent of the population in the labor force by Census tract.

Figure 2.10
Labor Force Participation Rates for the Population 16 and over



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Following global market disruptions caused by COVID-19 and its aftermath, many regions around the country describe a labor shortage, where employers cannot find people to fill open positions. This is in addition to the Baby Boomer generation, those born between 1946 and 1962, reaching retirement age. Increased automation and remote work capabilities will affect transportation and commuting patterns in years to come. The economy must adapt to the evolving conditions, as the Greater Bi-State Region must, too. Drawing people to the community who have technical expertise will be important to compete on a global scale. Transportation plays a major role in global competition, as the movement of people and goods can help or harm a region depending on its ease of access.

The Greater Bi-State Region is uniquely poised to offer many economic and logistical advantages through the multi-modal transportation network including highways, rail networks, airports, and the Mississippi River. Understanding how a community and its workforce can connect to global supply chains is vitally important for community and regional development. Communities that offer a high quality of life, or a high-tech telecommunications network, or access to global markets will benefit in the future. Having a well-connected telecommunications infrastructure in place will enhance transit providers' abilities to communicate between systems and/or regions as well as with their customers.

Regional Profile

Health, safety, and security issues in the post Covid-19 era will continue as companies adapt to this reality. Development of inter-jurisdictional and interagency agreements and cooperation, as needed by a transit mobility system, will aid the region in meeting routine needs as well as for natural and man-made hazard response and mitigation. Transit providers in the Greater Bi-State Region have diligently trained their individual operators to handle emergency situations, should they ever arise.

Aging and Mobility

Within the 2050 planning horizon of MPA transportation planning, a major change in the demographic profile of the nation and this region is expected. According to the U.S. Census Bureau's National Population Projections, the size of the baby boomer population will expand to the point that 1 in every 5 residents will be retirement age by 2030. Older people are projected to outnumber children for the first time in U.S. history, according to Jonathan Vespa, a demographer with the U.S. Census Bureau. "By 2034, there will be 77.0 million people 65 years and older compared to 76.5 million under the age of 18."

The aging of the population will have implications for transportation infrastructure. As people age, they develop physical, sensory, and cognitive limitations that often restrict their ability to drive, walk, or use traditional public transportation. Transportation planners must prepare for a population where at least one in five or one in four people may be seniors. Enabling the continued safety and mobility of this changing population will increase pressure for changes in transportation planning and investment.

The change in population is coming quickly. The first of the Baby Boomer generation began to turn 65 years old in 2011. By 2030, all baby boomers will be older than age 65. Within the Greater Bi-State Region, those within the ages of 45 to 64, according to the 2021 ACS 5-Year Estimates, accounted for 26.0 percent of the total population, representing 125,580 people. In addition to population numbers,

there are other characteristics of this age group that may have bearing on their transportation choices as they age. Compared to previous generations, the upcoming age wave is characterized by improved health, increased education levels, greater income, and vehicle dependence.

While it is difficult to predict how this age wave will affect transportation planning, it may be assumed that more people will continue driving into older ages, particularly if they live in areas without other transportation options. The most immediate solutions would be to make safety improvements to roadways that address the limitations that aging may impose on older drivers. These would include such things as larger lettering and more contrast for signs, distance and repetition of warnings and information, and other safety features. From an investment standpoint, roadway improvements that address limitations for older drivers generally improve safety for all drivers. For the longer term, people who experience limitations in their ability to drive will be looking for housing and transportation alternatives. Areas with the population density to support public transportation options would seem to be more likely to retain and attract seniors. Considering the increasing disposable income levels projected for older individuals, this would make transportation alternatives an economic development issue as well as a transportation planning issue.

Enhanced mobility related projects in some areas have been implemented to allow greater accessibility and convenience for the growing senior population, providing public transportation services and alternatives beyond those required by ADA. With the implementation of these services, effective training on how to utilize them should be provided to seniors to encourage a sense of security and comfort.

Regional Economic and Service Centers

The Greater Bi-State Region offers a variety of employment and housing opportunities within the six-county area. However, there are additional opportunities in neighboring regions

that are attractive for employment, medical, retail, or social service needs. Some of these extra-regional needs, especially transportation to medical facilities, have been identified in surveys of human services providers and transportation providers. Others are identified using commuting patterns.

In order to demonstrate which areas of the region may have a greater need for transit service to regional economic and service centers, Chapter 4 contains several maps that include locations of employment centers as well as census tracts with a higher density of target populations. Map 4.1 identifies major employers in the region and also identifies census tracts containing a greater population of labor force employees, households without a vehicle, and low-income households. Similarly, Maps 4.2, 4.3, and 4.4 display census data for individuals with disabilities, seniors, and households without a vehicle as well as locations of regional service centers, medical facilities, and social service centers.

Limited English Proficiency (LEP)

As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. Identifying the number of these persons in the Greater Bi-State Region allows transit systems to determine who may need language assistance, the ways in which assistance may be

provided, staff training that may be required, and how to notify LEP persons of service changes, updates, and how to access assistance.

For the purposes of this analysis, persons who speak another language at home and speak English less than “very well” are considered to be LEP. According to the 2021 ACS 5-Year Estimates, approximately 25,997 people, or 5.7 percent of the population, 5 years and older in the Greater Bi-State Region speak a language other than English at home, with 3.1 percent speaking English less than “very well.” The counties with the largest LEP populations are Rock Island (4.9 percent), Muscatine (4.2 percent), and Scott (2.1 percent). Table 2.7 provides data on English speaking abilities by county. Transit systems have taken measures such as translating key rider information, educating drivers and dispatching staff on the awareness of language services, maintaining communication with community-based organizations that commonly work with LEP populations, and in some cases, developing transit brochures in Spanish to cater to the Spanish-speaking population. Demographic data and the frequency of requests for language assistance are monitored to determine when additional services are needed. A detailed LEP analysis for the Greater Bi-State Region is provided in Appendix D.

Table 2.7
Language Spoken at Home for the Population 5 Years and Over

	Henry	Mercer	Rock Island	Whiteside	Muscatine	Scott
Population 5 years and over	46,783	14,962	135,974	52,817	40,412	163,386
English only	45,095	14,583	117,511	48,954	34,541	153,759
Language other than English	1,688	379	18,463	3,863	5,871	9,627
Speak English less than “very well”	732	125	6,615	1,248	1,686	3,488

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

**Table 2.8 –
Regional Profile – Greater Bi-State Region**

2000 Total Population	478,394	Median Home Value	
2010 Total Population	480,933	2020	\$143,166
2020 Total Population	482,720	2025	\$162,521
2020 Group Quarters Population	10,453	Per Capita Income	
2025 Total Population	480,298	2020	\$30,923
2020-2025 Annual Rate	-0.1%	2025	\$33,895
2020 Total Daytime Population	482,570	Median Age	
Workers	222,068	2010	39.5
Residents	260,502	2020	40.9
Household Summary		2025	41.6
2000 Households	189,257	2010 Population by Race/Ethnicity	
2000 Average Household Size	2.47	Total	480,933
2010 Households	195,327	White Alone	87.0%
2010 Average Household Size	2.41	Black Alone	5.7%
2020 Households	197,612	American Indian Alone	0.3%
2020 Average Household Size	2.39	Asian Alone	1.4%
2025 Households	197,093	Pacific Islander Alone	0.0%
2025 Average Household Size	2.38	Some Other Race Alone	3.0%
2020-2025 Annual Rate	-0.05	Two or More Races	2.6%
2010 Families	127,864	Hispanic Origin	8.8%
2010 Average Family Size	2.95	Diversity Index	36.1
2020 Families	127,059	2020 Population by Race/Ethnicity	
2020 Average Family Size	2.94	Total	482,720
2025 Families	126,002	White Alone	83.4%
2025 Average Family Size	2.94	Black Alone	6.9%
2020-2025 Annual Rate	-0.17	American Indian Alone	0.3%
Housing Unit Summary		Asian Alone	2.4%
2000 Housing Units	200,328	Pacific Islander Alone	0%
Owner Occupied Housing Units	68.4%	Some Other Race Alone	3.6%
Renter Occupied Housing Units	26.1%	Two or More Races	3.3%
Vacant Housing Units	5.5%	Hispanic Origin	10.5%
2010 Housing Units	210,790	Diversity Index	43.1
Owner Occupied Housing Units	66.6%	2025 Population by Race/Ethnicity	
Renter Occupied Housing Units	26.0%	Total	480,298
Vacant Housing Units	7.3%	White Alone	81.4%
2020 Housing Units	216,004	Black Alone	7.6%
Owner Occupied Housing Units	64.6%	American Indian Alone	0.4%
Renter Occupied Housing Units	26.9%	Asian Alone	3%
Vacant Housing Units	8.5%	Pacific Islander Alone	0.1%
2025 Housing Units	218,652	Some Other Race Alone	3.9%
Owner Occupied Housing Units	63.9%	Two or More Races	3.8%
Renter Occupied Housing Units	26.3%	Hispanic Origin	11.6%
Vacant Housing Units	9.9%	Diversity Index	46.8
Median Household Income			
2020	\$55,929		
2025	\$58,989		

Sources: U.S. Census Bureau, Decennial Census, 2010. Esri Community Analyst, 2020 and 2025 Estimates.

Table 2.9
Regional Profile – MPA
(Quad Cities Metropolitan Planning Area Boundary)

2000 Total Population	293,732	Average Home Value	\$211,392
2010 Total Population	297,986	2020 Population by Race/Ethnicity	
2020 Total Population	302,452	Total	302,452
2020 Group Quarters	7,962	White Alone	78.90%
2025 Total Population	302,862	Black Alone	9.90%
2020-2025 Annual Rate	0.03%	American Indian Alone	0.30%
2020 Total Daytime Population	313,623	Asian Alone	3.40%
Workers	150,186	Pacific Islander Alone	0.10%
Residents	163,437	Some Other Race Alone	3.50%
Household Summary		Two or More Races	3.90%
2000 Households	117,910	Hispanic Origin	10.60%
2000 Average Household Size	2.43	Diversity Index	48.7
2010 Households	122,350	2025 Population by Race/Ethnicity	
2010 Average Household Size	2.37	Total	302,862
2020 Households	124,928	White Alone	76.40%
2020 Average Household Size	2.36	Black Alone	10.60%
2025 Households	125,329	American Indian Alone	0.30%
2025 Average Household Size	2.35	Asian Alone	4.30%
2020-2025 Annual Rate	0.06%	Pacific Islander Alone	0.10%
2010 Families	77,097	Some Other Race Alone	3.80%
2010 Average Family Size	2.96	Two or More Races	4.50%
2020 Families	77,264	Hispanic Origin	11.60%
2020 Average Family Size	2.95	Diversity Index	52.5
2025 Families	77,068	2010 Population by Relationship and Household Type	
2025 Average Family Size	2.95	Total	297,986
2020-2025 Annual Rate	-0.05%	In Households	97.40%
Housing Unit Summary		In Family Households	79.00%
2000 Housing Units	124,716	Householder	25.90%
Owner Occupied Housing Units	65.80%	Spouse	18.80%
Renter Occupied Housing Units	28.70%	Child	29.40%
Vacant Housing Units	5.50%	Other relative	2.40%
2010 Housing Units	131,356	Nonrelative	2.40%
Owner Occupied Housing Units	64.20%	In Nonfamily Households	18.50%
Renter Occupied Housing Units	29.00%	In Group Quarters	2.60%
Vacant Housing Units	6.90%	Institutionalized Population	1.30%
2020 Housing Units	135,525	Noninstitutionalized Population	1.20%
Owner Occupied Housing Units	62.60%	2020 Population 25+ by Educational Attainment	
Renter Occupied Housing Units	29.60%	Total	209,749
Vacant Housing Units	7.80%	Less than 9th Grade	2.90%
2025 Housing Units	137,529	9th - 12th Grade, No Diploma	5.90%
Owner Occupied Housing Units	62.10%	High School Graduate	24.60%
Renter Occupied Housing Units	29.00%	GED/Alternative Credential	4.70%
Vacant Housing Units	8.90%	Some College, No Degree	22.50%
Median Age		Associate Degree	10.50%
2010	38.4	Bachelor's Degree	18.40%
2020	39.7	Graduate/Professional Degree	10.60%
2025	40.6	2020 Population 15+ by Marital Status	
		Total	246,797
		Never Married	32.20%
		Married	48.50%
		Widowed	6.60%
		Divorced	12.70%

Sources: U.S. Census Bureau, Decennial Census, 2010. Esri Community Analyst, 2020 and 2025 Estimates.

Table 2.10
Largest Employers by County

HENRY COUNTY, IL		MERCER COUNTY, IL	
EMPLOYER	TOTAL EMPLOYEES	EMPLOYER	TOTAL EMPLOYEES
Great Dane Trailers	600	Mercer County Board-Education	220
Hammond-Henry Hospital	260	General Grind & Machine Inc	150
Walmart Supercenter	250	YMCA	65
OSF Medical Group	250	Walmart	97
Henry County Courthouse	230	United North Elementary School	60
KONE Inc	190	Sherrard Senior High School	90
Kewanee Park District	150	Mercer County Nursing Home	50
Veterans of Foreign Wars	125	Mercer County High School	50
Hillcrest Home	122	Meminger Metal Finishing	75
Royal Oaks Care Ctr	120	Mc Donald's	50
MUSCATINE COUNTY, IA		ROCK ISLAND COUNTY, IL	
EMPLOYER	TOTAL EMPLOYEES	EMPLOYER	TOTAL EMPLOYEES
HNI Corporation (The HON Company, Allsteel)	3,200	Rock Island Arsenal	6,300
Kent Corporation	1,011	XPAC	1000
Muscatine Community School District	823	Unity Point Health Rock Is	2048
Trinity Hospital Muscatine	483	Unity Point Health Moline Cmps	2700
SSAB	410	Tyson Fresh Meats	2400
Musco Sports Lighting	400	John Deere Harvester Works E Moline	2800
Monsanto Company	381	Deere & Co Moline Branch	1600
Walmart	350	Tax Slayer Ctr	500
Heinz, USA	305	Pfg Tpc Roma Foods	530
The Stanley Group	279	Jumer's Casino & Hotel	550
SCOTT COUNTY, IA		WHITESIDE COUNTY, IL	
EMPLOYER	TOTAL EMPLOYEES	EMPLOYER	TOTAL EMPLOYEES
John Deere Davenport Works	2,000	CGH Medical Ctr	1,197
Arconic	2,000	Wahl Clipper Corp	900
Genesis Medical Ctr Davenport	1,574	Walmart Distribution Ctr	500
Tri City Engrng & Integration	1,200	Cgh Medical Ctr Main Clinic	500
Elite Casino Resorts LLC	1,000	Timken Drives LLC	430
Cobham North America	900	Walmart Supercenter	420
Davenport City Hall Civil	800	Self Help Enterprises Inc	400
Scott County Family Y	600	HALO Branded Solutions Inc	400
Directv Authorized Retailer	600	Sterling Coliseum	200
Bettendorf Event Ctr	600	Focus Services	200

Sources: Data Axle Reference Solutions, Reference USA Gov, 2021. Greater Muscatine Chamber of Commerce & Industry, 2021.

Table 2.11
Employment by Industry Sector

INDUSTRY	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa	TOTAL	PERCENT OF TOTAL
Civilian employed population 16 years and over	23,385	7,361	66,746	26,706	21,323	86,591	232,112	100.0%
Agriculture, forestry, fishing and hunting, and mining	792	351	758	718	667	995	4,281	1.8%
Construction	2,069	799	4,475	1,474	1,212	6,024	16,053	6.9%
Manufacturing	3,616	1,064	11,100	5,627	6,662	14,220	42,289	18.2%
Wholesale trade	783	187	1,579	811	417	2,259	6,036	2.6%
Retail trade	3,122	888	7,801	3,150	1,789	10,707	27,457	11.8%
Transportation & warehousing, and utilities	1,388	548	4,885	1,531	1,466	4,167	13,985	6.0%
Information	264	70	640	205	169	1,192	2,540	1.1%
Finance and insurance, and real estate and rental and leasing	1,355	388	4,010	955	641	4,841	12,190	5.3%
Professional, scientific, and management, & administrative and waste management services	1,196	360	5,574	1,753	1,274	6,953	17,110	7.4%
Educational services, and health care and social assistance	4,649	1,606	13,865	5,963	4,607	20,021	50,711	21.8%
Arts, entertainment, and recreation, & accommodation and food services	1,976	452	6,145	1,965	1,047	7,687	19,272	8.3%
Other services, except public administration	1,049	338	2,730	1,245	911	3,744	10,017	4.3%
Public administration	1,126	310	3,184	1,309	461	3,781	10,171	4.4%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Chapter 3: Transit Profile

Chapter 3 is intended to frame regional conditions that influence transit mobility and discuss the extent and distribution of transit services in the region. The conclusion of the chapter provides a summary of coordination efforts identified thus far. An ongoing effort continues to be made to gather additional information from private transit operators and human service agencies providing transportation services. Bi-State maintains an inventory known as the “Specialized Transportation Services Inventory (STSI),” which is used to provide system information for this chapter. The full inventory is located in Appendix B of the document and is updated as new system information becomes available.

Transit Providers

Public transit providers in Henry, Mercer, Muscatine, Whiteside, Rock Island, and Scott Counties were contacted through a survey conducted by the Bi-State Regional Commission. The survey was disseminated June-December 2022 and utilized as part of the updating process of this plan. An initial solicitation for information from agencies providing client-based transportation services was conducted in Summer 2021. Updates to the plan compliment the requirements identified by both the Illinois Department of Transportation (ILDOT) and the Iowa Department of Transportation (IADOT). Surveys were sent to agencies providing public or client-based transportation services throughout the six-county Bi-State Region. This includes primarily public transit providers and human service agencies. Comments were received from all public transit providers, while minimal responses were received from human service agencies. As a result, many of the human service agency surveys provided in Appendix B include responses from previous

solicitations. Responses from human service agencies will continue to be updated once responses are received.

The regional inventory includes information describing public and private transit service providers found within the region, including human services agencies, nursing homes, local transit systems, and taxi/shuttle companies. Key information compiled in the survey includes a description of each organization’s services and what restrictions may exist.

In addition to the survey responses, staff from Bi-State Regional Commission discussed the most frequently traveled destinations with the rural public transit providers in the region. Data collected was then mapped for each county, and used to determine where service needs and may exist for each of the six-counties. Maps for each county are included with the STSI in Appendix B.

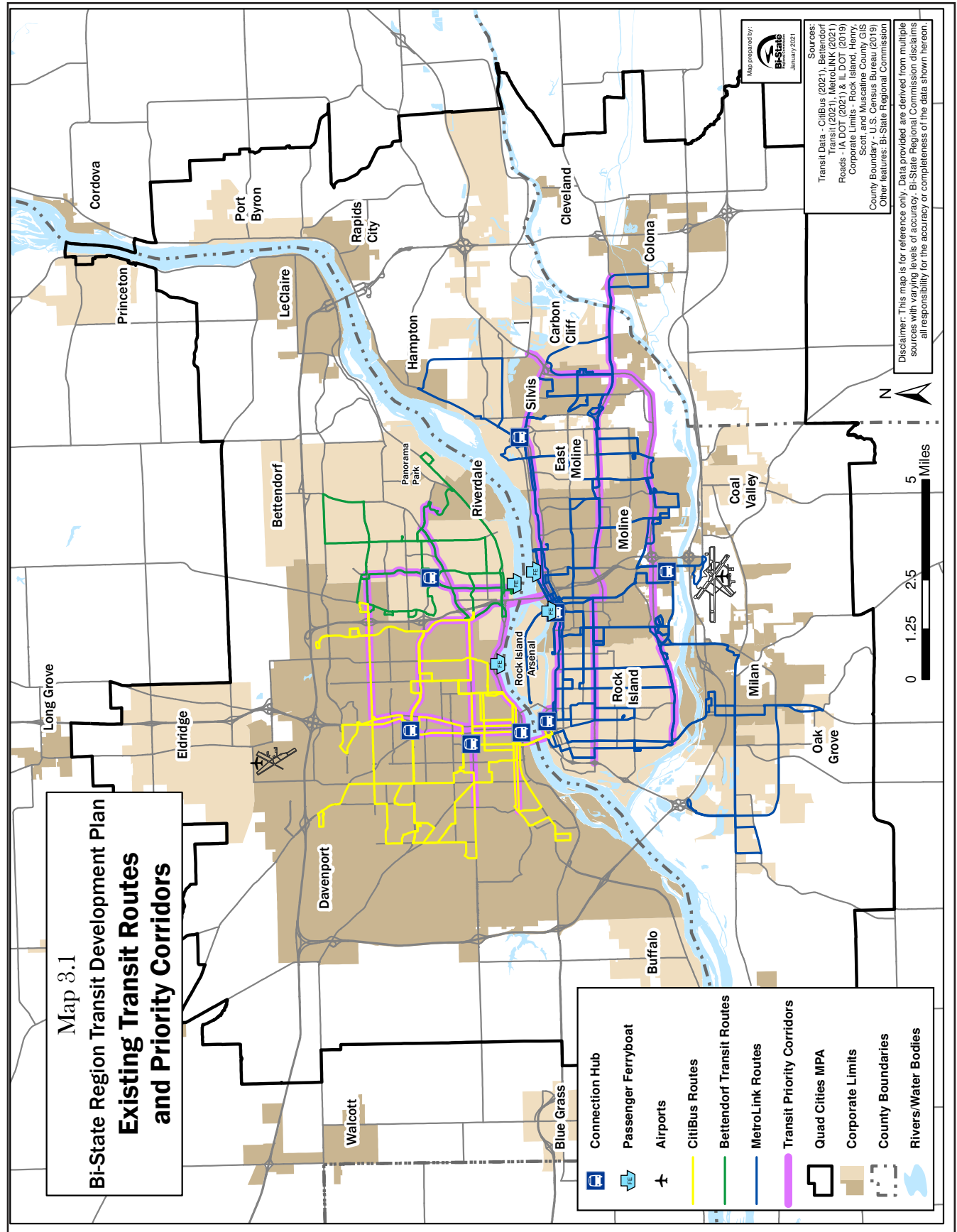
Public Transit Providers

There are four fixed-route public transit systems in the Bi-State Region, including Bettendorf Transit, Davenport CitiBus, Muscatine MuscaBus, and the Rock Island County Metropolitan Mass Transit District¹. The three municipally-provided systems primarily serve riders within their corporate limits. MetroLINK is a specialized taxing district created specifically to provide public transportation in the Illinois Quad Cities serving eight communities. MetroLINK connects to Bettendorf Transit and Davenport CitiBus fixed-route systems. Bettendorf Transit connects at Centre Station in Moline, Illinois, and Davenport CitiBus connects at the MetroLINK transfer hub in Rock Island, Illinois. Map 3.1 identifies existing transit routes in the Quad Cities urban area with Transit Priority Corridors, which represent corridors with

¹ Also known as MetroLINK for short.

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high transit ridership and dense development that would be candidates for heightened transit service improvements, such as increased frequency. Map 3.2 identifies the transit routes for Muscatine. Table 3.1 outlines general information on these fixed-route systems that were received from the transit agencies.



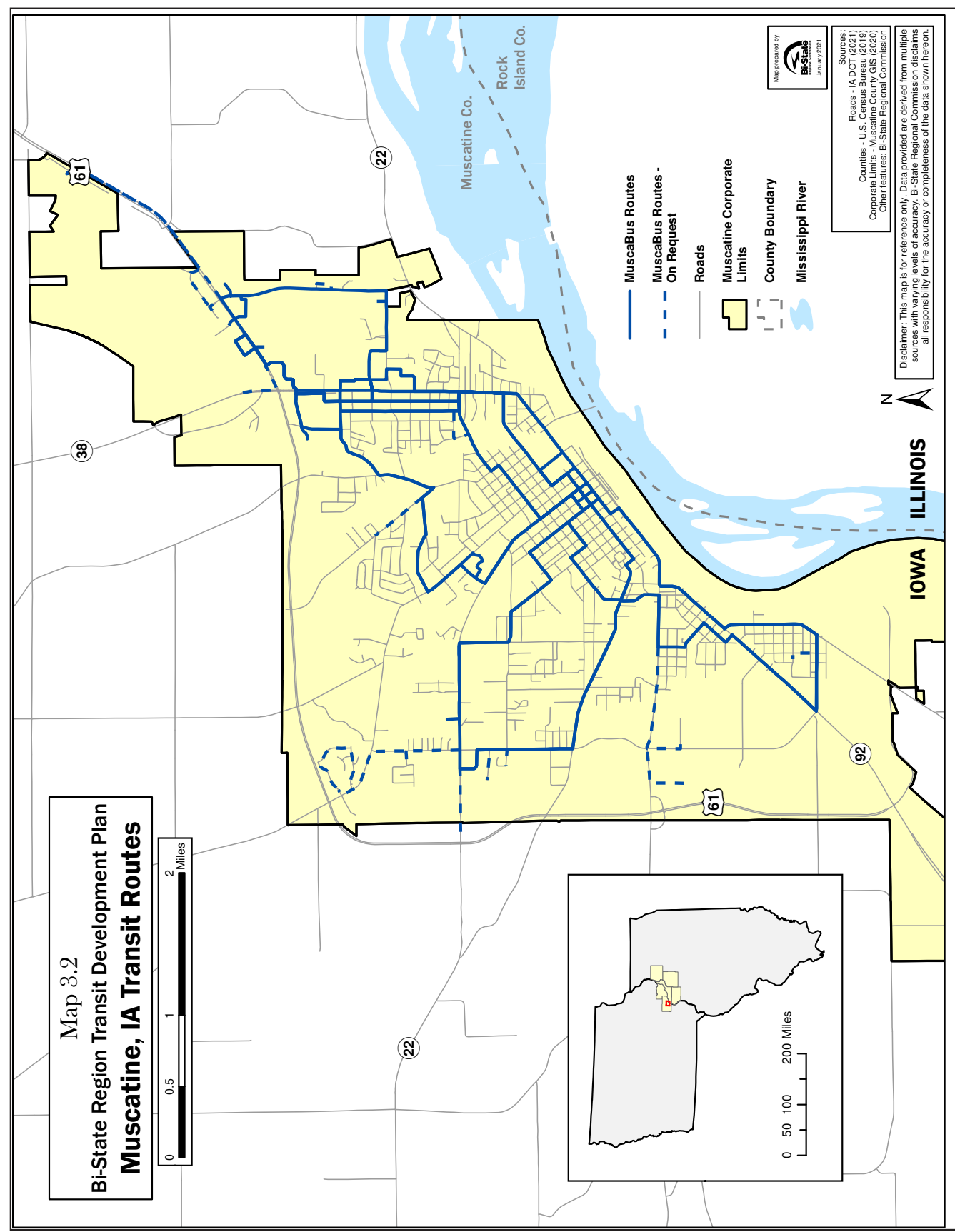


Table 3.1
Public Transit Systems Fixed-Route Information

Transit System	# of Routes	# of Vehicles	Typical Weekday Hours	Weekend Hours	Service Frequency on Routes (Headways)	Adult Basic Fare	Annual Ridership (FY 2021*)
Bettendorf Transit	3	5	6:00 a.m. – 7:00 p.m. varies by route	8:30 a.m. – 5:30 p.m. varies by route; Saturday only	60 minutes	\$1.00	60,665
Davenport Transit	10	23	6:00 a.m. – 7:00 p.m. varies by route	9:00 a.m. – 7:00 p.m. Saturday only	30 or 60 minutes by route	\$1.00	396,848
Muscatine Mus-caBus	4	12	6:30 a.m. – 5:00 p.m.	8:30 a.m. – 4:00 p.m.; Saturday only	30 or 60 minutes by route	\$1.00	84,282
Rock Island County Metropolitan Mass Transit District (MetroLink)	12	76; 3 vessels (Channel Cat)	5:00 a.m. – 10:00 p.m.; Channel Cat is seasonal	7:00 a.m. – 6:30 p.m.; Saturday and 8:00 a.m. – 5:00 p.m.; Sunday	15, 30 or 60 minutes by route	\$1.00	1,623,350

*FY 2021 ridership reflects COVID-19 pandemic response, which depressed overall ridership nationwide.

Bettendorf Transit System

The City of Bettendorf operates a municipal transit system known as Bettendorf Transit. The fixed-route system was established in 1980 and currently operates three fixed routes. Riders are able to connect to both CitiBus and MetroLINK. In addition to fixed-route service, Bettendorf Transit also contracts out for demand-response and Americans with Disabilities Act (ADA) paratransit service with River Bend Transit.

Service is provided to the most densely populated areas of the city in addition to many employment and activity centers including Unity Point Health-Trinity Bettendorf, the Family Museum, Scott Community College, the Isle Casino Hotel Bettendorf, and the Arconic Industrial Plant in Riverdale. There are several key ridership generators within the service area corridor, including major shopping centers, public and private schools, a community college, senior housing, medical facilities, and several major employers in the Quad Cities. In addition to serving its own community, Bettendorf is linked regionally to the surrounding Quad Cities Area with connections to Davenport CitiBus at Burlington department store near Kimberly and Lincoln Roads and at the

Hy-Vee located at Northridge Shopping Center. A route also connects with Metro at Centre Station in Moline.

Service hours for Bettendorf Transit vary depending on the day. Currently, weekday service is provided 6:00 a.m. to 7:00 p.m. Monday through Friday and 8:30 a.m. to 5:30 p.m. on Saturday. Service is not provided on Sunday or on major holidays. The general public cash fare is \$1.00 for all fixed-route buses; however, reduced fares are available for seniors and individuals with disabilities. College students ride for free. Children under age five may ride free if accompanied by an adult. Full fare and half fare punch passes are also available for \$10.00 and \$5.00, respectively, that are valid for 12 one-way trips. Riders may also purchase the QC Monthly Pass, a \$30.00 monthly pass valid for any of the three fixed-route systems in the Quad Cities.

Bettendorf Transit currently operates a fixed-route revenue fleet of five 21-passenger buses. Vehicles are equipped with bicycle racks to encourage multi-modal travel. In 2015, Bettendorf Transit underwent a route analysis that recommended moving the central transfer hub from downtown. The grid structure was chosen to reduce trip times and transfers, which

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had the effect of reducing unlinked passenger trips. Cross-river access on Bettendorf Transit was reestablished in July 2021, as Stretch service was discontinued. Route 1 crosses the Mississippi River on the new I-74 bridge and connects to Centre Station in Moline. Ridership data shows that the highest ridership occurs along the U.S. 67 and Middle Road corridors.

Between 2013 and 2019, the City of Bettendorf contracted with MetroLINK to house its administrative and operational functions, but has subsequently taken these functions back in-house. Such functions included state and federal transit reporting, grant applications and administration, a customer call center, and dispatching services. Bettendorf Transit has also implemented a computer-aided dispatch/automatic vehicle location (CAD/AVL) system, Google Trip Planner, and mobile app in recent years, increasing the availability of on-demand information.

The COVID-19 Pandemic affected Bettendorf Transit similar to most agencies around the country, with increased efforts dedicated to cleaning, sanitizing, and promoting social distancing. Ridership fell approximately 40% from pre-pandemic levels. Free fares were offered for three months. Staffing and the transit level of service, including the number of routes and frequency, remained constant, and no staff were laid off or placed on furlough. Ridership has recovered modestly, though the long-term trend of ridership has been decreasing for several years.

Davenport Transit

Public investment in transit in Davenport began in 1969 with the creation of the City Transit Authority, which subsidized the privately-held Davenport City Lines Bus Company. The city purchased Davenport City Lines and placed the operation of the transit service under the jurisdiction of the city's Department of Municipal Transportation.

The City of Davenport operates a fixed-route system known as Davenport Transit. Davenport

Transit operates ten routes that are largely oriented in a grid pattern, with seven serving the Ground Transportation Center (GTC) located in the heart of downtown Davenport on River Drive between Ripley and Harrison Streets.

The approximate service hours for most routes are 6:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 7:00 p.m. on Saturday. Headways vary by route and time of day, but are generally 30 or 60 minutes.

The Davenport Transit service area encompasses much of the city, approximately 26 square miles. Numerous schools, shopping centers, hospitals, businesses, and several local tourist attractions are within short walking distances of Davenport Transit routes. Davenport Transit reaches out to the other two fixed-route transit systems of the Quad Cities. Davenport Transit connects to Bettendorf Transit at a transit hub at Lincoln and Kimberly Roads and at 53rd Street by the Northridge Shopping Center. Davenport Transit crosses into Illinois by traveling to the MetroLINK Rock Island transfer hub via the Davenport Transit Route 7.

Davenport Transit provides service to the growing Eastern Iowa Industrial Center north of Interstate 80 during peak hours for the businesses located in this area. The City of Davenport contracts this service, along with their complementary ADA paratransit service and other demand-response services, to River Bend Transit, the regional demand-response transit provider.

Paratransit service is available during the hours that fixed-route service operates. Demand-response service is available on Saturday mornings for work-related trips, from 6:00 a.m. to 9:00 a.m., before regular fixed-route service begins. Davenport also has a JARC²-like service that operates 7 days a week on a time and space available basis for low-income passengers needing a ride related to work, job training, and job searching. All of these services are operated by River Bend Transit.

General one-trip fares are \$1.00, with special reduced fares available for seniors, individuals with disabilities, unemployed individuals, students, and children. Davenport Transit has an unlimited monthly pass for \$23.00, which allows unlimited rides and transfers on any routes within the Davenport system for 30 days. Davenport also sells and honors the QC Passport, which is sold for \$30.00, that allows unlimited rides on Davenport, Bettendorf, and MetroLink's systems for an entire month. Davenport also has introduced a SMARTCard that can carry any balance for riders and offers a discount for monthly purchases.

Davenport Transit has transit agreements with Scott Community College, Palmer College of Chiropractic, and Saint Ambrose University enabling students, faculty, and staff to ride without incurring any additional cost. Saint Ambrose University utilizes three Davenport Transit routes to enhance student access to and from its Health Sciences Building at Genesis West.

The City of Davenport and the Davenport Public Schools System partnered to provide free transit service to schoolchildren between kindergarten and grade 12 upon presentation of their school ID.

Davenport Transit has 23 operating vehicles in its fleet, all of which are 35' Low-Floor mass transportation buses from Gillig. Davenport Transit also has a two-vehicle contingency fleet. However, the current fleet size will be downsized to 21 vehicles, and the contingency fleet will be downsized as well. All vehicles are ADA-compliant and equipped with bicycle racks to promote multimodal connections. The replacement schedule for heavy-duty transit buses is 12 to 16 years. Vehicles are maintained at the city's Public Works building.

The City of Davenport currently owns and operates a centralized Ground Transportation Center (GTC) in downtown Davenport. Built in 1985, the facility is in good condition and is ADA-accessible. The GTC has limited office space for supervisors, modest driver break room accommodations, and acts as the primary

transfer location for the majority of Davenport Transit routes. With all buses equipped with bike racks, Davenport Transit provides easy access to the nationally designated Mississippi River Trail, which runs one block south of the facility, just by taking a bus to the downtown station.

Construction of an addition to the Davenport Public Works building was completed in 2014. Davenport Transit management/administrative staff relocated to the new addition, which houses new administrative offices, a large conference area, multiple workstations, and driver accommodations. Limited supervisory staff remain at the GTC during operating hours for customer assistance. Dispatch services are coordinated out of the Public Works building. Prior to 2022, Davenport Transit and MetroLINK operated a consolidated call center through an intergovernmental agreement. Services moved in-house following termination of the agreement in December 2022.

In response to recommendations made in the city's transportation plan, *Davenport in Motion*, and in an effort to improve service efficiency, Davenport Transit conducted a Comprehensive Operations Analysis (COA) in 2015. The goals of the COA were to improve efficiencies within the Davenport Transit system while leveraging resources to meet the growing needs of the citizens of Davenport. Since the COA was completed, Davenport Transit implemented updated GIS technology and installed new technology such as:

- Fareboxes with Smart Card technology
- Automatic Vehicle Locator System that allows customers to track buses
- A voice annunciator system in both English and Spanish.

The increase in the downtown residential population over the past 10 years, which is anticipated to continue to grow modestly, will provide continuing demand for alternative mobility options and bus service to retail, employment, and recreation centers throughout the city and the region. Additionally, redevelopment along major corridors, such as the U.S.

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61 corridor, offers the City of Davenport and Davenport Transit numerous opportunities to increase residential and commercial density to appeal to more transit-oriented development.

Likewise, throughout the Quad Cities Region, corridor planning has indicated the demand and potential of transit service in providing for a more livable community in the future. Davenport Transit and other fixed-route transit routes are depicted in Map 3.1. Input indicated high concentrations of riders along the U.S. 61 corridor and along and south of Locust Street. The area south of Locust Street includes downtown Davenport and older neighborhoods with higher population densities and concentrations of low-income residents, minority populations, and LEP³ groups.

Similar to Bettendorf, Davenport Transit felt the impacts of the COVID-19 Pandemic through increased efforts to clean and sanitize vehicles and facilities. Davenport's ridership fell to about 60% of normal, pre-pandemic levels. The city implemented free fares for three months and closed the GTC during that time in an effort to promote social distancing to slow the spread of the virus. Davenport's level of service remained constant; however, and staff levels were not affected during the pandemic. In early 2023, ridership levels have recovered to about 80-90% from pre-pandemic levels.

Rock Island County Metropolitan Mass Transit District (RICMMTD)

Rock Island County Metropolitan Mass Transit District, commonly referred to as MetroLINK, is a multi-city public transit system that was created in 1970 to serve the Illinois Quad Cities. Fixed-route service is provided to the communities of Carbon Cliff, Colona, East Moline, Hampton, Milan, Moline, Rock Island, and Silvis. In addition to fixed-route transit service, MetroLINK serves as a ticketing agent for Greyhound Bus Lines and Burlington Trailways; provides paratransit, special transportation, and microtransit services; and operates a

passenger ferry, locally known as the Channel Cat Water Taxi.

MetroLINK's active revenue fleet consists of 67 transit coaches, 7 paratransit vehicles, 10 Special Transportation Services (STS) vehicles, and 3 ferry boat vessels. In 2018, MetroLINK introduced its first electric bus and has expanded its electric fleet to 25% of its overall fleet as of 2022, resulting in quieter operations and zero emissions from the electric vehicles. The agency no longer operates diesel-powered vehicles as of November 2022 and uses a 12-year replacement cycle for its fixed-route fleet, with major rehabilitation on the vehicles after approximately six years of use. All transit coaches and modified vans meet ADA requirements and are equipped with low-floor ramps or lifts and passenger notification signals.

MetroLINK's fixed-route services, referred to as "Metro," operate seven days a week on 15, 30, or 60-minute headways. The system is comprised of 13 fixed routes, with additional peak service to serve employment and education centers. The system is a combination of grid and radial route service with connections to Davenport CitiBus and River Bend Transit at Rock Island's District Station, and Bettendorf Transit and River Bend Transit at Centre Station in Moline.

In 2019, MetroLINK introduced a microtransit pilot project in Milan as a supplement to existing fixed-route service. The service offers an on-demand public transportation option within the corporate limits of Milan. Passengers can be picked up and dropped off within the designated service area. Multiple riders may be grouped together based on demand and the location of their destinations. The service may expand to other municipalities in the MetroLINK network in the future.

The adult base fare is \$1.00. Special reduced rates are available for seniors, individuals with disabilities, and children. Pre-paid passes provide discounts for purchasing multiple rides. Veterans, seniors, and individuals with disabili-

3 Limited English Proficiency

ities who are enrolled in the Illinois Benefit Access Program can ride the Metro fixed-route services free of charge. Metro also accepts the QC Monthly Pass, which costs \$30.00 for unlimited rides on any of the Quad Cities fixed-route services.

Metro's transportation network includes three key terminals located in Moline, East Moline, and Rock Island. Centre Station, Metro's premier transportation hub, was constructed in 1998 and is a joint-use facility in downtown Moline. Centre Station is also a transfer station and ticketing location for Burlington Trailways. A skywalk was constructed in 2020 to connect Centre Station to the Q, which will act as the passenger rail station when service to and from Chicago is reinstated.

East Pointe Station was constructed in East Moline in 2005 and is situated north of the Iowa Interstate Railroad tracks on 14th Avenue. In 2014, MetroLINK opened District Station in downtown Rock Island at 2nd Avenue and 20th Street. The station has passenger amenities, such as restrooms and real-time arrival information, and a heated waiting room. The station has room for ten bus docking bays for easy pull-in and pull-out. The site had been an underutilized parking lot just west of a 199-unit residential tower. To the north of the facility are Schwiebert Park, the Mississippi River, and access to the 62-mile-long Great River Trail.

MetroLINK collaborated with the City of Rock Island and Rock Island Economic Growth Corporation (GROWTH) to construct The Locks, a 34-unit rental housing development adjacent to the new transfer station. The development is transit-oriented, allowing its residents to access the five Metro routes and one CitiBus route that utilize the facility. Other major transfer points in the Metro system are City Line Plaza, Black Hawk College, and the Moline Walmart. There are also two "Mega Stop" locations at SouthPark Mall and the Quad Cities International Airport. In 2015, MetroLINK completed construction of a signature transfer hub at SouthPark Mall. The project includes

four bus bays with canopies, real-time signage, and passenger seating.

Concentrations of boardings are located in all three major downtowns, Rock Island, Moline, and East Moline, as well as other pockets throughout the Illinois Quad Cities, such as the west side of Rock Island, City Line Plaza on the border of Rock Island and Moline, Walmart (Moline), and along the Avenue of the Cities in Moline and East Moline. MetroLINK buses are equipped with automated passenger counters at each door. Ridership data is downloaded every evening when buses pull into the garage. The most heavily traversed routes generally run east-west. They serve downtown areas, key transit terminals, and major shopping and medical facilities. All routes also serve residential areas throughout the Illinois Quad Cities.

MetroLINK has stated its commitment to transition to environmental sustainability initiatives such as the American Public Transportation Association's (APTA) Sustainability Commitment in 2018. It also achieved silver recognition for efforts pertaining to organization-wide reductions in greenhouse gas emissions, criteria air pollutants, and water usage in 2019. Staff sets performance targets annually and updates APTA on progress towards environmental goals.

MetroLINK has one maintenance facility to serve the operational and maintenance needs of its fixed-route fleet. The maintenance facility opened in 2014 and is located in Rock Island's Columbia Park redevelopment area near 45th Street and 4th Avenue. The 140,000 square-foot facility has the potential to achieve LEED⁴ (Gold) Certification and will provide the maximum sustainability standards for MetroLINK for the next three decades. Key design features include a photovoltaic (PV) solar array, a solar thermal hot water system, a CNG fueling station, a bus wash water reclamation system, bioswales, and white thermoplastic polyolefin (TPO) roofing. MetroLINK's ADA and STS operations are served by a second facility in

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Rock Island, with vehicle maintenance being contracted by a third-party vendor. Administrative functions for the agency are provided at a separate location in downtown Moline.

MetroLINK also operates the Channel Cat Water Taxi. The service includes three 49-passenger ferryboats equipped with bicycle racks that create cross-river access between two docks each in Illinois and Iowa. The Channel Cat operates between Memorial Day and Labor Day, weather permitting, and provides 45,000 trips annually. Tickets are \$8.00 for an adult and \$4.00 for ages 2 to 10. Hours may vary depending on the day, but range from 9:00 a.m. to 8:00 p.m. MetroLINK replaced its terminal at Riverbend Commons Landing in 2016. The project also enhanced ADA access and real-time signage. The terminal acts as the home port for MetroLINK's three Channel Cat vessels. The dock at John Deere Commons was replaced in 2022. Funding has been awarded for a new dock at the Bend of East Moline, and coordination with the city is currently underway.

MetroLINK continues to upgrade its utilization of real-time technology with CAD/AVL technology and Google Trip Planner. Real-time LED signage at bus shelters and transfer stations allows passengers to have up-to-the-minute information on their bus. All three transit systems have purchased the TransLoc mobile app that allows real-time information, arrival alerts, and route assistance. MetroLINK is also investigating automation and driver assistance technology. Collision avoidance technology was installed in 2020.

As a result of COVID-19, MetroLINK's ridership fell around 50% of pre-pandemic levels, and has recovered since then. In order to combat the pandemic, MetroLINK began COVID-19 Restore Committees, which were put in place in order to continue operating as smoothly as possible and to ensure continued service to the community. The committees included Facilities; Community Outreach; Personnel/Staffing; Operations & Service Planning; Grants, Revenue, and Procurement; and Technology. During the pandemic, a rider survey was con-

ducted and found that 50% of passengers riding during the pandemic were going to work. Metro reallocated customer service agents to other duties, and furloughed 4 STS Operators for 4-6 months. No fixed-route bus operators, mechanics, or other administrative staff were affected.

Regarding service impacts, Metro LINK went from two Route 10 Express buses down to one. This is still in effect. Metro also stopped servicing Tyson Foods, per their request when the facility experienced a COVID outbreak, and then resumed service once it was cleared. Metro did not run the peak service school routes, since the schools were conducting remote learning instead of in-person classes.

Muscatine Transit System (MuscaBus)

The City of Muscatine operates a fixed-route transit system, and a curb-to-curb paratransit service within its municipal boundaries, known as MuscaBus. MuscaBus operates three fixed routes from 6:30 a.m. to 5:00 p.m., Monday through Friday and a paratransit service for individuals with disabilities and others not able to access a route bus. There is a fourth route that operates from 7:40 a.m. to 4:40 p.m. Monday through Friday. MuscaBus operates two fixed routes and paratransit service on Saturdays from 8:30 a.m. to 4:00 p.m. All rides are open to the general public and accessible to persons with disabilities.

Fares are \$1.00 per trip for fixed-route services with free transfers. Children under age five ride free. Monthly passes for unlimited fixed-route rides are available for \$32.00. Paratransit service hours are also 6:30 a.m. to 5:00 p.m. Monday through Friday and 8:30 a.m. to 4:00 p.m. on Saturdays with a fare of \$2.00 per ride. Those utilizing paratransit service must schedule a ride at least one day in advance.

MuscaBus offers select evening service in addition to its regular hours of service. Evening service includes New Freedom and JARC Nighttime Commuter Service. The New Freedom service operates Tuesday and Thursday evenings 5:30-9:30 p.m. Funding for New

Freedom and JARC services ceased in September 2013 under MAP-21, but the City of Muscatine chose to continue both services by utilizing Federal Transit Administration funding with a municipal match paid for by the local tax levy. The night-time commuter service was established to provide transportation to access employment and education services that are often times during non-traditional work day hours. Transportation can also be provided for children of the employed individual requiring day care services. Rides are \$2.00 each, and can be scheduled in advance.

MuscaBus operates a fleet of eleven light-duty buses and one conversion van. Two of the buses are 14-passenger, two are 16-passenger, four are 18-passenger, and the remaining three are 20-passenger buses. The van carries nine passengers. The vehicles range in age from 2006 to 2023. All vehicles meet ADA standards. Currently, the City of Muscatine utilizes the city's Public Works Building as both the administrative and maintenance center for the transit system. The building is ADA accessible and was constructed in 1985. An automatic bus wash system is anticipated to be installed in FY2023. Currently, there is no facility growth required for Muscatine City Transit.

The COVID-19 Pandemic had a dramatic impact on ridership during 2020. Ridership fell 82% in the spring of 2020, the fixed-route system was suspended, and only on-demand service was operating with a one-day advanced notice for rides. No fares were collected during that time, and the service was available to the general public. Fixed-route service restarted on July 1, 2020. Overall, ridership was down 43% for FY2020/21, and down 36% for FY2021/22. No staff were laid off or furloughed; however, 19 drivers took a leave of absence based on the recommendation of their doctors, leading to the suspension of fixed-route service.

Regional Public Transit Operators

Beyond fixed-route systems, all counties in the Bi-State Region are served by a regional or county-based public transportation oper-

ator. Per the Iowa Code Chapter 324A, River Bend Transit has been designated the regional transit operator for the Iowa Counties of Cedar, Clinton, Muscatine, and Scott. In Illinois, regional transit operators are not designated by the state, but rather are encouraged to develop at the county level via the Interagency Coordinating Committee on Transportation (ICCT) Primer program. FTA funding was made available to all counties based on their rural population at the time of the 2000 Census, and they are required to complete a five-phase "primer" coordination process prior to accessing funds. In addition to operating assistance, several specialized transportation operators receive FTA Section 5310 (Enhanced Mobility Program) capital assistance to purchase replacement and/or expansion vehicles on an annual basis.

Henry County Public Transportation

As the first rural public transportation operator in the Illinois Bi-State Region, Henry County Public Transportation (HCPT) has been operated by Abilities Plus since 1987. In addition to transportation, Abilities Plus provides services, such as developmental training, residential support, respite care, and Special Olympics to over 200 individuals with disabilities within Henry, Stark, and Western Bureau Counties.

Hours of operation are 7:00 a.m. to 9:00 p.m., Monday through Friday and 7:00 a.m. to 5:00 p.m. on Saturday. All Saturday rides must be scheduled in advance since there is no dispatcher on duty on Saturday. HCPT is demand-response and offers curb-to-curb service to ensure the safety of all riders. It is recommended that rides be scheduled at least 24 hours in advance.

Rider fares are \$2.00 per trip for rides traveling within the same city limits in Henry, Stark, or Western Bureau Counties, and \$3.00 per trip when traveling outside of a city limit beginning and ending within Henry, Stark, and Western Bureau Counties. HCPT does offer rides to extended service areas such as the Illinois Quad Cities, Galesburg, and Peoria at a rate of \$7.00 per trip with a fee of \$2.00 per

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transfer after the first trip within the same city limits. Trips to these destinations are determined by the demand from the general public. It is important to note that all trips must begin or end within the three-county region.

The agency's vehicle fleet includes eight minivans and eight medium-duty vans. All vans are ADA accessible.

RIM Rural Transit

RIM Rural Transit is a public transportation system operated by Project NOW to serve rural Rock Island and Mercer Counties. RIM began providing service in March 2010. Operations are managed through Project NOW's Rock Island County Senior Center and are an expansion of the agency's existing senior transportation program.

Hours of operation are 8:00 a.m. to 4:30 p.m. Monday through Friday with fares ranging from \$3.00 to \$7.00, depending on the length of the trip. Trips that are 41 miles and higher have a fee of \$7.00.

There has been demand for evening hours and/or weekend hours in Mercer and rural Rock Island Counties. However, a lack of vehicles and drivers prevents expansion of service hours outside the existing hours of operation. There are numerous requests to travel to medical facilities in extended service areas. RIM refers these consumers to HCPT or WCPT, since they have scheduled days throughout the month where they provide transportation to medical facilities outside of the region, such as the hospitals in Peoria, Illinois. Upon request, RIM coordinates with River Bend Transit to transport passengers to Iowa City. RIM would like to establish a similar system servicing Peoria or Rockford on opposite days of the other services, allowing more opportunities for consumers in the Bi-State service area to travel to further destinations.

RIM's vehicle fleet includes ten minivans and four 12-passenger paratransit vehicles ranging in model years from 2007 to 2019. Two minivans and one light-duty bus are stored at

the Project NOW location in Aledo, located in Mercer County. This offers a more efficient outlet to providing rides to those beginning in Mercer County. All other vehicles are stored at the Rock Island County Senior Center. Each vehicle is ADA accessible.

RIM experienced a 16% decline in ridership as a result of the COVID-19 Pandemic. However, ridership is expected to reach pre-pandemic levels by the end of FY2023. In FY2022, ridership was approximately 97% of FY2019, prior to the pandemic.

River Bend Transit, Inc.

River Bend Transit, Inc. (RBT) is a not-for-profit corporation that has been designated per the Iowa Code, Chapter 324A as the regional transit provider for the Counties of Muscatine and Scott in Region 9, as well as Cedar and Clinton Counties in Region 8. RBT was Iowa's first regional consolidated transit system that began providing public transit operations in 1978. Its service area covers 2,157 square miles. RBT utilizes a contractual relationship with counties, municipalities, social service agencies, and other organizations within its service area to provide curb-to-curb demand response to specific clients of these organizations and to the general public for medical appointments, work, school, and education trips.

Bettendorf Transit and Davenport CitiBus utilize FTA Section 5310 formula funds to provide paratransit services under contract through RBT. Bettendorf Transit contracts with RBT to serve seniors (60+), individuals with disabilities, and the general public with door-to-door demand-response service. Hours of operation are 6:00 a.m. to 6:00 p.m. Monday through Friday and 8:45 a.m. to 5:40 p.m. on Saturday. Davenport CitiBus contracts with RBT to provide curb-to-curb ADA paratransit service for only those who are ADA-eligible riders. Hours of operation are 5:30 a.m. to 7:00 p.m. Monday through Friday, 8:30 a.m. to 7:00 p.m. on Saturday, and 10:00 a.m. to 5:00 p.m. on Sunday. There is Saturday service available 6:00-9:00 a.m. that is open to the general public for work trips only.

RBT's regular demand-response service operating hours are 5:30 a.m. to 7:00 p.m. Monday through Saturday. RBT currently operates extended work-related transportation hours for Davenport CitiBus that include 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. RBT, like all 5311 fund recipients, must provide equal access to the general public, although services can be designated around the needs of specific population subgroups.

Fares vary depending on which county the ride starts from and to where the rider is traveling, or if a rider is using a contracted service. Prices for seniors age 60+ and disabled individuals are lower than prices for the general public. RBT operates employment transportation service for entry-level/low-income/general employees with Davenport CitiBus. It provides Monday-Friday daily service between the CitiBus hub located on Welcome Way and the Sterilite/Kraft facilities located in the River Cities Business Park, Davenport. RBT provides eight morning trips to the Sterilite/Kraft facilities from the hub and six afternoon return trips from the Sterilite/Kraft facilities. Morning service runs from approximately 5:30–9:30 a.m., and afternoon service is approximately 3:00–8:00 p.m. Run times are coordinated with CitiBus schedules at the hub to minimize transfer wait time. Industrial riders will connect to the fixed-route services of the Bettendorf Transit system and the Illinois Metro system using Davenport CitiBus. Since JARC funds were depleted for this service, Davenport CitiBus has successfully partnered with the Sterilite/Kraft facilities in order to continue the service.

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 Saturday. This service allows low-income workers access to their early morning jobs that start before the fixed-

route service begins. Hours of service are 6:00 a.m. to 9:00 a.m. every Saturday. This service is limited to passengers going to and coming from work only. Riders can utilize the CitiBus service for their return trips later in the day.

The RBT fleet includes a total of 74 lift or ramp-equipped vehicles ranging in size from mini-vans to 25' coaches. RBT completed construction of a maintenance and administrative center in 1996 and has expansion capabilities at its existing site. Vehicle wash bay and parking lot improvements were completed in 2010.

RBT annually provides approximately 165,000 rides, with around 70,000 of those trips for paratransit services for Davenport and Bettendorf. The agency utilizes a 15-year replacement cycle for its fleet, replacing one-third of its revenue fleet every five years. However, due to inadequate funding, RBT has not been able to replace many of its vehicles until they have reached 10 to 12 years of age and have accumulated 170,000+ miles.

RBT uses state-of-the-art scheduling and mapping systems, allowing all vehicles to be in constant communication. Each vehicle is radio-equipped with a global positioning system that makes it possible to track each vehicle at all times.

The COVID-19 Pandemic had varying impacts on River Bend's service. No staff cuts were made during the pandemic. Trips for ADA paratransit service in urban areas has increased 57% since before the pandemic, while the JARC employment program has increased 78%. However, overall county service is approximately 57% of pre-COVID ridership. Cedar County service was revamped, but it has not had a noticeable effect on ridership. Likewise, in Muscatine County, ridership has decreased, and RBT may revamp service in the county in an effort to increase ridership.

Whiteside County Public Transportation (WCPT)

The Whiteside County Senior Center (WCSC) is a 501(c)3 multi-purpose community center that has been providing senior transportation

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since 1984. In 2009, Whiteside County completed the ICCT Primer Coordination Process, and the Senior Center began its rural public transportation program, Whiteside County Public Transportation (WCPT). In transitioning to a public transportation operator, the Senior Center experienced an increase in trip demand and is now providing an average of 175 trips per day.

The Whiteside County Senior Center currently provides transportation to persons 60 and older, individuals with a disability, children and their families, as well as the general public. The three most frequented trips include medical appointments, job sites, and education facilities, in addition to shopping and visiting family and friends.

Service hours were extended in 2013 from 8:00 a.m. to 4:00 p.m. to 6:00 a.m. to 6:00 p.m., Monday through Friday due to high demand. Fare structure is as follows: 60 years and older or disabled, a suggested donation of \$1.00; persons 6 to 59 years, a one-way fee of \$2.00; ages 5 and under; and all ages \$0.50 one-way and \$0.25 per mile out-of-county. Punch cards are also available for \$20.00 and include 10 rides with one free ride. WCPT has designated specific days of each month to travel to extended service areas such as Iowa City, Rockford, Peoria, Freeport, and the Quad Cities. Rockford has proved to be the destination with the largest demand, primarily to see medical specialists. Currently, trips are made to Rockford for medical visits on the second and fourth Thursdays of the month.

Current contracts for transportation services include the local Regional Office of Education, CGH Hospital, Northern Illinois Cancer Treatment Center, Sinnissippi Mental Health, Tri-County Foster grandparents program, Sauk Valley Community College, Sauk Valley Adult Education Programs, the YMCA, and Whiteside County Court Services. Students attending Sauk Valley Community College are eligible to use student financial aid to purchase monthly passes for WCPT.

FTA Section 5310 Vehicle Recipients

In addition to agencies that receive FTA operating assistance, several agencies in the Illinois Bi-State Region receive vehicles through the FTA Section 5310 program. The program provides capital assistance for fleet replacement or expansion to agencies serving seniors and individuals with disabilities. The following agencies within the Bi-State Region have applied for or have received vehicles in recent years:

- Arc of the Quad Cities Area provides client-specific transportation to medical, recreational, and work-related activities for clients with developmental disabilities in urban Rock Island County.
- Exceptional Care and Training Center (ECTC) is a long-term care facility, serving the developmentally-disabled population in Whiteside County, Illinois since 1980. The agency provides transportation to medical, dental, and other appointments for its residents. Residents are also transported ½ mile to an off-campus educational facility known as “Building Bridges” on weekdays.
- Rock River Valley Self Help Enterprises, Inc. provides client transportation for individuals with developmental disabilities employed at the agency’s day training facility in Sterling, Illinois, as well as medical appointments and recreational activities.

Other Providers

There are many agencies providing specialized transit services with non-DOT funds throughout the Greater Bi-State Region. An inventory of these agencies can be found in Appendix B.

For-Profit Transit Providers

There are a number of private for-profit transit providers within the Bi-State Region, including commercial intercity bus services, charter bus services, shuttle services, and taxi companies.

Charter services may include short-term or multi-day travel, local or long-distance travel, tours or group accommodations, shuttle services, and school transportation services.

Taxis, limousines, and special event services also address travel needs within the Bi-State Region. A majority of these providers in the region are not currently ADA-accessible. Many of these transportation services offer local airport service and shuttles to Chicago. On-demand, app-based transportation services are increasingly coming into competition with taxi services around the country and the world. Consumers begin by using a smartphone application to request service. Once the ride is requested, the service providers send a driver to the requested location for pick-up. Drivers utilize their own vehicle and must pass extensive background checks prior to employment. The introduction of this type of service in the urban Quad Cities market will have effects on the broader transportation system for years to come.

Passenger Rail

Amtrak, also known as the National Passenger Railroad Corporation, provides passenger rail service within the region. At this time, the closest passenger rail stations are located in Kewanee and Galesburg, Illinois and Burlington, Iowa. Amtrak passengers use intercity bus service to make connections to the Quad Cities, which is not serviced by rail on Amtrak Thruway service.

In 2007 and 2008, the Illinois and Iowa Departments of Transportation requested Amtrak conduct feasibility studies to examine the potential for passenger rail service between Chicago, the Quad Cities, and Iowa City. The initial study was completed in 2008 and identified a proposed route with two daily roundtrip departures between the Quad Cities and Chicago. The route would run at 79 mph and would take approximately 3 hours and 20 minutes one-way. Annual ridership is expected to be 110,800. Shortly after the initial study began, Amtrak began a second study to identify a potential route between the Quad Cities and

Iowa City. The proposed route would include two daily roundtrip departures from the Quad Cities and Iowa City. If implemented, service would run at 79 mph and would take approximately one hour and 38 minutes one-way. Annual ridership is expected to be 76,100. The study estimated that with an extension from the Quad Cities to Iowa City, ridership on the Chicago-Quad Cities route would increase to 187,000 passengers annually. Initial plans for the route included extending all the way to Omaha, Nebraska. However, the future of this extended route is uncertain and will require ongoing monitoring of the situation.

In 2010, a Service Development Program was developed to implement Chicago-Iowa City passenger rail service by 2015. Initially, the service was expected to consist of two daily roundtrips at a maximum speed of 79 mph, with the possibility of higher speeds in the future. Based on a higher level of investment and shorter trip time, the 2008 ridership figures were updated to 246,800 passengers during the initial year of service, and 447,000 passengers annually by 2045. In the Quad Cities Area, there will be a station located in Moline and an additional station in Geneseo.

The Q Multi-Modal Station was completed in 2018 and includes the train station and a 95-room Westin Element Hotel, and retail space. The station supports green components such as integration of lighting and thermal system controls, facility upgrades to optimize energy efficiency, and showers and changing rooms to encourage bicycle usage. The station construction was a coordinated effort between the city and MetroLINK to provide intermodal access to passenger rail users arriving and departing from the facility. As previously noted, a skywalk was completed in 2020 to connect the Q to Centre Station, MetroLINK's transportation hub. As of 2023, preliminary engineering and environmental work is ongoing to reestablish passenger rail service to the Quad Cities. No date has been set for service to begin.

Intercity Bus

Commercial intercity bus service in the Quad Cities is available via Burlington Trailways and Greyhound Bus Lines. Both intercity bus companies continue to utilize transit hubs within the region. The Davenport Ground Transportation Center (GTC) and Moline's Centre Station are two convenient boarding locations in the urbanized Quad Cities Area.

Greyhound Bus Lines provides five daily stops in the Quad Cities MPA. Service is provided eastbound to Naperville-Chicago four times daily and westbound to Iowa City-Denver twice daily. All of Greyhound's buses are equipped with a wheelchair lift with seating for two passengers sitting in a wheelchair or mobility scooter.

Burlington Trailways is a full-service transportation company providing intercity bus and charter trips nationwide. Popular destinations include Cedar Rapids, Chicago, Denver, Indianapolis, and St. Louis. Outside of the Midwest, intercity bus connections are available anywhere in the U.S. and Canada based on agreements with several other intercity bus providers. Burlington Trailways offers service departing the Quad Cities MPA eastbound two times daily and westbound departures three times daily. Amtrak passengers can use Burlington Trailways to make connections to cities not served by passenger rail on the Burlington Trailways Amtrak Thruway service. Passengers may purchase a ticket for the bus connection from Amtrak in conjunction with the purchase of a rail ticket, or separately from Burlington Trailways. Amtrak Thruway service is provided twice daily. The Burlington Trailways fleet includes 38 vehicles, ranging from 40 to 56-passenger coaches. On average, two new coaches are purchased each year.

Bus Charter Service

Within the region, there are a number of charter bus services. Charter services may include short-term or multi-day travel, local or long-distance travel, tours or group accommodations,

shuttle services, and school transportation services. Bus charter services include, but are not limited to, the following:

- Act II Transportation
- Burlington Trailways
- First Student Inc.
- Green River Lines Hansen Tours (Peru, Illinois)
- Johannes Bus Service
- Muscatine Trolley and Tours
- Peoria Charter Coach Company (Peoria, Illinois)
- Pinks Bus Service
- R.C. Smith Transportation and Scenic Stage Line
- Tri-State Travel

Taxis and Limousine Service

There are a number of taxis, limousine, and special event services to address travel needs within the region and outside of the region. A number serve the Quad Cities Metropolitan Area. Many of these transportation services offer local airport service and shuttles to Chicago. Taxi and limousine services within the Bi-State Region include, but are not limited to, the following:

- A Limo Experience
- Aaron's Party Bus & Limousine Service
- Act II Transportation
- Bell's Taxi Service
- Custom Limousines & Exotic Cars
- Dana's Cabs
- Good to Go Taxi Cab Service
- Lucky Cab
- Luxury Limousine Service
- Max's Cab Company
- On the Go Transportation
- QCA Limo
- QC Chauffeurs
- Quad Cities Yellow Cab
- Supreme Limousine Service
- The City Limo and Party Bus
- Top Hat Transportation
- VIP Transportation

Uber and Lyft

In 2015, Uber launched its services in the Quad Cities. Lyft followed in 2017. Uber and Lyft are app-based transportation network and taxi companies. Their services stem from consumers using a smartphone application to request service. Once the ride is requested, Uber or Lyft sends a driver to the requested location for pick-up. Drivers utilize their own vehicle and must pass extensive background checks prior to employment. Uber now offers service in over 10,000 cities worldwide, while Lyft operates in over 600 cities in the United States.

A majority of the taxi and limousine providers in the region are not currently identified as ADA accessible.

Technology Initiatives

Technology initiatives impacting transportation in the Bi-State Region have increased connectivity and accessibility throughout the region. Real-time, app-based transit information is available for all three urban fixed-route providers. MetroLINK utilizes Clever, while Davenport CitiBus and Bettendorf Transit contract with TransLoc to provide riders with location information of buses en route to better anticipate arrival times. Passengers can set customized alerts and receive important system-wide notifications, allowing users to travel more seamlessly. MuscaBus fixed routes are available on Google Maps. This allows users to plan their route and arrival times online. The introduction and diversification of technology and transportation possibilities within the region allows for more accessible transportation to a wider-user base, therefore allowing easier access to jobs within the region.

Davenport CitiBus has installed annunciators on their buses to broadcast each stop prior to its arrival, and to announce the next stop location. CitiBus joins MetroLINK in utilizing such technology on their buses. Davenport will begin deploying electric buses as a result of a successful federal grant award for the Low or No Emissions Grant in 2022. The award

also helps cover the cost of electric vehicle charging infrastructure.

Park and Ride

Park and ride lots allow for commuters to park their cars at one location where they have the ability to connect with car pools, van pools, and public transit to allow for commuters to save money in traveling expenses, while executing a more environmentally-friendly practice. There is currently a park and ride location at Jason Way Court in Davenport. The site is estimated to have 60 parking spaces. Commuters may also register at Iowa's

Statewide Ridematching System at iowaride-share.org to search for nearby commuters that may have similar schedules and to personalize commute options.

Bike Rental

In the Quad Cities Metropolitan Area, Quad Cities residents and/or visitors have the option of checking out bicycles April 1 through October 31, weather permitting, through Visit Quad Cities at their Davenport or Moline locations. Bikes are made available during the day, Monday through Friday. Fares are complimentary. Helmets and bottles of water are provided. The availability of bicycles in downtown Davenport and Moline help to encourage exercise, while offering a more environmentally-friendly and alternative mode of transportation for those who may not otherwise have one. A bike check-out system may encourage the use of trails in the region, and allow more individuals to access work and leisure via bicycle. During the 2022 season, Visit Quad Cities had a total of 165 bike rentals out of the Moline office, as the Davenport office at Union Station was under construction.

School Bus Transportation

In addition to typical public, not-for-profit, and private transit providers, local school districts and private school bus transportation agencies may be a resource as coordination and partnership efforts evolve throughout the region. School bus transportation providers

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often have breaks in service during the school day and during weekend and evening hours, and many do not provide service during summer months. Table 3.2 lists fleet information for providers in the Greater Bi-State Region. Some school districts are not represented in

the table, as they utilize third-party contractors to provide transportation for their students. For example, Davenport Community School District contracts service out to Durham School Services, and the Rock Island and Moline-Coal Valley school districts partner with MetroLINK.

Table 3.2
School Bus Fleet Information

Agency/Public School District	City	State	Grades	Yellow Buses	Small Vehicles	# of ADA Accessible Vehicles
Iowa						
Assumption High School	Davenport	Iowa	9-12	3	3	0
Bettendorf Community School District	Bettendorf	Iowa	K-12	18	8	5
Durham School Services	Bettendorf	Iowa	N/A	115	10	12
Muscatine Community School District	Muscatine	Iowa	K-12	39	7	6
Rivermont Collegiate	Bettendorf	Iowa	K-12	-	2	-
West Liberty Community School District	West Liberty	Iowa	K-12	12	5	1
Wilton Community School District	Wilton	Iowa	K-12	8	6	1
TOTAL - Iowa				195	41	25
Illinois						
AIWood CUSD 225	Woodhull	Illinois	P-12	6	4	1
Annawan CUSD 226	Annawan	Illinois	P-12	7	4	0
Cambridge CUSD 227	Cambridge	Illinois	P-12	8	4	1
Carbon Cliff-Barstow SD 36	Carbon Cliff	Illinois	P-8	2	0	0
Colona SD 190	Colona	Illinois	P-8	0	0	0
East Moline SD 37	East Moline	Illinois	P-8	34	11	3
Galva CUSD 224	Galva	Illinois	P-12	7	6	1
Geneseo CUSD 228	Geneseo	Illinois	P-12	35	6	3
Hampton SD 29	Hampton	Illinois	K-8	1	0	0
Kewanee CUSD 229	Kewanee	Illinois	P-12	22	11	2
Mercer County SD 404	Aledo	Illinois	P-12	17	5	2
Orion CUSD 223	Orion	Illinois	P-12	16	6	0
Sherrard CUSD 200	Sherrard	Illinois	P-12	20	4	2
United Township HSD 30	East Moline	Illinois	9-12	15	4	3
Erie CUSD 1	Erie	Illinois	P-12	12	6	2
Morrison CUSD 6	Morrison	Illinois	P-12	0	4	0
River Bend Community Unit School District 2	Fulton	Illinois	P-12	11	9	1
Wethersfield CUSD 230	Kewanee	Illinois	P-12	6	3	2
TOTAL - Illinois				219	87	23

Source: School Districts

Quad Cities Metropolitan Area

The three fixed-route public transit systems serve the Quad Cities Metropolitan Planning Area (MPA), which currently is an area of 391.12 square miles. In FY 2019, the three systems provided 3,891,734 rides, including fixed-route services, demand response, and paratransit. A quarter-mile buffer area around the existing transit route area, totaling 80.66 square miles, was modeled in ESRI Community Analyst to compile estimates for demographic data. In 2020, 68.6% (207,343 persons) of the MPA lived within one-fourth of a mile of fixed-route transit service, and 82.5% (52,665 persons) of the minority (people of color) population in the MPA lived within one-quarter of a mile of fixed-route transit service. As of 2020, there were 18,060 households with an annual income below \$25,000 within one-quarter of a mile of fixed-route transit service.

Region and Rural Areas

Muscatine, Sterling, Kewanee, and Rock Falls are the largest cities outside of the Quad Cities Area, ranging in population from approximately 9,200 to approximately 23,900. Of these communities, only Muscatine has a fixed-route transit system. Muscatine's MuscaBus fixed-route system serves 14.64 square miles. It also provides paratransit service within the entire Muscatine City limits. For the time being, Kewanee is the only community in the region directly served by passenger rail service. However, the development of passenger rail service from Chicago to the Quad Cities is underway and will travel from Chicago to Moline. Beginning service date is unknown at this time. Henry County residents are served by Henry County Public Transportation, also located in Kewanee. Sterling and Rock Falls residents are served by Whiteside County Public Transportation as well as several client-specific agencies offering transportation. RIM Rural Transit serves all of Mercer County and rural Rock Island County.

On the Iowa side, River Bend Transit serves 2,157 square miles within Cedar, Clinton, Muscatine, and Scott Counties. It provides over

200,000 annually with Bettendorf and Davenport Paratransit services. There is not an equivalent regional provider in the Illinois Bi-State Region. As noted previously, Illinois counties are served individually by rural public transportation operators, although increased coordination efforts have been made to allow for more regional mobility options for consumers.

Passenger rail service and intercity bus service scheduling are linked to major urban connections, making timing of local trips dependent on the major destinations and limited boarding locations. As a result, few schedules offer convenient transportation for short-term regional trips, such as travel to regional medical centers (Iowa City, Iowa or Peoria, Illinois) or regional shopping opportunities within the Greater Bi-State Region.

Summary of Coordination

To aid in the development and progression of the Bi-State Region's transportation services, both public and private, local governments and the public have worked together to promote coordination and efficiency within these transit services. Over time, participation in these efforts is expected to increase in correlation with demand and will be reflected in future updates of the plan.

Quad Cities Metropolitan Area

Since the mid-2000s, the three urban fixed-route services have coordinated publishing and updating the QC Transit 3-System Network Map. Each system provides information on connections to the others in the area, and the Network Map is an efficient means of conveying geographic information. The purpose of the map is to provide basic information for riders and to illustrate routes for all three systems. The map also includes information on air quality tips for the region. Updates to the map are shared at quarterly meetings of the MPA transit managers. A QC Transit Systems Route Map and links to all of the systems may be found at qctransit.org.

One of the most successful coordination initiatives implemented by the fixed-route transit

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systems has been the QC Monthly Pass, a universal monthly pass that allows unlimited rides on any of the three fixed-route systems for a monthly fee of \$30.00. The card offers a cost savings to regular riders and eliminates the need for transfer tokens. The effort provides a more seamless transit network for the users who can transfer systems at four locations throughout the Illinois and Iowa Quad Cities.

Region and Rural Areas

Within the Iowa Bi-State Region, planning coordination has also occurred between River Bend Transit and the Cities of Bettendorf, Davenport, and Muscatine with their respective transit systems. River Bend Transit also contracts with two school districts (Davenport and Pleasant Valley) and a number of health and human services agencies. They have contracted with the State of Iowa and managed care organizations for Medicaid transportation services, which continues to be in high demand for the aging population.

River Bend Transit's service to low-income persons, referred by partnering social service agencies for work-related activities, coordinates with existing fixed-route service in Davenport and Bettendorf whenever possible. The pre-approval service fills the gaps in fixed-route service by addressing non-traditional hours of work and extra trips for childcare. Hours for the work-related transportation are 7:00 p.m. to midnight, Monday through Saturday and 6:00-11:00 p.m. on Sunday. The City of Davenport covers the necessary costs to keep the hours of service in operation.

Muscatine Transit (MuscaBus) currently operates an evening service in order to provide transportation for the residents of Muscatine to get to and from work or work-related locations. MuscaBus is targeting the low-income individuals and individuals with disabilities who have transportation needs. MuscaBus continues to transport these individuals to child-care destinations and job-readiness classes. The objective is to provide transportation to as many individuals as possible in order to promote independence and self-sufficiency. All services

are ADA accessible.

RIM Rural Transit has also established a coordinated effort with Henry County Public Transportation to pick up riders within the fringe areas of Henry County that MetroLINK does not serve. This allows more riders in the region to be reached without duplicating efforts.

In the Illinois Greater Bi-State Region, county-based coordination continues through RIM Rural Transit and Whiteside County Public Transportation (WCPT). The two rural public transportation systems were developed based on findings of an Interagency Coordinating Committee on Transportation (ICCT) in 2004, which has since ceased operations. The ICCT's purpose was to address ways to broaden coverage and reduce duplication of transportation services to help disadvantaged citizens of Illinois access jobs, work-related transportation services, and other life-sustaining activities important to their health and wellbeing. RIM and WCPT are joined by Henry County Public Transportation in receiving FTA Section 5311 rural public transit assistance funds.

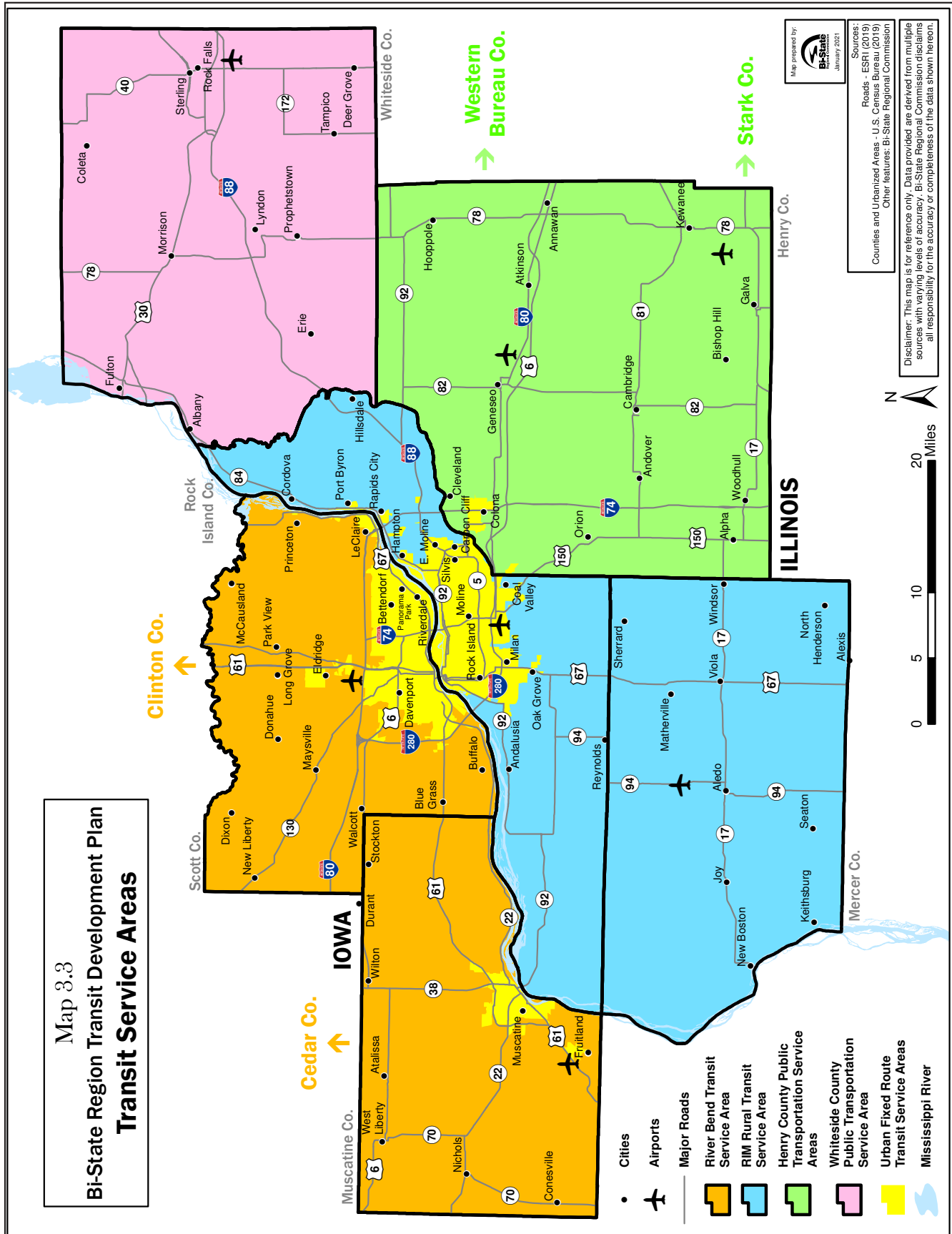
Coordination among the three systems takes place as participants of the Region 2 Transit Advisory Committee. The committee is staffed by the Region 2 Human Services Transportation Plan (HSTP) Coordinator. The HSTP planning and implementation process was developed to cater to the "transportation disadvantaged" elderly, disabled, and low-income populations throughout the state. Coordinators are responsible for implementing the HSTP planning process in his or her particular region, which includes the following:

- A review of existing services and resources within the region
- Identification of the transportation needs of persons with disabilities, older adults, and persons with limited incomes
- Strategies for meeting these needs
- Prioritization of existing and planned services

- Identification of projects to be included in the Regional Plan of Projects (RPOR) that are then submitted to the State Oversight Committee, which in turn recommends projects for inclusion in the State Plan of Projects (SPOP)

HSTP Coordinators are in charge of developing a Human Service Transportation Plan and maintaining the inventory of human service transportation providers and vehicle data.

Illinois requires the plan to go through a full update every three years, and Iowa requires a full update every four years.



Chapter 4: Evaluation of Needs & Policy Direction

Planning for regional transit in the six-county area is vital to the movement of people within and outside the region and requires coordination beyond the Greater Bi-State Region boundaries. Planning will frame strategies to meet future mobility needs and strengthen the urban-rural interface. The Transit Accessibility Analysis found in this chapter is a data-informed examination of need, and highlights areas and populations that may face barriers to mobility. Decisions made by individual transportation providers will affect capabilities to provide mobility choices in the region as well as to neighboring areas in eastern Iowa and western Illinois. Coordination will be an important strategy to foster efficient and effective transportation options. Both policy and fiscal decisions will have ramifications on how the region performs at meeting transit demands. This chapter examines these needs, financial limitations, and policy directions that are necessary to optimize resources and provide adequate transportation services.

Review of Efforts

The following is a review of the recent transit efforts in the Greater Bi-State Region, including capital investments, management and personnel efforts, and services that have recently altered transit in the region. Priorities identified in Chapter 5 are evaluated annually for their outcomes based on the categories in this chapter of the plan and whether projects have been completed, delayed, deleted, and/or shifted in priority, either moving ahead or back in project timing.

Equipment and Facilities

Between 2013 and 2019, the City of Bettendorf contracted with MetroLINK to house its administrative and operational functions, but has subsequently taken these back in-house. Such functions included state and federal transit re-

porting, grant applications and administration, a customer call center, and dispatching services. Bettendorf Transit has also implemented a computer-aided dispatch/automatic vehicle location (CAD/AVL) system, Google Trip Planner, and mobile app in recent years, increasing the availability of on-demand information.

Since Davenport CitiBus and MetroLINK have shifted from a shared maintenance and storage facility to individual facilities, the City of Davenport consolidated administrative, operational, and maintenance functions into one facility. Construction was completed on an addition to the Davenport Public Works facility in 2015 that now houses the transit division's administrative offices and driver areas. Construction of a fleet storage facility has also been completed, as are renovations at Public Works for the bus fleet maintenance and repair area.

MetroLINK operates a 110,000 square-foot maintenance facility, which houses maintenance, administrative, and operational functions. The facility was designed to achieve LEED Silver certification to better meet current and future system needs. This state-of-the-art facility provides the maximum sustainability standards for MetroLINK's operational and maintenance functions. It incorporates the latest in energy efficiencies, including improved air quality, nature and resource conservation, pollution prevention, and modern diagnostic equipment.

The Operations and Maintenance Center further solidifies MetroLINK's commitment to sustainability in the community. Key design features of the facility include a Photovoltaic (PV) solar panel array that produces 30 percent of the facility's electricity needs, a solar thermal hot water system, a bus wash water reclamation system, bioswales to control storm

Evaluation of Needs & Policy Direction

water runoff, and white Thermoplastic Polyolefin (TPO) roofing. The facility also incorporates human factor engineering elements, such as open office spaces to encourage communication, a fitness room and access to multi-use trails to promote wellness, maximizing natural light, a counter-clockwise layout to increase service efficiency, and a radiant in-floor heating system in the maintenance area to reduce safety risks and enhance employee comfort.

Automated vehicle locator (AVL) technology has been deployed by the urban fixed-route systems for numerous years. The technology improves service efficiency and quality for riders. Riders are able to obtain arrival and departure times for their routes at any time via numerous different formats, including through apps that can be downloaded on smartphones. Smartphone apps are able to display real-time locations of buses throughout the network, and can offer real-time information on specific routes and runs. The systems have also been linked to Google Transit, allowing online users to view bus routes and estimate travel times in Google Maps.

Management, Training, and Marketing of Services

Bi-State Regional Commission hosts multiple transit summits annually throughout the region. Bi-State staff also attends human services coordination meetings to gauge need from underserved populations. Transit summits were established to gather input from the public, human and social service agencies, demand response, and urban fixed-route transit services found within the region. Region-specific questions were asked in order to identify the extent of service needs and gaps, how to increase regional coordination efforts, create awareness of unmet needs, prioritization strategies, and to address desirable future transportation investments. Notes from each of the meetings listed above may be found in Appendix C.

It is important to note that although the urban summit was held on the Illinois side, information requested and gathered was in regard to

the Quad Cities Region as a whole. Bi-State will hold an urban transit summit annually, switching between Iowa and Illinois, in an effort to gather public input continuously. Individuals invited are representatives from the human service industry and transportation field, and are listed as part of Bi-State's Regional Transit Interest and Advisory Group (RTIAG). A sample flyer that was distributed to the RTIAG is included in Appendix C.

Bi-State Regional Commission continues to maintain www.qctransit.com, a web portal that allows riders to connect to the individual websites of QC transit systems and informs the public on new services and events. The web portal also complements ongoing efforts by transit systems to promote air quality through transit use, as well as the QC Rideshare website that launched in 2017.

Bi-State Regional Commission's Human Services Transportation Plan (HSTP) Coordinator will continue to work with both the urban and regional transit systems on public education and outreach efforts. For more information on the HSTP Coordinator's role, refer to Chapter 3.

Services

Whiteside County Public Transportation has established several service contracts for transportation services including with the local Regional Office of Education, CGH Hospital, Northern Illinois Cancer Treatment Center, Sinnissippi Mental Health, Tri-County Foster Grandparents Program, and Sterling Township.

Since providing service to underserved peripheral areas is costly, an expansion in service must carefully weigh the costs and benefits. Because of limited resources, transit systems must take into consideration the type of planned economic growth (service and retail), the low-density versus high-density future population areas, and the transit trip generation opportunities in the projected growth area. An emerging potential solution for providing service in outlying areas, MetroLINK has operated a microtransit service in Milan since 2019. The service is supplementary to the fixed-route service in the village, and offers an

on-demand public transportation option within corporate limits. Passengers can be picked up and dropped off within the designated service area. Multiple riders may be grouped together based on demand and the location of their destinations. Both Bettendorf Transit and Davenport CitiBus have conducted operations analyses in recent years, resulting in route and service changes.

MetroLINK intends to conduct studies to determine if “grid” or “feeder” routes can become viable alternatives for connecting residential areas to transfer points. These routes could connect residential areas to commercial and industrial work areas, thereby enhancing the ability to pick up passengers from outlying areas and feed into main connection points.

Commuter and “feeder” routes could be accomplished through a variety of methods, such as Specialized Transportation Services (STS) and taxi services or through volunteer driver services. Potential trips could connect to Centre Station, East Pointe, and the Rock Island District Station via major rural-designated corridors.

The implementation of rural medical trip days to the urbanized area could improve the connection to health care facilities for populations that are geographically distant from them. Dependent upon the location, some expanded rural service could include the development of Park and Ride lots and/or new shelter placement. Dispersed medical office locations throughout the region decrease the efficiency of providing medical-specific trips.

The Iowa DOT developed a *Park and Ride System Plan* in 2014 that updated the existing inventory and identified additional suitable locations for park and ride facilities and strategies for implementation. The plan identified two candidate locations for park and ride facilities in Davenport to facilitate cross-river travel. Eventually, the DOT established a facility at Thunder Bay Grill on North Brady Street (U.S. 61).

The Iowa DOT also established the Iowa Rideshare website to match ride seekers with potential drivers. Bi-State Regional Commission hosts the local component of the Iowa Rideshare website, called QCRideshare.org. The goal of the website is to offer ride matching services to people.

Public Input

Public input for the 2023 Bi-State Region Transit Development Plan has been provided through the following activities:

- 2017 and 2022 Update of the Specialized Transportation Service Inventory
- Ongoing informational meetings in Mercer, Rock Island, and Whiteside Counties
- Monthly meetings of the Urban Transportation Technical and Policy Committees
- Quarterly meetings of the MPA Transit Managers
- Quarterly meetings of the Region 9 Transportation Technical and Policy Committees
- Quarterly meetings of the Region 2 Transit Advisory Committee
- Quarterly meetings of the RIM Rural Transit Advisory Board
- Public input meetings for the 2050 Long Range Transportation Plan
- Regional Transit Summits
- June 4, 2019 – Muscatine Network Consortium
- June 26, 2019 – Council on Community Services of the Quad Cities
- January 22, 2020 - Council on Community Services of the Quad Cities
- March 12, 2020 - Augustana College
- June 15, 2022- Muscatine Network Consortium

Evaluation of Needs & Policy Direction

- June 21, 2022 - Region 2 Transit Summit - Geneseo City Hall
- June 23, 2022 - Eastern Iowa Community College, Urban Campus

The public is always invited to attend the regional and urbanized Transportation Technical and Policy Committee meetings to provide input on any agenda topics or miscellaneous items. Bi-State Regional Commission also welcomes any questions and or comments in regard to public transit in the region to be directed to their offices throughout the year.

Public transit providers and Bi-State staff also have public opportunities through daily business calls, personal contacts, and cyclical or special meetings. A full listing of public input opportunities and data collected through surveys, workshops, and service reports is included in Appendix C.

Whenever requested, staff members also meet with human service agencies offering client-based transportation services to identify particular services and gaps that may be unmet.

Common Transit Issues

The following are common transit issues identified by the various public input opportunities throughout the region:

1. Extended hours and days of service –

In Iowa, both fixed-route urban systems operate until 7:00 p.m. on weekdays. Davenport CitiBus and Bettendorf Transit implemented new schedules as a result of route analyses, and concluded that service could be extended to evenings and weekends. Currently, CitiBus operates Saturday service 9:00 a.m. to 7:00 p.m., while Bettendorf Transit provides Saturday service from 8:30 a.m. to 5:30 p.m. Neither service operates on Sunday.

MetroLINK extended its hours of service on Thursday, Friday, and Saturday, from 10:30 p.m. to 2:30 a.m. on Route 53, which is a popular route that runs between The District (downtown Rock

Island) and Augustana College. In the future, demand for these services may justify extending hours on the regular fixed-route systems to act as feeder services to other regional routes.

In 2013, Whiteside County expanded its service hours from 8:00 a.m. to 4:00 p.m. Monday through Friday to 6:00 a.m. to 6:00 p.m. to cater to consumers occupying a traditional work day ranging from 8:00 a.m. to 5:00 p.m. Henry County has similar hours from 7:00 a.m. to 5:00 p.m. Monday through Friday. In the rural areas, weekend service has not currently been identified as in high demand.

Providing service to those who may not work traditional work hours in both the rural and urban areas has been identified as a barrier for users. Those working in the restaurant and or/retail business as well as third shift, may begin or end work well after operating hours. Concern has risen for frequent riders who may be required to work mandatory overtime, exceeding the transit services' normal hours of operation. Suggestions of establishing contracted services with local taxi providers, guaranteeing a ride to or from work under such circumstances, has been suggested to alleviate some higher costs that are associated with taking private transportation.

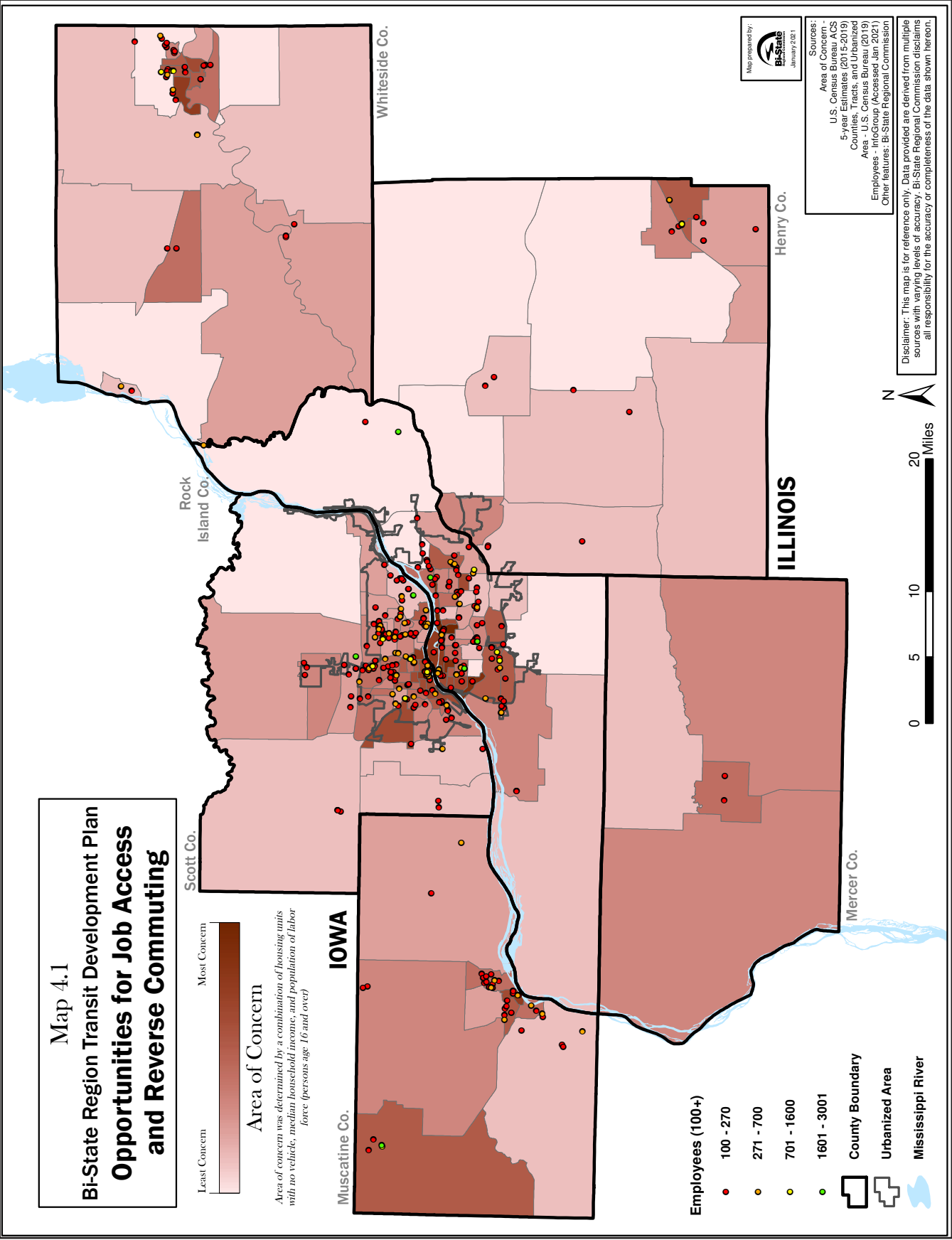
2. **Greater geographic coverage –** This item directly correlates with coordination efforts made within the region. In some cases, the more the transit services can coordinate with one another, the greater geographic area will be covered. There is a gap in service between urban and rural areas where trips are often needed for medical or human service appointments, as well as service to major employment sites. Map 4.1 depicts large employers, those with greater than 100 employees, with areas of higher concentrations of households with no vehicle, low household income, and population in the labor force. Coordination efforts between the

rural and urban parts of the region have significantly increased, allowing riders to commute efficiently from outlying areas into the urban area. Medical visits to larger health facilities in Iowa City, Peoria, or Rockford are difficult for riders due to the extended services areas of regional transit systems. These services are often only offered weekly or monthly.

Local and state jurisdictional boundaries also serve as a barrier to covering a larger geographic coverage for some transit services. Consumers suggested their concern and confusion about not

being able to cross state or county borders using one transit service. However, due to state funding, in most instances transit systems are unable to travel into other state's jurisdiction. Davenport Citi-Bus provides a cross-boundary service between Davenport and Bettendorf and Rock Island, allowing riders to go from the origin in one city to a destination in the other city without having to transfer at the city boundaries.

Map 4.1
Opportunities for Job Access and Reverse Commuting with Major Employers



3. Funding and resources for providers –

Historically, transit agencies noted a lack of sufficient resources to meet the needs of the public. However, federal legislation since 2020 has provided transit providers adequate financial resources to weather the significant uncertainties and drop-in ridership caused directly by the COVID-19 pandemic. Federal infusions of funding through the CARES Act (2020), CRR-SAA (2020), and ARPA (2021), on top of expanded appropriations through IIJA¹, transit agencies have experienced unprecedented support in the form of federal funding.

These funds will help address the backlog of maintenance issues, ensuring a state of good repair for years to come. However, due to supply chain issues, deliveries of new buses and other equipment can be delayed months or even years. Yet, agencies must continue utilizing ageing vehicles running up against their useful life benchmarks until the new vehicles are delivered. The effect is that the vehicle fleets are running longer and increasing maintenance cost that are imposed by the delayed deliveries.

4. Non-emergency medical transportation

– Transportation to medical appointments has been a need identified at public input meetings and survey responses. As mentioned, transit providers are also receiving an increasing number of requests for medical trips outside of the Greater Bi-State Region to hospitals and specialists in Iowa City, Peoria, and Rockford. Trips can be lengthy, and there is added difficulty in coordinating trips for multiple passengers with multiple appointment times, lengths, and locations. Whiteside County Public Transportation provides service twice a month to medical facilities in Rockford, Illinois. Henry County Public Transportation also provides periodic trips to the Illinois Quad Cities, Galesburg, and Peoria based on demand.

These extended trips were paused during the COVID-19 pandemic, but have since restarted. Riders are sometimes unable to access medical specialists in these extended service areas due to scheduling conflicts between their doctors and the public transit agency.

In 2016, River Bend Transit began offering twice-daily service from Davenport to Iowa City. The route served major medical facilities in Iowa City. In addition, as time allowed, buses remain available to riders at no additional charge for other trips throughout the day. Service was introduced at \$10 per ride, but was reduced to \$5 per ride. However, service was discontinued in 2018 due to grant funds being exhausted and not enough ridership to justify the service.

Privacy rights and passenger health must also be considered when implementing new programs. In 2010, the Iowa Department of Human Services, Iowa Medicaid Enterprise (IME), contracted with TMS Management Group, now known as Access2Care. The service offers to arrange free transportation (such as to medical appointments or therapy treatments) to Medicaid recipients within the State of Iowa. Trips may be made out of the state if that is what the patient needs.

- 5. Affordability** – Although fares have been described as reasonably priced on fixed-route systems within the urbanized area, specialized transit, or trips outside of current routes can be costly to individuals with low or fixed incomes. Affordability was a major concern in discussions with human service agency staff and on responses to the agency survey. Fare increases have a much larger impact among the vulnerable populations that the agencies serve. Some agencies offer tokens or passes to their customers that allow them to ride transit at half the cost of regular fares.

¹ Infrastructure Investment and Jobs Act of 2021

Efforts have been initiated to make services more affordable for a wider range of demographics. Contracting with local schools and colleges has encouraged more students to use public transit. Whiteside County allows students attending Sauk Valley Community College to ride. Davenport CitiBus has contracted with the Davenport Community School District allowing students to utilize the public transit system year-round for free when showing a student ID. Some human service agencies have agreements with the City of Davenport to provide free bus tokens for their clients, allowing them to utilize CitiBus for medical or job training purposes. Some agencies have expressed they would like to see this kind of service expanded for vulnerable populations.

6. Transit-friendly infrastructure – As the built environment is indelibly linked to the efficacy of efficient public transportation, it is imperative that development in the Greater Quad Cities region is done with an eye toward sustainability and with infrastructure that is compatible with transit operations. Infrastructure within the region has long been built without consideration for public transit. Transit systems have expressed concern that public transportation is often not addressed until after a new development is complete. Transit drivers in these developments may be faced with limited turning radii and, in some cases, are not provided access to private properties. Having minimal sidewalk access leading up to a bus stop may also result in fewer riders due to inaccessibility and inconvenience.

7. Issues of jurisdiction when crossing city, county, or state boundaries – Attendees at public input meetings and respondents on input surveys described an invisible barrier created by state and municipal boundaries in the urbanized area and county boundaries in rural areas through-

out the region. In rural areas, residents in outlying towns bordering county boundaries are often underserved. A provider in a nearby county may have the capability to provide less expensive service, but is unable or unwilling to cross county boundaries to do so, and existing providers within the county may not be able to provide service to outlying areas of the county with less demand for services. Occasionally, issues pertaining to funding and funding sources prohibit certain vehicles from crossing state lines. Often though, rural carriers may service a trip that either begins or ends in the host county. In a two-state region, this can result in coordination issues.

8. Drivers and volunteers – A common barrier for transit providers who are looking to lower operating costs is the difficulty in using volunteer drivers. Providers are constrained by extensive training and insurance issues that may often outweigh the benefit of utilizing volunteers. Following the COVID-19 pandemic, hiring new drivers has proved to be difficult and time-consuming in a competitive labor market that is not conducive to slow-moving hiring and certification processes.

Specialized & Regional Service Needs & Strategies

Seniors & Individuals with Disabilities

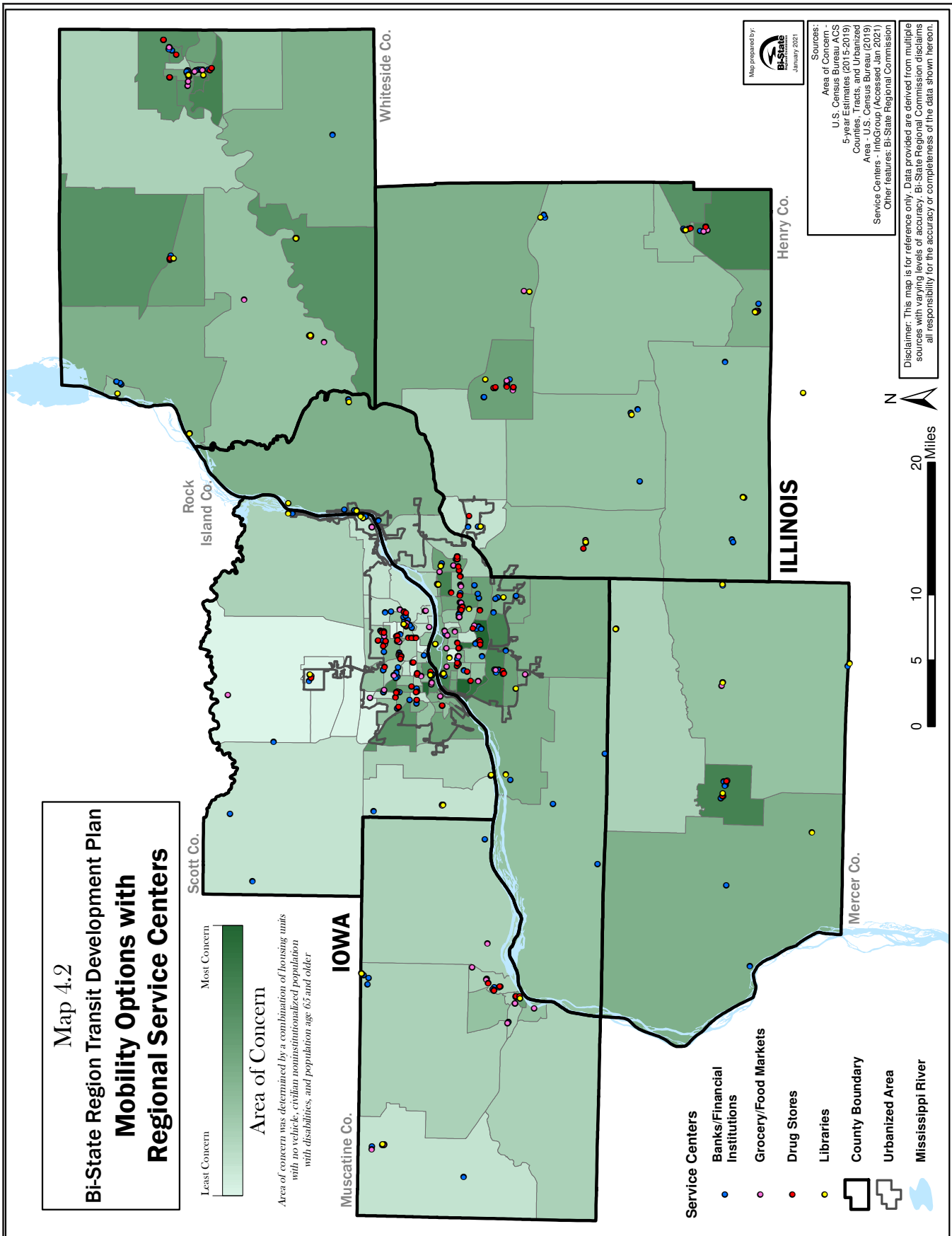
With the passage of the Americans with Disabilities Act (ADA), fixed-route transit providers are required to provide paratransit service for all persons unable to ride the fixed-route system because of a disability. The Cities of Bettendorf and Davenport contract this service with River Bend Transit. Bettendorf offers a dial-a-ride program open to the general public as well as people with disabilities. The Davenport program requires verification of disability through an application and card identification process. Trips are then requested by reservation once an application is on file. MetroLINK

offers similar paratransit service for the Illinois side of the Quad Cities. River Bend Transit upholds the policy not to deny trip requests and will maintain an appropriate number of lift-equipped vehicles to meet the demand. This policy applies to ADA “blue card” holders only; non-ADA rides are accommodated so long as there is “time and space available.” In Muscatine, MuscaBus offers a reservation service for paratransit.

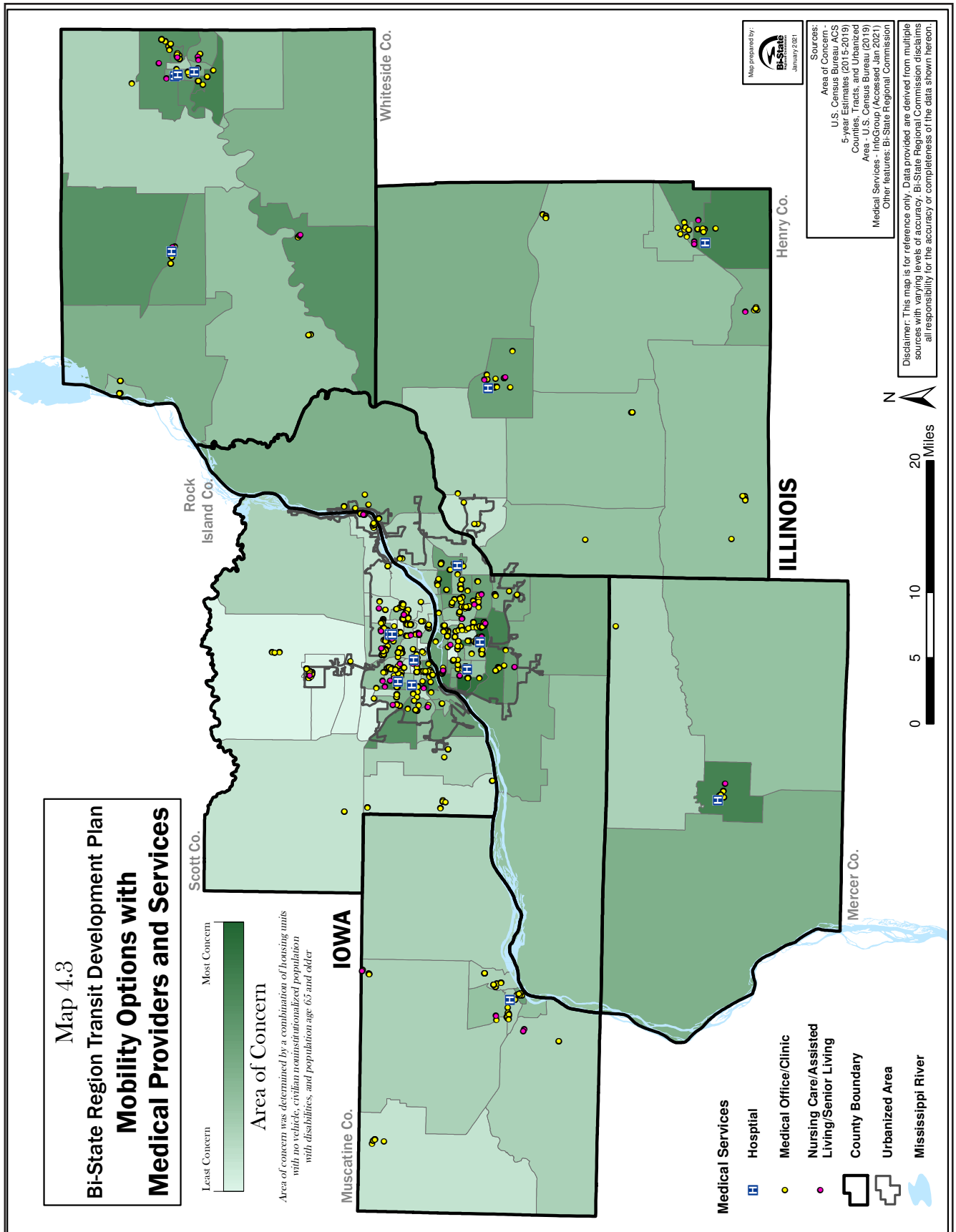
Maps 4.2-4.4 display areas with a higher density of seniors, individuals with a disability, and households without access to a vehicle by census tract. Not surprisingly, the majority of service centers are located in the urbanized area. However, the maps provide insight to

transportation needs in areas such as upper Rock Island County, southwest Muscatine and Scott Counties, and rural areas of Mercer and Whiteside Counties that may be underserved by fixed-route and/or demand-response public transportation. These areas, according to Census data, have a higher density of residents without vehicles, with disabilities, and seniors. In addition, maps included in Appendix B display the most frequently traveled trips of human service agencies and nonprofit organizations by county. Efforts are ongoing to enhance service and/or coordinated services between public transit systems and human service agencies providing client transportation.

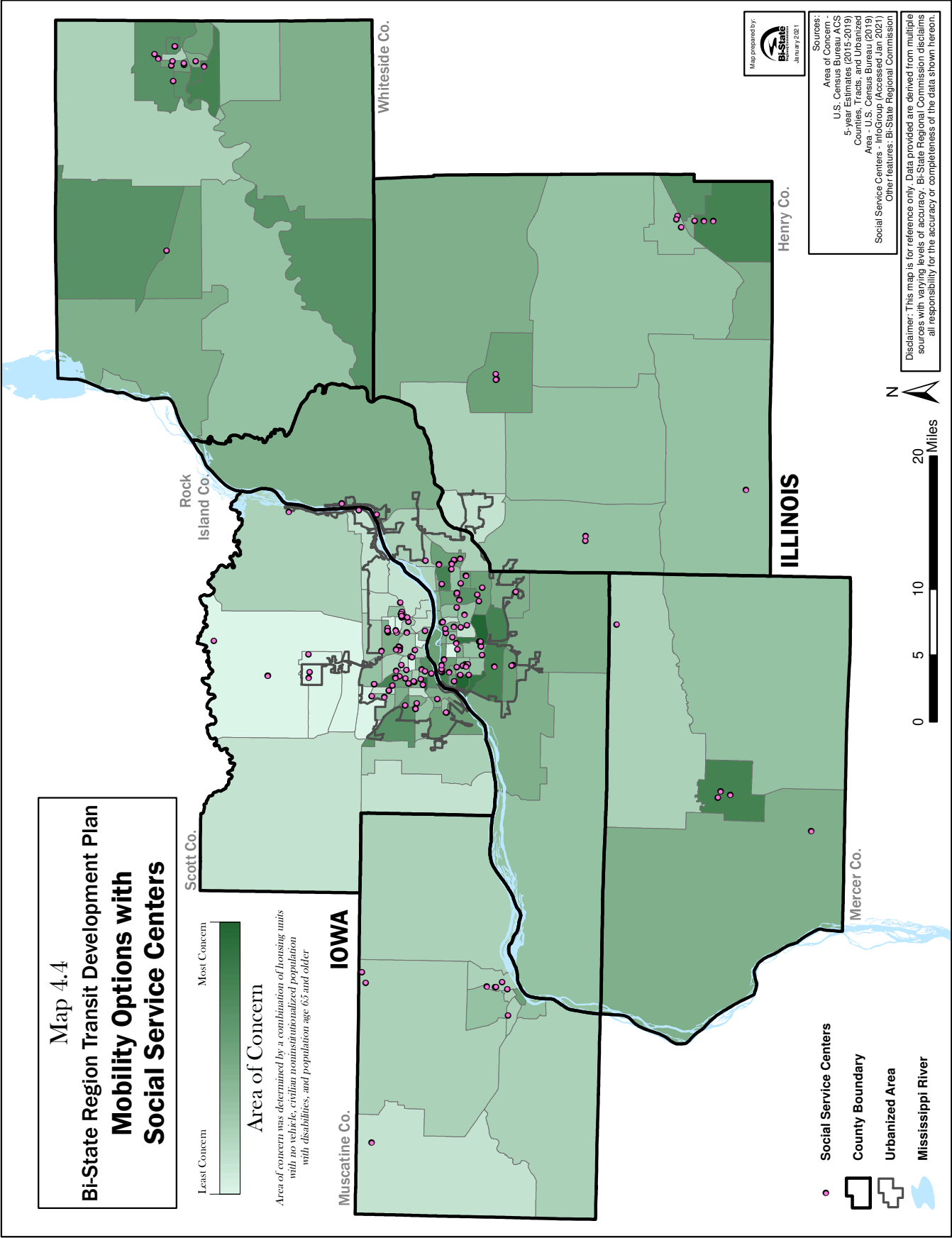
Map 4.2
Mobility Options with Regional Service Centers



Map 4.3
Mobility Options with Medical Providers and Services



Map 4.4
Mobility Options with Social Service Centers



Transit Accessibility Analysis

In 2022 and 2023, staff at Bi-State Regional Commission collected data from myriad sources detailing various transportation, demographic, and economic information on the Greater Bi-State Region for the purposes of analyzing the regional transit network. As noted elsewhere throughout this plan, mobility in the region can seem to riders like a patchwork of different systems that may not interconnect. Transfers between systems may necessitate advanced forethought and logistics to link multiple vehicles for a single, one-way trip. Education on available transit services will help alleviate some issues of familiarity and what transit service in the region does and can offer.

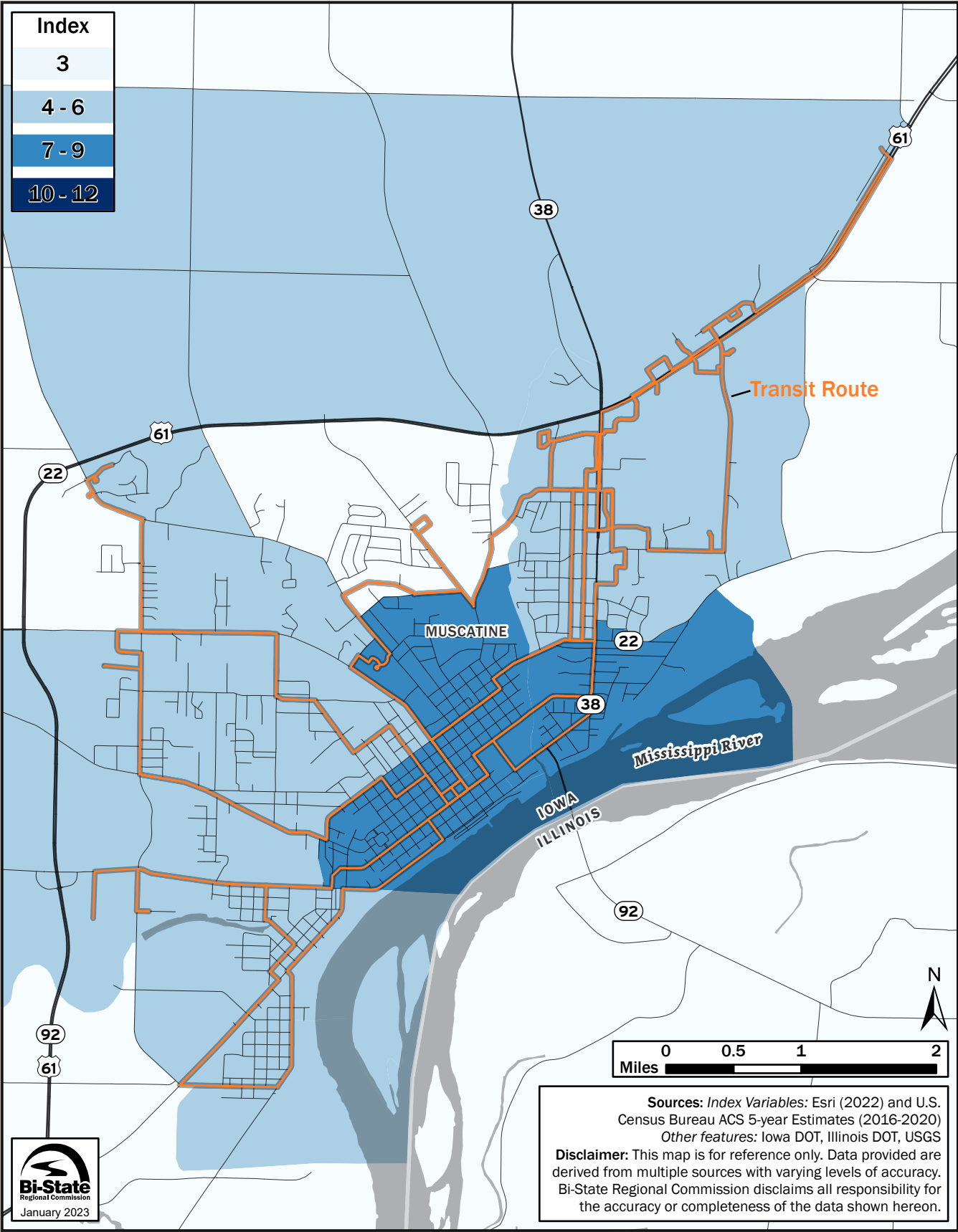
As noted elsewhere, rural, and urban public transportation look and function differently, but the purpose is the same: to get people to where they need to go. It is understood that all areas of the Greater Bi-State Region cannot be served by public transportation equally, and that practical and logistical challenges prevent some populations from benefiting from transit service more than others. However, it is the responsibility of the various systems to serve as broad a clientele as possible for the public good.

For purposes of this plan, this transit accessibility analysis provides insight into areas and populations that may or may not be served adequately by public transportation. The GIS (geographic information systems) based analysis evaluates demographic and economic data against transit network realities. Transit routes, bus arrival times, and pedestrian accessibility are included in the transit dataset. As all three fixed-route systems in the urban Quad Cities are “flag down service,” meaning that a rider can stand in a safe location anywhere along a bus route and request the bus to stop; artificial stops were added to the route data at most locations along fixed routes.

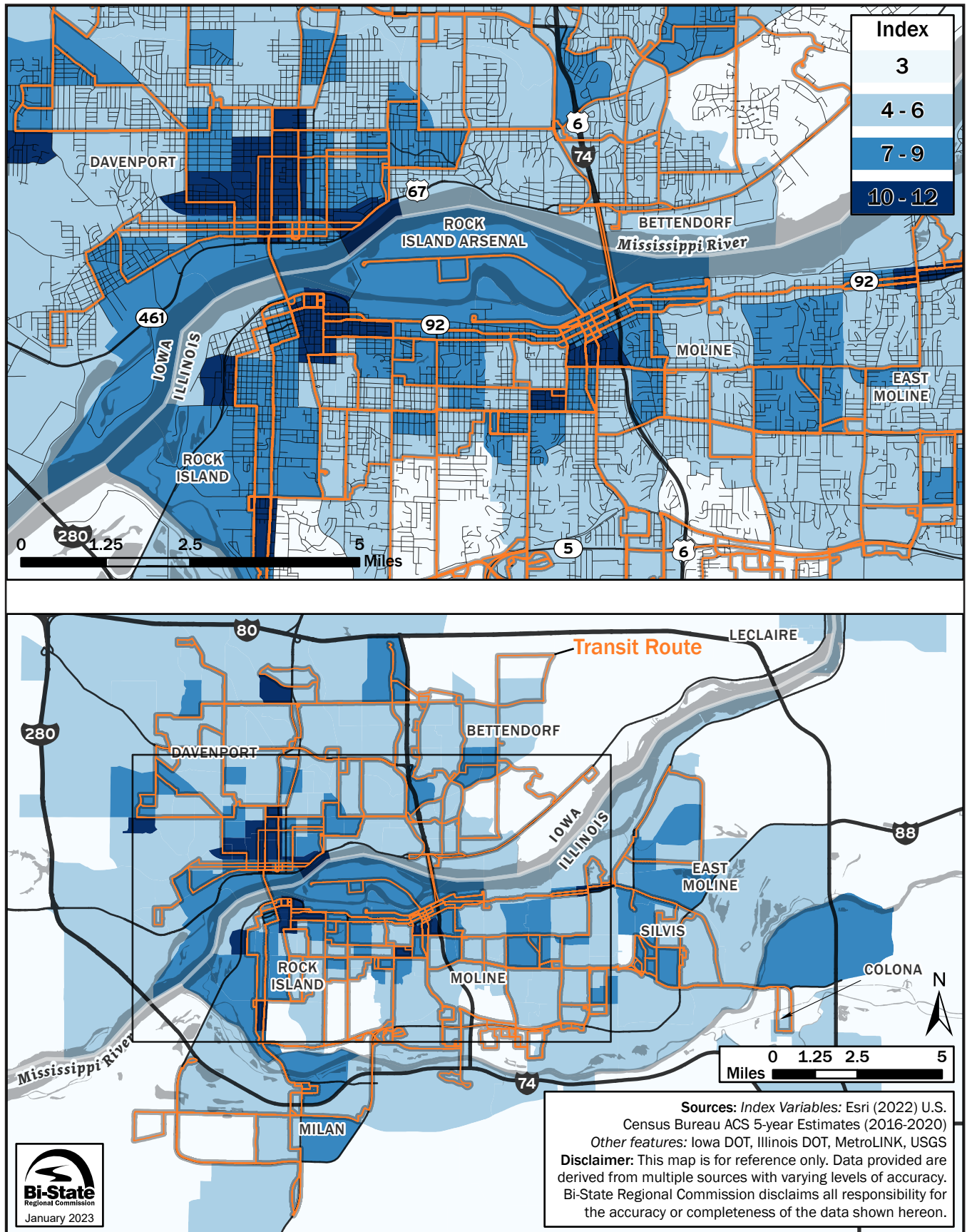
Demographic data were largely retrieved from the 2020 U.S. Census and American Community Survey. Demographic analysis was conducted on overall population estimates, along with racial and household income estimates at the census block group level to highlight populations that may depend on public transportation more than the rest of the general public. Three demographic variables—households below the poverty level, households without access to a vehicle, and population density—are weighted to create the composite index, which provides an indication of areas of higher need. Maps 4.5 – 4.12 show the composite index and the results of the three individual variables for the Muscatine and Quad Cities areas.

This index reveals areas throughout the urban Quad Cities that have populations that may be dependent on transit. Locations include in and near downtown areas in Davenport, Rock Island, Moline, and East Moline. In addition, numerous census block groups in Davenport south of approximately Central Park Avenue and Locust Street are among the group with the highest index scores. These areas are characterized by traditional pre-war style development of small lot sizes and an in-tact street grid network. On the Illinois side, a couple areas with high index scores outside the downtowns can be seen on the west side of Rock Island and in Moline on top of the hill. The physical characteristics of these neighborhoods are largely similar to those described in Davenport. In Muscatine, no block group was included among groups with the highest index scores. However, much of the urban core fell under the next-highest group. In general, the areas noted with the highest index scores are served by adequate transit service for the region.

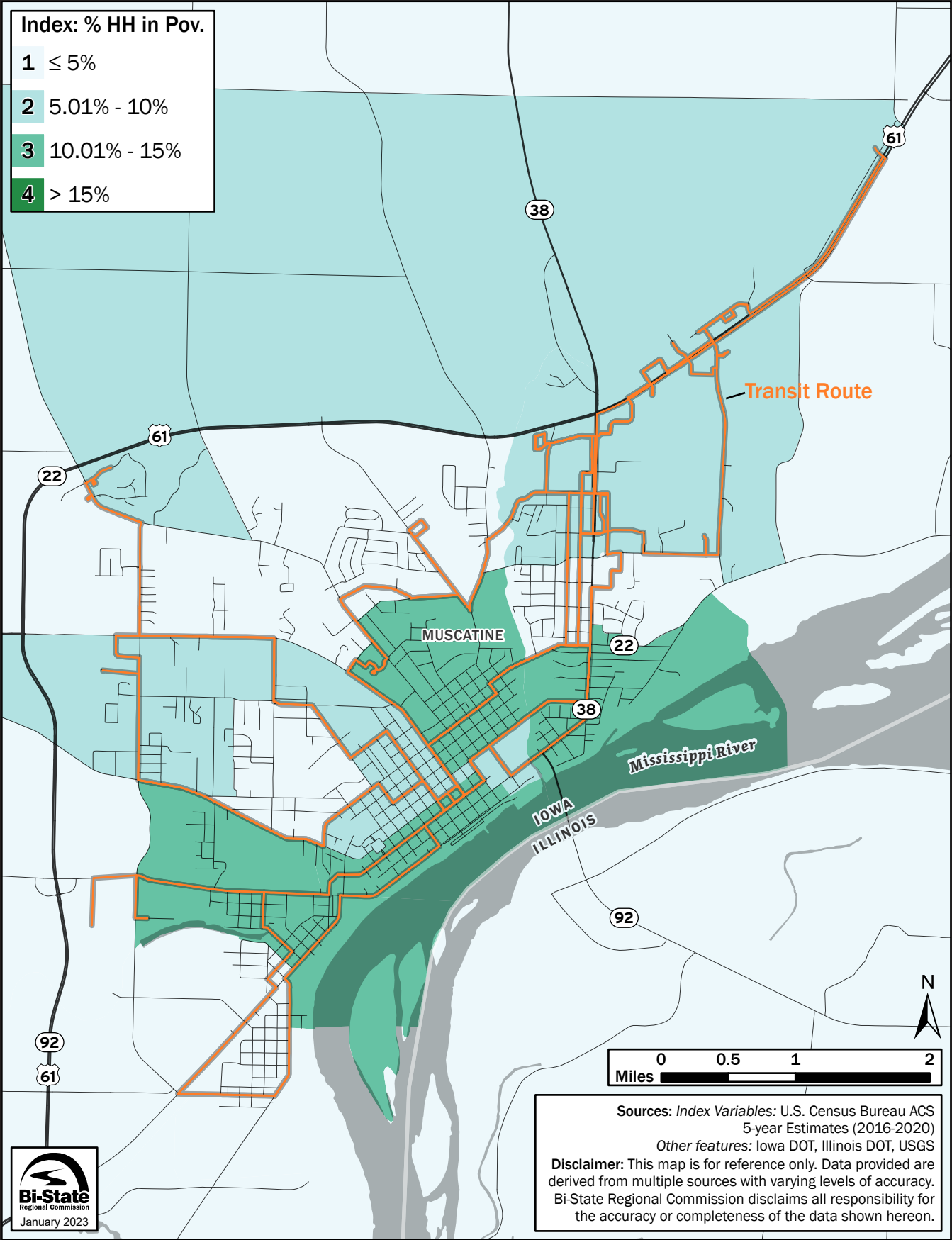
Map 4.5
Composite index – Muscatine



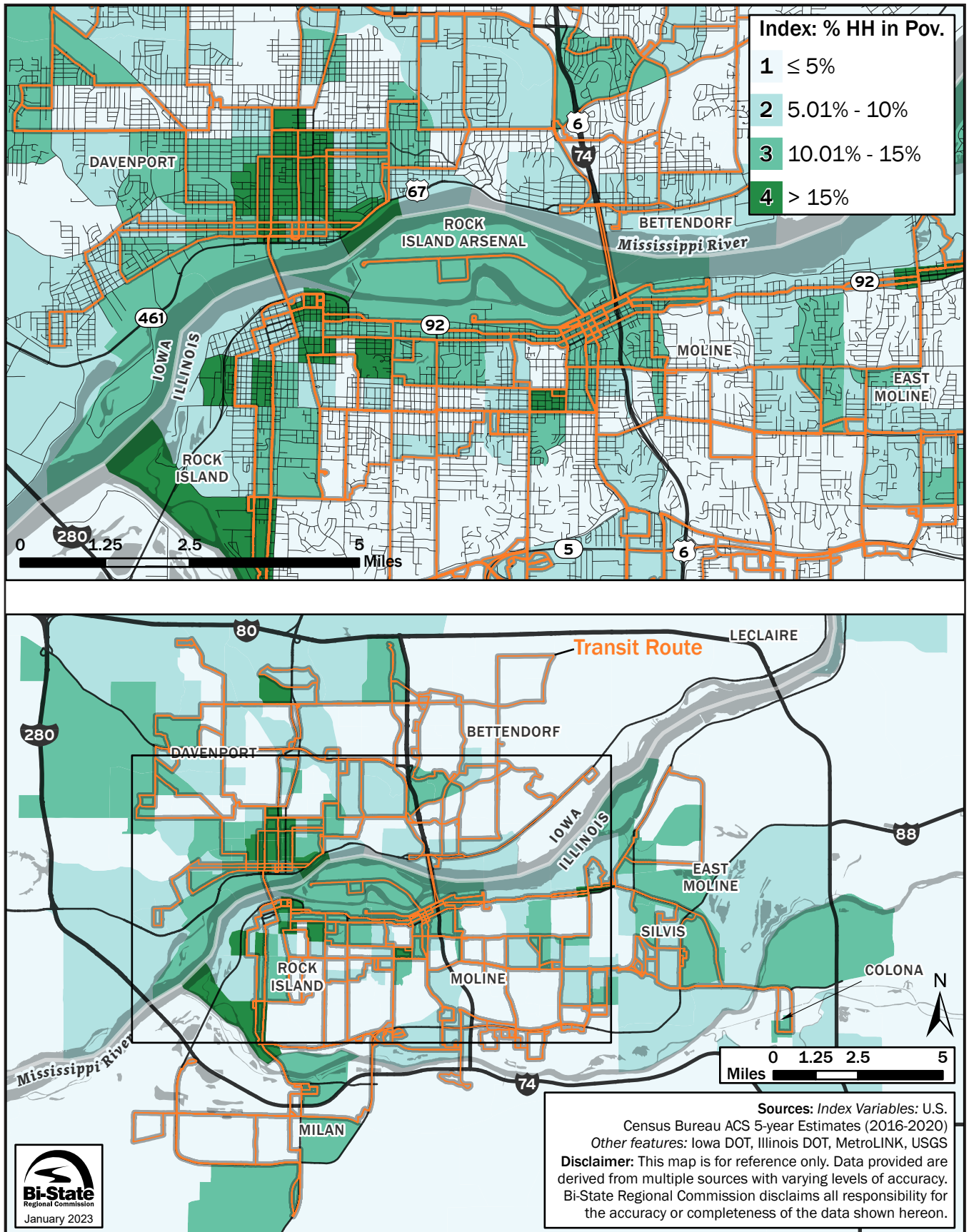
Map 4.6
Composite index – QCA



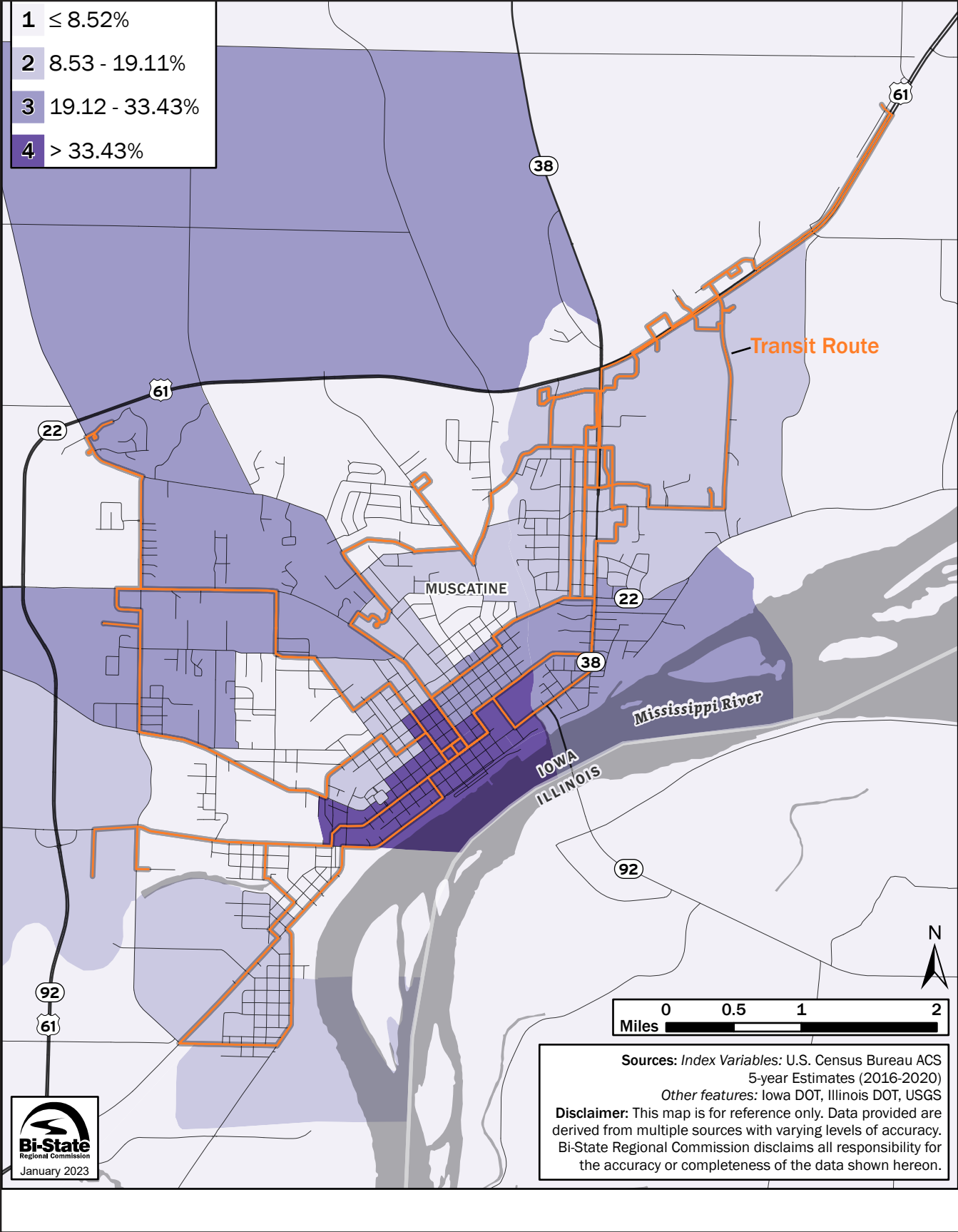
Map 4.7
Poverty – Muscatine



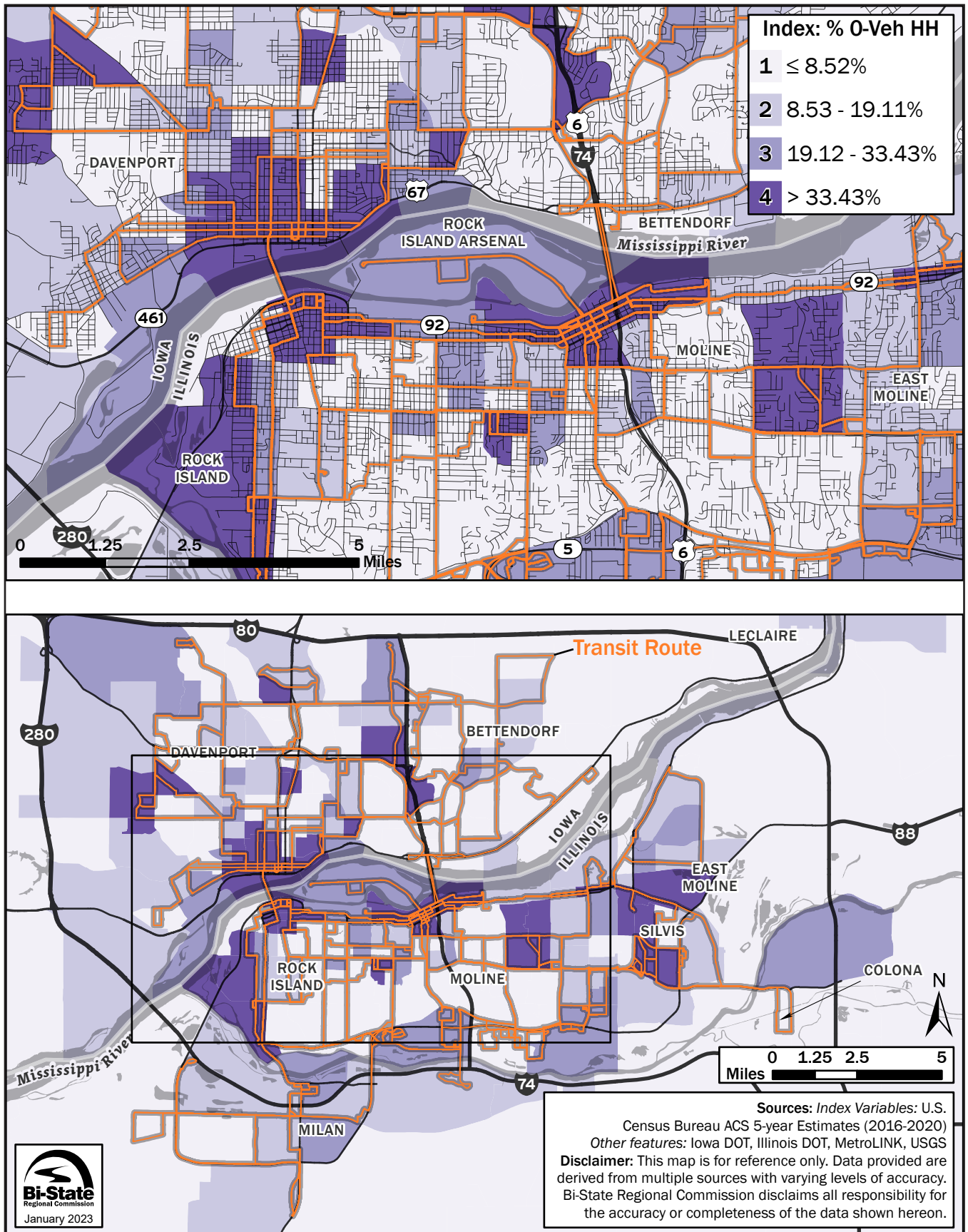
Map 4.8
Poverty – QCA



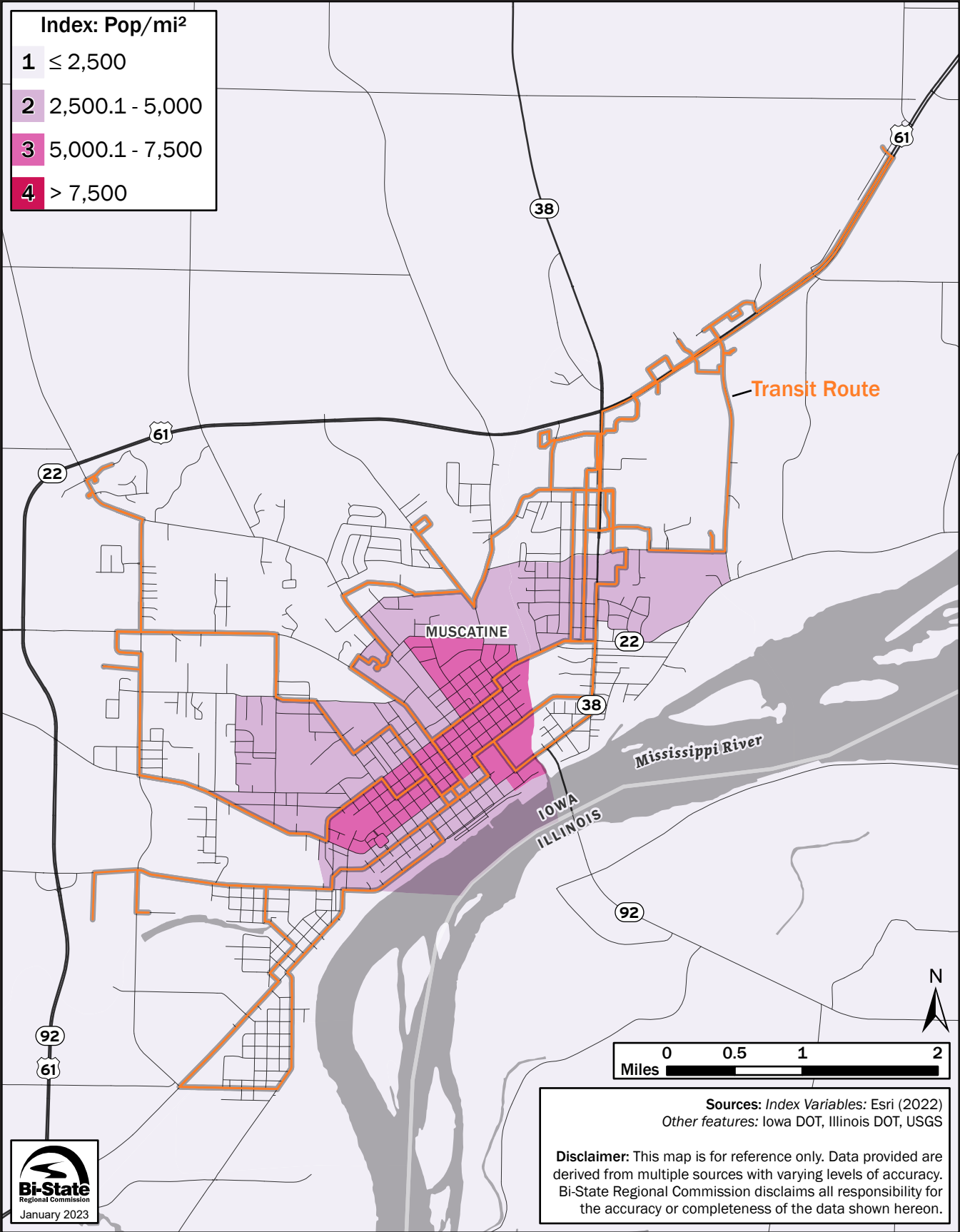
Map 4.9
0 Vehicles – Muscatine



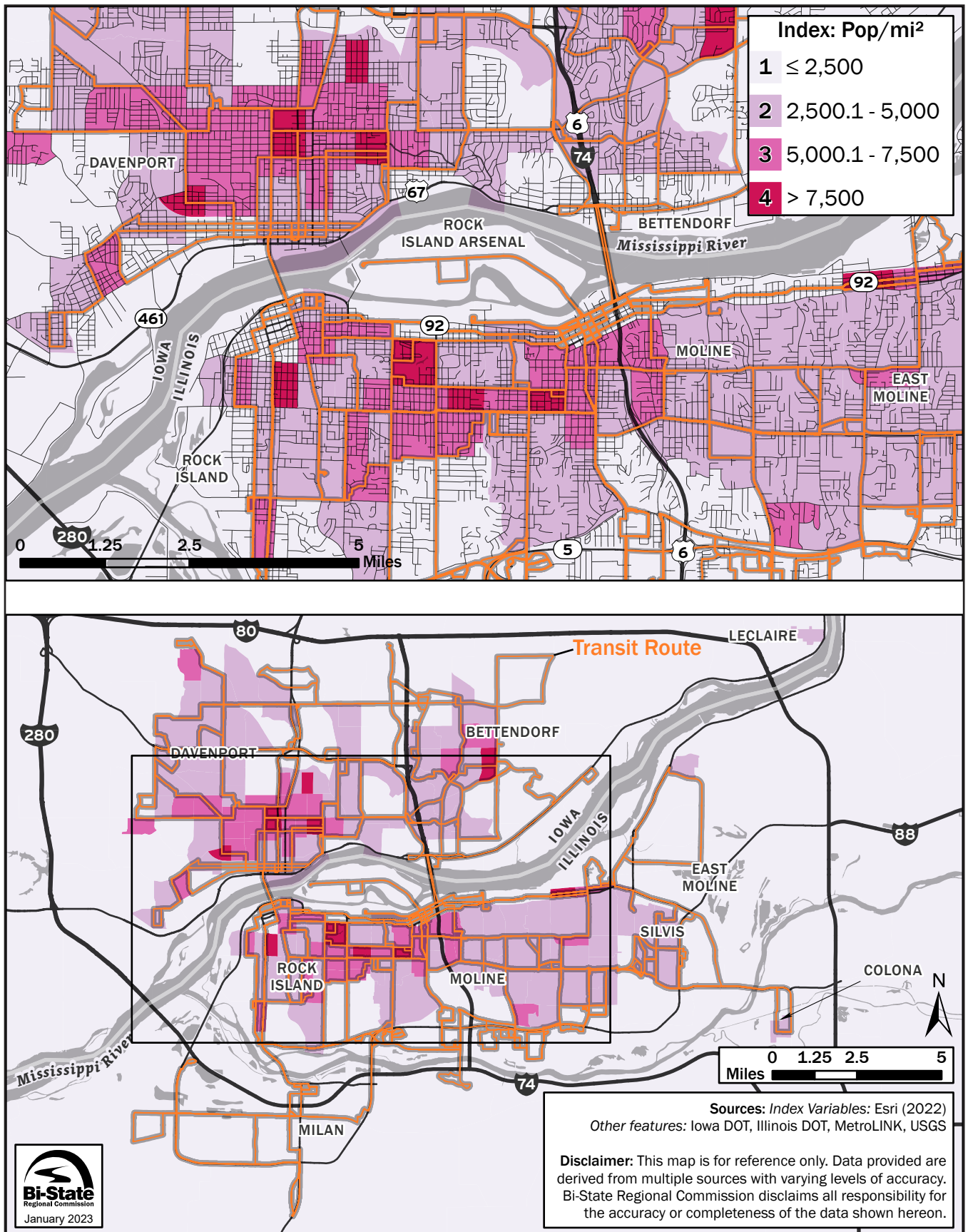
Map 4.10
0 Vehicles – QCA



Map 4.11
Pop density – Muscatine



Map 4.12
Pop density - QCA



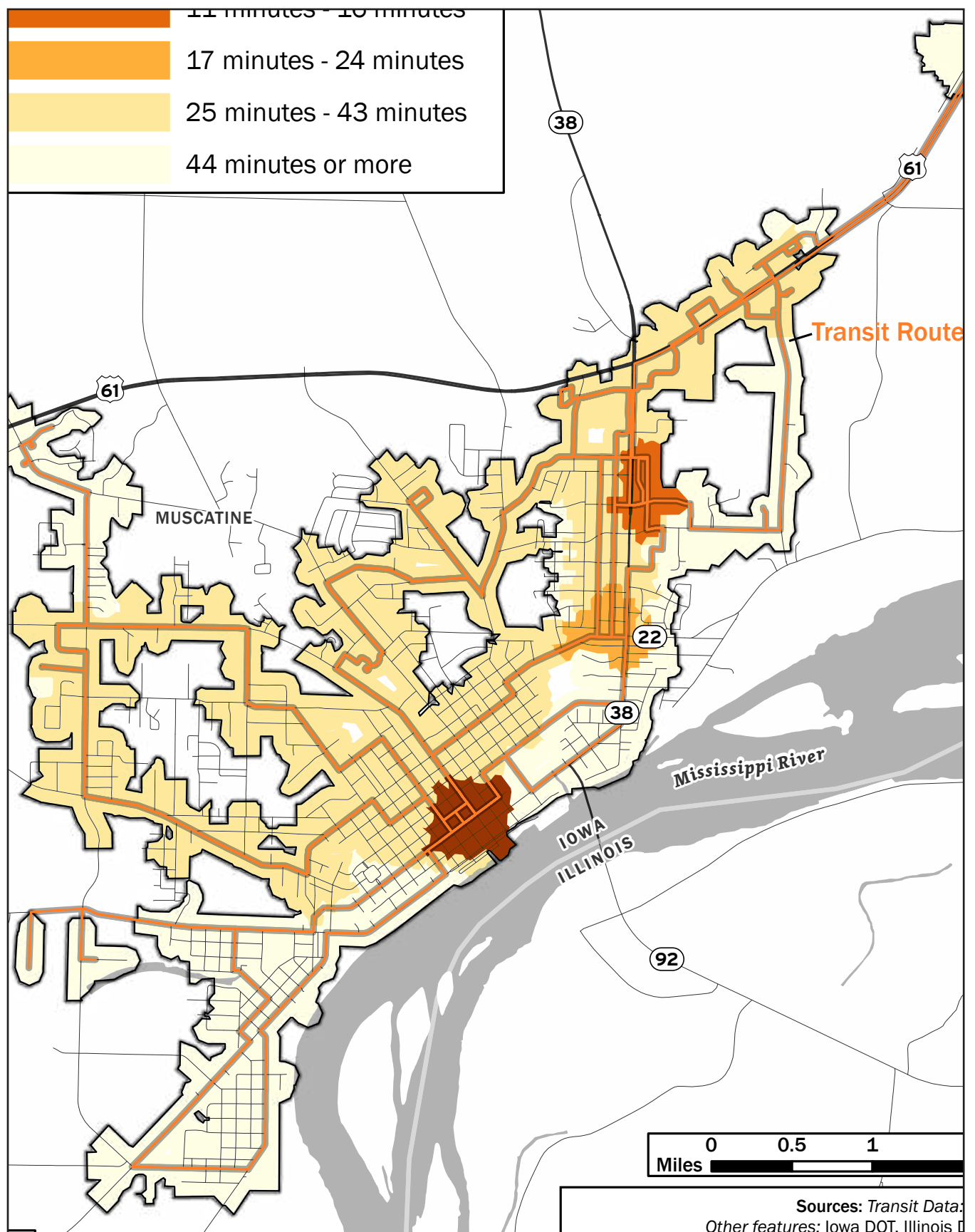
Evaluation of Needs & Policy Direction

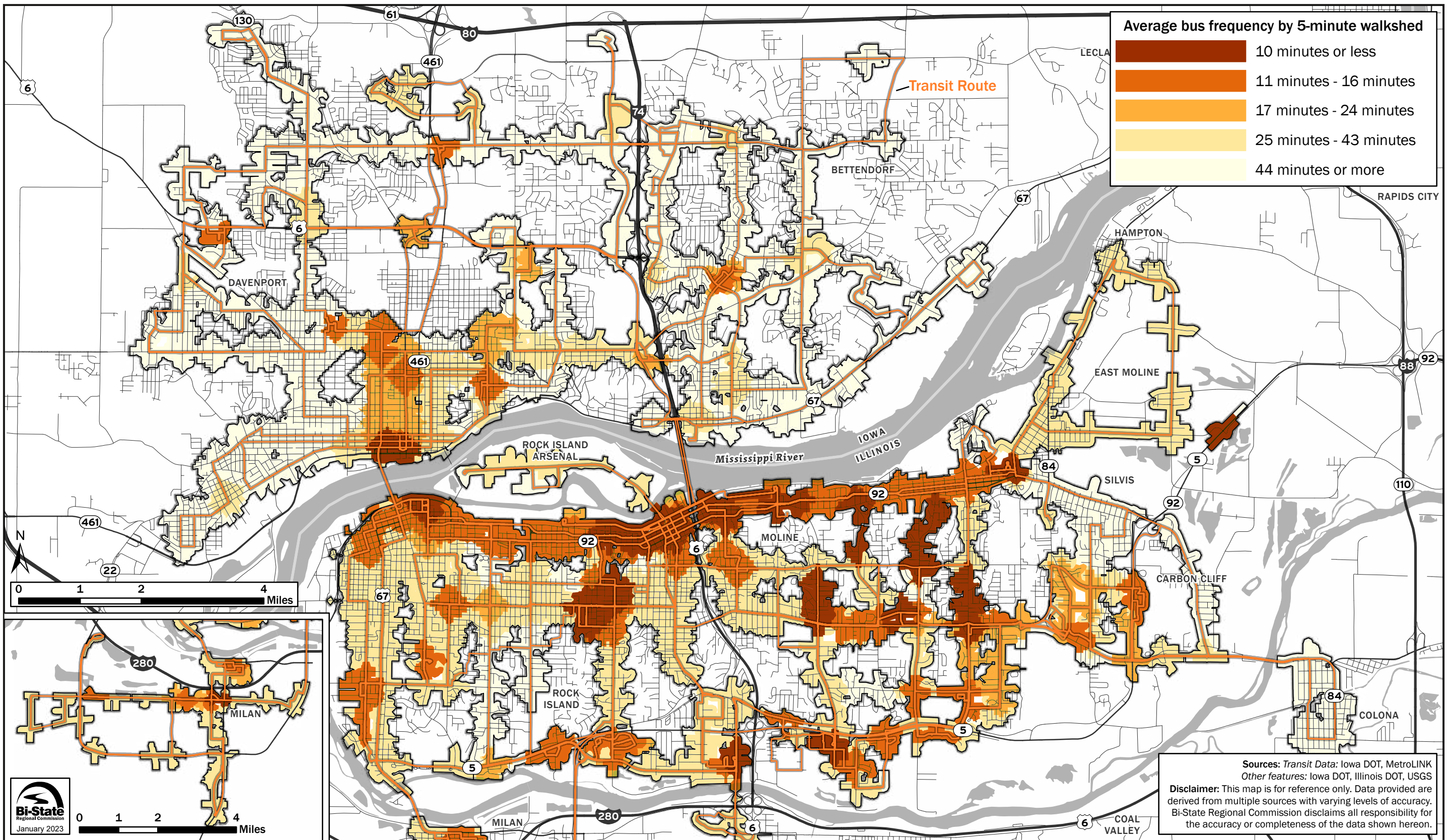
Transit service for this analysis is expressed through five-minute walksheds. Walksheds indicate areas where a bus stop is within a quarter-mile, or a five-minute walk, of a given point. Walksheds are shaded according to the average number of buses that can be boarded at a given stop during a typical 12-hour period on a weekday. The result (Map 4.13 and 4.14) shows areas where residents can catch numerous buses from a given point and areas where residents do not have direct access or infrequent access to transit.

The walkshed analysis indicates numerous areas that are highly served by transit service. The most highly served areas include most downtown areas in the core Quad Cities and

Muscatine. In addition, there are numerous outlying areas in both the urban Quad Cities and Muscatine that are served by frequent bus service. Locations include uptown Moline, SouthPark Mall, and a shopping center in East Moline. In Muscatine, the Muscatine Mall area is served by all three routes, resulting in frequent service. Conversely, there are areas of the Iowa Quad Cities that are served by comparatively few buses per hour, typically one per hour or none at all. These areas include large portions in Davenport north of Central Park Avenue and in Bettendorf north of Spruce Hills Drive. These areas are characterized by post-war era suburban-style development, which is often difficult to serve efficiently by transit.

Map 4.13
Walksheds – Muscatine





Approximately 8.75% of the urban area population, representing approximately 11,702 residents, is identified in the class with the highest frequency transit service with an average of 5.4 or more buses per hour at a given stop. Another 14.0%, approximately 18,730 residents, are included in the next-highest class with between 3.2 and 5.4 buses per hour. Table 4.1 shows the number of people living in each

zone reflecting the degree of accessibility to transit service. High frequency service across multiple routes provides residents with the ability to transfer between them more quickly and conveniently, expanding the number of possible destinations within a certain time-frame. Increased transit frequency is noted under the “Convenience” strategy listed later in this chapter.

Table 4.1
Population by Transit Accessibility Zones

Geography	Zone	Route Frequency	Buses per Hour	2022 Total Population	2022 Total Population: Proportion
Quad Cities	1	10 minutes or less	5.43 - 18.25 (max)	11,702	8.75%
Quad Cities	2	11 minutes - 16 minutes	3.18 - 5.42	18,730	14.01%
Quad Cities	3	17 minutes - 24 minutes	2.34 - 3.17	9,214	6.89%
Quad Cities	4	25 minutes - 43 minutes	1.18 - 2.33	46,053	34.45%
Quad Cities	5	44 minutes or more	0.08 (min) - 1.17	47,984	35.89%
Total				133,683	100.00%

Geography	Zone	Route Frequency	Buses per Hour	2022 Total Population	2022 Total Population: Proportion
Muscatine	1	10 minutes or less	5.43 - 18.25 (max)	647	4.51%
Muscatine	2	11 minutes - 16 minutes	3.18 - 5.42	0	0.00%
Muscatine	3	17 minutes - 24 minutes	2.34 - 3.17	420	2.93%
Muscatine	4	25 minutes - 43 minutes	1.18 - 2.33	8,721	60.80%
Muscatine	5	44 minutes or more	0.08 (min) - 1.17	4,556	31.76%
Total				14,344	100.00%

Needs & Strategies within the Urbanized Area

In 2022, Bi-State Regional Commission facilitated two surveys seeking input on transportation mobility issues from human service agencies and the general public. The surveys were disseminated between June 2022 and January 2023. The agency survey received 34 responses, while the public survey received 85. The surveys were created by the Rural Transit Assistance Center at the Institute of Rural Affairs. Links to the online survey website were shared through established mailing lists, in addition to direct outreach to human service groups and consortia in the urban area and in Region 9.

In previous updates to the TDP, input was received from the public that service times should be extended for a multitude of reasons, especially on the Iowa side of the Quad Cities. In 2016, as a result of a comprehensive route analysis, Davenport CitiBus extended service

hours later in the evening and on weekends. Service was introduced on Sundays, but was discontinued in response to the sharp decline in ridership caused by the COVID-19 pandemic. Bettendorf, likewise, runs buses on its three routes until 7:00 p.m. on weekdays and 5:30 p.m. on weekends.

Another barrier identified by the fixed-route systems is infrastructure and ongoing development that is inaccessible by public transportation. Fixed-route transit operators face business owners who have restricted public transit access and newly constructed infrastructure without adequate turning radii. Partnerships between the economic development community and transit providers to eliminate accessibility issues prior to construction are a possible strategy in preventing future barriers.

In 2008, the Transportation Policy Committee of the Bi-State Regional Commission approved a *Quad City Area Complete Streets Policy*. In the future, priority access and mobility options

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will continue to be addressed at a community level, in coordination with this region-wide policy. In 2017, Bi-State facilitated a Complete Streets Technical Workshop to discuss thoroughfares that are designed or reconstructed to better accommodate pedestrians, transit, and bicyclists. Further work has been facilitated to bring Complete Streets ideas to communities in the Quad Cities. Also, in 2017, another workshop was held for local planners and engineers to explore new roadway treatments to increase safety and quality of life.

Regional Needs & Strategies

Illinois Region 2 – Henry, Mercer, Rural Rock Island, and Whiteside Counties

Barriers in Region 2 include service availability (hours of service), vehicle and driver availability, and funding and capacity for service expansion. As noted in previous chapters, all counties in Region 2—Henry, Mercer, Rock Island, and Whiteside—have implemented rural public transit operations. However, system operators in these counties are challenged to acquire additional vehicles and hire transit staff. Unlike Iowa Region 9, FTA Section 5310 vehicles in Illinois Region 2 are open to public and specialized transit providers. It is important that specialized providers wishing to acquire vehicles maintain participation in the coordinated planning process and ensure capital funding is being used as efficiently as possible. Further developing coordination activities such as resource sharing and service contracts are priorities for the region.

As noted in Chapter 3, Henry County Public Transportation (Abilities Plus) is the longest running public transportation operator in Region 2, but continues to face challenges in educating the public on its services. Past input has indicated a lack of understanding among the general public that transportation services are available for more than just seniors or people with disabilities. In response to this, the websites of Abilities Plus and Henry County Public Transportation were linked and contain complementary information. In order to allow better affordability for customers, one sug-

gested strategy would be to educate assisted living and senior living facilities on the ability to organize group trips where the higher cost of demand-response service would be split among multiple passengers.

An additional substantial need in Region 2 is for transportation to local community colleges. Henry, Rock Island, and Whiteside Counties have colleges that are seen as essential in helping individuals with low incomes, and transportation is often needed either from rural residences to urban schools, or vice versa. To cover a larger service area, possible solutions could include a partnership between RIM Rural Transit and Black Hawk College, and the continuation or expansion of the partnership between Whiteside County Public Transportation and Sauk Valley Community College. Multiple funding sources among these agencies could help provide more efficient trips to an increased number of low-income students within the region. Currently, Whiteside County Public Transportation has a voucher program with Sauk Valley Community College where “Punch Pass” cards can be purchased. Students are allowed to purchase passes with their financial aid packages.

Iowa Region 9 – Muscatine and Rural Scott Counties

Rural Scott and Muscatine Counties are home to many of the industrial and large employment centers within the Greater Bi-State Region. Therefore, transportation to and from jobs has long been a need within the region. The need to have access to a greater number of employees is expected to increase in the long term as Baby Boomers leave the workforce and employers continue to compete for the same pool of employees throughout the region. An increase in employment shuttles to rural employment centers as well as trips from outlying areas such as Walcott, LeClaire, and Eldridge into the metropolitan Quad Cities will help increase geographic coverage and provide employment trips for individuals with low or fixed incomes. Employment-based transportation was cited during the public input process for the City of West Liberty, which is

home to a number of significant manufacturing facilities and must draw employees from the surrounding region.

Non-emergency medical transportation within Muscatine County was also cited as a significant need, which was a common theme across the Greater Bi-State Region. One human service agency expressed a need for transportation to Iowa City hospitals for its clients needing mental health services. A lack of available mental health providers in rural areas requires trips to Iowa City for their low-income clients, and current privacy laws prevent rides with multiple passengers. The result is very costly for individual trips. Coordination with existing and future Iowa City trips through River Bend Transit may be a possible strategy for lowering costs and maintaining customer privacy. Communication among the transit and human services agencies will help to alleviate some of the issues.

Another barrier within the City of Muscatine is a lack of “transit-friendly” infrastructure for route expansion. MuscaBus expressed difficulties with some of its routes that require turning in areas that aren’t easily accessible by its buses. Similar to the urbanized area, communication between transit providers and the economic development community may resolve some of these issues with future development.

Management Needs

Management needs include those related to staffing levels, office equipment, policy board arrangements, and marketing. Education, communication, and marketing of available services were identified as a priority in the Greater Bi-State Region. Education of policy makers on transit needs was another aspect of marketing. In numerous Regional and Urbanized Transit Mobility Summits over the past decade, participants singled out public awareness of transit service and public relations as opportunities for improvement. Transit providers, local government officials, and local residents have all mentioned that marketing and education of existing services was a need throughout the region. Attendees of transit summits felt

that a large number of those needing public transportation were unaware or uninformed on the availability of services within their communities. Other consumers may be aware of the services offered, but may feel uncomfortable never having used the service. On-going operating support of existing programs is also important to the existing public transit providers. The results of the service reports for both the Urbanized and Regional Mobility Summits can be found in Appendix C.

As the economy recovered from the COVID-19 pandemic, the labor market became much more competitive. As a result, transit agencies nationwide have had great difficulty filling open positions including drivers. Local agencies experienced the same strain on staffing levels. Davenport Transit will soon be able to provide direct paid on-the-job training for prospective drivers to earn their commercial driver’s license (CDL). The intent is to reduce the time required for drivers to earn their CDLs and streamline the entire training and application process.

Fleet Needs – Utilization & Replacement

Fleet needs include the rehabilitation and replacement of vehicles tentatively scheduled for the coming year. Replacement of accessory equipment (cameras, wheelchair lifts, etc.) is included under this category as well. Fleet utilization is based on a vehicle utilization analysis to indicate whether the need is currently being met by each transit provider. Fleet replacement cycles for the fixed-route and regional providers range from 5 to 15 years, depending on the system. Since 2020, deliveries of regularly scheduled vehicle replacements have been delayed due to numerous issues, such as supply chain problems and high demand nationwide.

Davenport CitiBus intends to reduce the size of its fleet in coming years. Currently, CitiBus has 25 buses total, and will be downsizing to 21 buses in FY23 and FY24. In 2018, the city expanded its fleet to accommodate the Stretch service, which sought to alleviate congestion during construction of the new I-74 Bridge.

Evaluation of Needs & Policy Direction

Now that the construction is largely complete, the extra buses are no longer needed. The city will dispose of its four oldest buses, which were not purchased with federal funds.

Bi-State maintains a Specialized Transportation Service Inventory, which is updated regularly. It does not address fleet needs, but is a simple assessment of whether or not organizations provided transportation services. An inventory of vehicles was also requested and updated by all identified providers receiving FTA funds. An attempt was made to obtain information from state or privately-funded providers, but in many cases, responses were not received. As the document evolves, Bi-State will continue to encourage additional participation from these agencies.

River Bend Transit has reported a need for additional funding in order to meet a 15-year replacement cycle for its entire fleet. Discretionary capital funding appropriated to Iowa is inadequate to meet this replacement schedule. The recent influx of federal funds has alleviated some of the financial issues; however, the delivery of the new vehicles has been significantly delayed, as noted above. The federal threshold for useful life of its types of vehicles is 4 years or 100,000 miles. Typically, RBT is not getting its vehicles replaced until they are averaging 10-12 years of age and have accumulated upwards of 170,000 miles. This results in higher maintenance and repair costs over the years as the wear and tear on vehicles is magnified by the rural conditions in which it operates. In addition to a need for additional funding for fleet replacement, an increased demand for employment shuttles throughout RBT's four-county service area may create a need for larger vehicles with higher seating capacities.

In addition to the fixed-route and regional transit systems, several private and county-operated not-for-profit agencies have expressed a need for replacement vehicles for their current fleets. Henry County Public Transportation, Arc of Rock Island County, RIM Rural Transit, Self-Help Enterprises, and Whiteside County Public Transportation have each expressed a need to

replace one or more vehicles in order to continue meeting service demands of individuals with disabilities, seniors, or the general public. It is important that these agencies maintain involvement in the coordinated planning process and utilize existing transit services when possible.

Facility Needs

It was noted in Chapter 3 that in 2014, CitiBus and Metro shifted from a shared maintenance and storage facility to individual facilities. The City of Davenport consolidated its administrative, operational, and maintenance functions into one facility at the Davenport Public Works building. MetroLINK completed construction of the Transit Maintenance Center in 2014 that provides maintenance, administrative, and operational functions. On-site fueling options, both natural gas and electric bus charging stations, along with vehicle cleaning and separate lubrication stations for preventative maintenance, will provide added cost savings over the life of the facility. The facility incorporates energy efficiencies, including LEED Certification, improved air quality, resource conservation, pollution prevention, and modern diagnostic equipment for the maintenance of digital video recording security systems, automated vehicle locator systems, and multiplex electrical systems that are now standard on MetroLINK vehicles.

In the Illinois Quad Cities MPA, MetroLINK completed work on the Rock Island District Station in 2013. The station is located at the corner of 2nd Avenue and 20th Street in downtown Rock Island. The site had been an underutilized parking lot just west of a 199-unit residential tower. To the north of the facility are Schwiebert Park, the Mississippi River, and access to the 62-mile-long Great River Trail. The facility offers patrons a heated lobby, restrooms, and the potential for retail space. The facility accommodates up to ten coaches at a time. MetroLINK worked with the City of Rock Island and Rock Island Economic Growth Corporation (or GROWTH) to promote transit-oriented development in the area surrounding the Transfer Station. The new development,

called The Locks, provides 34 units of rental housing, some of which is targeted to short-term corporate rentals.

MetroLINK was the grantee for funding for the Moline Multi-Modal Station (MMS), dubbed The Q. The facility was constructed to serve as a functional station for passenger rail service from Chicago, Illinois to the Quad Cities and proposed service ultimately to Iowa City, Iowa and Omaha, Nebraska. The MMS was completed in 2018 and includes a 95-room hotel as well as retail space. Once passenger rail service is reestablished, it will also complete the vision of using MetroLINK's existing Centre Station to provide intermodal access to all forms of transportation – including buses, personal vehicles, bicycles, passenger rail, taxis, passenger ferryboats, pedestrian traffic, and access to the Quad Cities International Airport. The site of the MMS is located south of the railroad tracks and east of 12th Street along 4th Avenue in Moline, Illinois. The facility is connected to Centre Station via a skywalk over the railroad tracks. The renovation and adaptive reuse of the historic O'Rourke Building will allow the structure to accommodate passenger amenities such as ticketing, information kiosks, and other related retail or commercial space. Surrounding development using Transit Oriented Development (TOD) principles will create a unique community focal point in Downtown Moline. A Downtown Connector Service to Western Illinois University Riverfront Campus has also been established with Centre Station as one terminus of the route.

MetroLINK also maintains two Mega Stop locations at SouthPark Mall and the Quad Cities International Airport. Mega Stops feature lighting, seating, and passenger amenities, but don't typically have an indoor space maintained by Metro. The airport location is served by Route 20, while the mall location is served by Routes 20 and 60.

In Davenport, the Ground Transportation Center (GTC) is ageing, and the city must conduct

further study to determine the best solution to determine if the facility requires rehabilitation or replacement. The Iowa DOT developed its Park and Ride System Plan in 2014 to address facilities to promote carpooling, vanpooling, or taking public transit. Scott-to-Rock Island County was among the top 25 county pairs in regard to residence-to-workplace commuter flows in Iowa. The DOT recommended two possible candidate locations for park and ride facilities in Davenport, namely U.S. 61 and Kimberly Road near North Park Mall, and U.S. 61 and Iowa 22 near Interstate 280. In 2017, a Park and Ride facility was established near Thunder Bay Grille restaurant near U.S. 61/Brady Street and Veterans Memorial Parkway. The facility is signed with approximately 60 parking spaces and easy access to Interstate 80.

In 2016, Bettendorf shifted its focus away from a central hub to a service that offers numerous transfer points throughout the network. There are multiple hubs throughout the city where riders may transfer from one route to another, or to another transit provider, namely CitiBus and MetroLINK. Vehicle maintenance is performed at the Bettendorf Public Works facility.

RIM Rural Transit intends to construct a secure location to perform numerous maintenance activities for its buses. The bus hub will include indoor vehicle storage, offices, and a bus washing station. Currently, RIM buses are stored outside in a fenced area. In the past, buses have been significantly damaged by wildlife.

Transit Security/Safety Needs

Beginning with provisions under ISTEA² and continuing through the most recent transportation bill, the IIJA, the need to improve safety and security for individuals who use public transportation is to be included in the planning process.

In an effort to provide a safe and secure environment for their passengers and employees, each of the fixed-route systems has installed

2 Intermodal Surface Transportation Efficiency Act of 1991

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video surveillance equipment on their revenue vehicles. River Bend Transit has also equipped all of its vehicles with video surveillance. Davenport provides security personnel to monitor the GTC transfer facility during evening hours, and MetroLINK works with the Rock Island County Sheriff's department and has assigned two officers under a Community Oriented Policing Services (C.O.P.S.) program.

Policy Direction & Strategies

Based on the public input and discussions with existing transit providers, there will be challenges in meeting the future mobility needs in the Greater Bi-State Region. Finite resources require prioritization, which may mean that some residents will not be able to get rides on public transportation. However, the solutions suggested relate to the need for greater cooperation through agreements, partnerships, resource sharing, and improved public relations and education to change the face of transit for the better.

As noted in the Executive Summary, the plan sets forth a policy direction through a vision statement of:

“Transit service in the region is envisioned to be convenient, adequately financed to maximize coverage and diversity of customers, affordable, geographically distributed, considered as part of land use decisions, and safe.”

The following proposed strategies frame the future direction for transit in the Greater Bi-State Region. It is important to note that some strategies may be more focused toward an urban issue rather than a rural issue, and vice versa. Furthermore, all strategies proposed for urban systems may not be necessary for all of the urban systems. The same idea is prevalent for the rural transit systems.

Convenience: Transit service delivery that addresses customer convenience will be given priority in the Greater Bi-State Region. Service can be enhanced by strategies such

as:

1. Expanding rural and paratransit service with programs that would allow door-to-door service for customers who are unable to utilize existing curb-to-curb service to create more “first mile-last mile” connections
2. Extending hours, days, and frequency of service to meet basic travel needs, either for essential services, medical appointments, work or school trips, or other needs identified by existing or future customers
3. Increasing marketing efforts through sources such as fact sheets, websites and/or website links, and maps
4. Broadening educational programs such as Senior Ambassador activities within assisted-living facilities and nursing homes to increase awareness of services
5. Exploring the formation of a centralized dispatching service to provide service information for multiple transit operators in the region
6. Improving rider experience through new technology to attract new customers

*This strategy can be recognized as one for both urban and rural transit services. Extending hours of service in both areas has been identified as an issue.

Investment: Greater consideration will be given to investing in projects that are adequately financed and sustainable. Sustainable investment can be strengthened by strategies such as:

1. Informing legislative leaders of funding solutions to resolve inadequacies, gaps, silos, and liability
2. Advocating long-term funding streams when implementing service
3. Increasing coordination between human service agencies that may have available local match dollars from other non-DOT federal or state funding streams

*This strategy can be recognized as one for both urban and rural transit systems.

Affordability: Fares for transit service need to be affordable for all customers, particularly for those with fixed or low incomes. Possible strategies include:

1. Developing partnerships and coordination between public and private transit service providers to reduce trip costs
2. Creating voucher systems for service provided after hours, eliminating the need for low-income individuals to pay a higher price for private service

*This strategy would be identified as primarily a rural transit issue. The urban systems have set fares at \$1.00 per ride. Also, the QC Monthly Pass allows unlimited rides for the calendar month on all QC fixed transit systems for only \$30.00.

Land Use: Land use patterns that support mobility choices and encourage proximity to services are preferred. Land use patterns may be improved by:

1. Incorporating transit operators in economic development discussions prior to construction
2. Strengthening relationships between private developers and transit operators
3. Increasing public input opportunities throughout the economic development process
4. Communicating changes in location of human services transportation agencies to transit systems

Geographic Coverage: Broad geographic coverage to serve travel needs and enhance mobility within the Greater Bi-State Region remains a priority. Geographic coverage needs to examine both regional and inter-regional travel needs. Possible strategies include:

1. Implementing and expanding connections between existing urban and rural transit systems

2. Creating satellite locations for medical and human service agency appointments in rural areas, eliminating the need for distant travel
3. Analyzing and understanding the travel patterns of individuals within the region and how current and future commuting patterns affect travel
4. *Issues of connectivity seem to be more prevalent in the urban areas because the geographic area is much broader. However, with the aging population, the need for transportation to specialized medical appointments in locations such as Iowa City and Peoria continues to increase.

Safety: Importance will be given to passenger and vehicle safety to transport customers comfortably and without injury. Possible strategies include:

1. Continuing training on suspicious behaviors and emergency procedures
2. Increasing projects that fund specialized transportation service with rider escorts and door-to-door and/or door-through-door service
3. Coordinating between local law enforcement officials and transit operators
4. Training drivers on how to interact with elderly riders and those who may suffer from mental health issues

Performance Measures

Beginning with MAP-21 and continuing through subsequent federal transportation legislation, performance measurement of transportation facilities and project delivery has become an increasingly important focal point for state and federal transportation agencies. Agencies are required to adopt measurable targets, set to benchmark their performance and progress toward stated targets. Bi-State Regional Commission will continue to work in collaboration with the area's transit managers and systems to support each other's respective performance targets for transit assets, safety, facilities state of good repair, and rolling stock state of good repair. As part of this cooperation among Bi-State Regional Commission, the

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respective transit systems, and the Illinois and Iowa Departments of Transportation, Bi-State will retain the systems' performance targets on file for official record.

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
TOTAL			\$7,118,024	\$992,493	\$389,460

*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 Description	Project Type	Estimated Total Cost (\$)	Federal Share		State Share		Local Share	
			Dollars (\$)	Source	Dollars (\$)	Source	Dollars (\$)	Source
FFY 2023 Operations	O	\$709,544	\$126,859	5311	\$461,203	DOAP	\$121,482	LOC
FFY 2023 Operations	O	\$844,132	\$581,102	5307	\$96,315	STA	\$166,715	LOC
FFY 2023 ADA Paratransit	O	\$257,948	\$36,206	5307	\$151,948	STA	\$17,667	LOC
			\$52,127	5310				
JARC Projects	O	\$240,000	\$0	5307	\$0		\$240,000	LOC
FFY 2023 Operations	O	\$4,950,000	\$2,475,000	5307	\$460,000	STA	\$2,015,000	LOC
FFY 2023 ADA Paratransit	O	\$1,000,000	\$150,000	5310	\$0		\$850,000	LOC
FFY 2023 Operations	O	\$1,174,137	\$526,553	5311	\$283,155	STA	\$364,429	LCL
FFY 2023 Operations	O	\$4,456,354	\$444,097	5311	\$383,972	STA	\$3,628,285	LOC
FFY 2023 Operations	O	\$662,921	\$95,300	5311	\$542,200	DOAP	\$20,110	LOC
Transit Operations	O	\$19,504,778	\$0		\$12,678,106	STA	\$6,826,672	LOC
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	\$385,449	5307	\$98,558	STA	\$385,449	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	\$397,346	5307	\$100,848	STA	\$397,346	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	\$409,117	5307	\$104,172	STA	\$409,117	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
RIM Rural Transit	FFY 2026 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
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	\$1,632,000	\$1,632,000	\$422,559	SEC. 5339	\$832,000	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		
Rock Island County Metropolitan Mass Transit District (METRO)	New Ferry East Moline	C			\$1,850,000	\$1,850,000	5307 Ferry	\$0		\$0	TDC

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)	(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			\$8,059,000	\$4,560,000	5339			\$1,611,800	LCL
Whiteside County	ITS	C			\$14,520			\$14,520	STA		
Whiteside County	Office Equipment	C			\$35,480			\$35,480	STA		

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	\$141,100	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 (\$)	Source	Dollars (\$)	Source
Abilities Plus – Henry County	FFY 2025 Replace 4 med duty vans	C	4	62000	248000	248000	5311				
Abilities Plus – Henry County	FFY 2025 Replace 2 mini vans	C	2	50000	100000	100000	5311				
City of Bettendorf (Bettendorf Transit)	FFY 2025 Preventative Maintenance	C			204032	163225.6	5307	0		40806.4	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2025 ADP Software	C			5000	4000	5307	0		1000	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2026 Preventative Maintenance	C			210153	168122.4	5307	0		42030.6	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2026 ADP Software	C			19617	15693.6	5307	0		3923.4	LOC
City of Davenport (CITIBUS)	FFY 2025 Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	2	700000	1400000	1120000	5339 & 5307	0		280000	LOC
City of Davenport (CITIBUS)	FFY 2026 Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	2	700000	1400000	1120000	5339 & 5307	0		280000	LOC
City of Davenport (CITIBUS)	FFY 2025 Preventative Maintenance	C			800000	640000	5307	0		160000	LOC
City of Davenport (CITIBUS)	FFY 2026 Preventative Maintenance	C			800000	640000	5307	0		160000	LOC
City of Muscatine (MUSCABUS)	FY 2025Replace (1) 176” wb ADA Light Duty Low Floor Bus Vehicle # 257, 258	C	2	218800	437600	371960	SEC. 5339			65640	LCL
City of Muscatine (MUSCABUS)	FFY 2026 Replace (1) 176” w.b. ADA Light Duty Bus Vehicle # 259	C	1	183000	183000	155550	5339			27450	LCL
City of Muscatine (MUSCABUS)	FFY 2026 Replace (1) 176” w.b. ADA Light Duty Low Floor Bus Vehicle # 260, 261	C	2	240680	481360	409150	SEC. 5339			72210	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Preventive Maintenance	C			1562500	1250000	5307	0		312500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Transit Enhancements	C			50000	40000	5307	0		10000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 MSE	C			50000	40000	5307	0		10000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 ADP Hardware	C			12000	9600	5307	0		2400	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 ADP Software	C			10000	8000	5307	0		2000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Shelters & Shelter Repairs	C			20000	16000	5307/5339	0		4000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Replace (1) 30-40’ Buses	C			750000	600000	5307/Low-No/5339	0		150000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Electric Bus Battery Leases	C			155304	124243.2	5307/5339	0		31060.8	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Ferryboat Preventive Maintenance	C			37500	30000	5307	0		7500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2025 Replace (3) Light Duty Buses & 2 Medium Duty Buses	C			300000	240000	5310	60000	STA		
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Preventive Maintenance	C			1562500	1250000	5307	0		312500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Transit Enhancements	C			50000	40000	5307	0		10000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 MSE	C			50000	40000	5307	0		10000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 ADP Hardware	C			100000	80000	5307	0		20000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 ADP Software	C			100000	80000	5307	0		20000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Shelters & Shelter Repairs	C			25000	20000	5307/5339	0		5000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Purchase (3) 30-40’ Buses	C			2700000	2160000	5307/Low-No/5339	0		540000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Ferryboat Preventive Maintenance	C			37500	30000	5307	0		7500	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2026 Replace (5) Medium Duty Buses & (1) Light Duty Bus & (1) Minivan	C			434000	347200	5310	86800	STA		
RIM Rural Transit	FFY 2025 Purchase (1) one minivan	C	1	N/A	62000	62000	5310/STA				
RIM Rural Transit	FFY 2025 Purchase (1) one light duty vehicle	C	1	N/A	70000	70000	5310/STA				

Project Sponsor	Project Description	Project Type	# Of Units	Cost Per Unit	Estimated Total Cost (\$)	Federal Share*		State Share		Local Share	
						Dollars (\$)	Source	Dollars (\$)2	Source3	Dollars (\$)4	Source5
RIM Rural Transit	FFY 2026 Purchase (1) one minivan	C	1	N/A	62000	62000	5310/STA				
RIM Rural Transit	FFY 2026 Purchase (1) one light duty vehicle	C	1	N/A	70000	70000	5310/STA				
RIM Rural Transit	FFY 2026 Transit Hub - Indoor vehicle storage; Offices; Bus wash	C			2500000					2500000	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	1276460.46	1084990.391	SEC. 5339			191470.069	LCL
River Bend Transit	FFY 2025 Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 914, 915	C	2	140736.11	281472.22	239251.387	SEC. 5339			42220.833	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	141828.94	1701947.28	1446654.188	SEC. 5339			255293.092	LCL
Whiteside County	Misc. Equipment	C			50000	40000		10000	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

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

Appendix A

Profile – Henry County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	49,412	Total Households	20,109
Gender		Total Families	13,495
Male	24,620		
Female	24,792	Age	
		0-4	2,629
Race		5-19	9,440
White	45,374	20-24	2,441
Black or African American	1,075	25-34	5,193
American Indian or Alaska Native	26	35-44	6,120
Asian	249	45-54	6,228
Native Hawaiian or Pacific Islander	0	55-64	7,224
Some Other Race	1,151	65-74	5,828
Two or More Races	1,537	75 and over	4,309
Hispanic or Latino Ethnicity (of any race)	2,988	Median Age	43.5
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	1,771	Population 3 years and over enrolled in school	10,968
\$15,000 to \$24,999	1,769	Nursery School, Preschool	827
\$25,000 to \$34,999	1,733	Kindergarten	572
\$35,000 to \$49,999	2,744	Elementary (Grades 1-8)	4,886
\$50,000 to \$74,999	3,612	High School (Grades 9-12)	2,831
\$75,000 to \$99,999	2,738	College or Graduate School	1,852
\$100,000 to \$149,999	3,472		
\$150,000 or more	2,270		
		Educational Attainment	
Median Household Income	\$62,097	Population 25 years and over	34,902
		Less than 9th Grade	737
Family Income ₁		9th to 12th Grade, no diploma	1,957
\$14,999 or less	511	High School Graduate (includes equivalency)	12,017
\$15,000 to \$24,999	598	Some College, no degree	7,632
\$25,000 to \$34,999	764	Associates Degree	4,204
\$35,000 to \$49,999	1,929	Bachelor's Degree	5,542
\$50,000 to \$74,999	2,472	Graduate or Professional Degree	2,813
\$75,000 to \$99,999	2,198		
\$100,000 to \$149,999	2,911	% High School Graduate or higher	92.3%
\$150,000 or more	2,112	% Bachelor's Degree or higher	23.9%
Median Family Income	\$79,764		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2017-2021)

₁ 2021 Inflation Adjusted Dollars

Profile – Mercer County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	15,779	Total Households	6,339
Gender		Total Families	4,400
Male	7,972		
Female	7,807	Age	
		0-4	817
Race		5-19	2,930
White	15,082	20-24	772
Black or African American	79	25-34	1,586
American Indian or Alaska Native	0	35-44	1,881
Asian	52	45-54	2,040
Native Hawaiian or Pacific Islander	0	55-64	2,389
Some Other Race	124	65-74	1,892
Two or More Races	442	75 and over	1,472
Hispanic or Latino Ethnicity (of any race)	423	Median Age	44.6
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	580	Population 3 years and over enrolled in school	3,221
\$15,000 to \$24,999	566	Nursery School, Preschool	267
\$25,000 to \$34,999	543	Kindergarten	182
\$35,000 to \$49,999	884	Elementary (Grades 1-8)	1,523
\$50,000 to \$74,999	1,215	High School (Grades 9-12)	817
\$75,000 to \$99,999	879	College or Graduate School	432
\$100,000 to \$149,999	1,127		
\$150,000 or more	545		
		Educational Attainment	
Median Household Income	\$59,972	Population 25 years and over	11,260
		Less than 9th Grade	244
Family Income ₁		9th to 12th Grade, no diploma	598
\$14,999 or less	189	High School Graduate (includes equivalency)	4,332
\$15,000 to \$24,999	262	Some College, no degree	2,660
\$25,000 to \$34,999	226	Associates Degree	1,317
\$35,000 to \$49,999	578	Bachelor's Degree	1,372
\$50,000 to \$74,999	854	Graduate or Professional Degree	737
\$75,000 to \$99,999	737		
\$100,000 to \$149,999	1,041	% High School Graduate or higher	92.5%
\$150,000 or more	513	% Bachelor's Degree or higher	18.7%
Median Family Income	\$77,778		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2017-2021)

₁ 2021 Inflation Adjusted Dollars

Profile – Muscatine County, Iowa

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	43,145	Total Households	16,785
Gender		Total Families	11,227
Male	21,666		
Female	21,479	Age	
		0-4	2,733
Race		5-19	8,980
White	36,944	20-24	2,725
Black or African American	1,084	25-34	5,142
American Indian or Alaska Native	90	35-44	5,358
Asian	279	45-54	5,364
Native Hawaiian or Pacific Islander	36	55-64	5,755
Some Other Race	2,702	65-74	4,330
Two or More Races	2,010	75 and over	2,758
Hispanic or Latino Ethnicity (of any race)	7,946	Median Age	38.3
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	1,540	Population 3 years and over enrolled in school	10,112
\$15,000 to \$24,999	1,264	Nursery School, Preschool	962
\$25,000 to \$34,999	1,541	Kindergarten	382
\$35,000 to \$49,999	2,196	Elementary (Grades 1-8)	4,720
\$50,000 to \$74,999	3,158	High School (Grades 9-12)	2,387
\$75,000 to \$99,999	2,555	College or Graduate School	1,661
\$100,000 to \$149,999	2,928		
\$150,000 or more	1,603		
		Educational Attainment	
Median Household Income	\$61,547	Population 25 years and over	28,707
		Less than 9th Grade	978
Family Income ₁		9th to 12th Grade, no diploma	2,005
\$14,999 or less	744	High School Graduate (includes equivalency)	10,026
\$15,000 to \$24,999	487	Some College, no degree	5,602
\$25,000 to \$34,999	818	Associates Degree	3,523
\$35,000 to \$49,999	1,336	Bachelors Degree	4,554
\$50,000 to \$74,999	2,258	Graduate or Professional Degree	2,019
\$75,000 to \$99,999	1,847		
\$100,000 to \$149,999	2,324	% High School Graduate or higher	89.6%
\$150,000 or more	1,413	% Bachelors Degree or higher	22.9%
Median Family Income	\$74,433		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2017-2021)

₁ 2021 Inflation Adjusted Dollars

Profile – Rock Island County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	144,694	Total Households	60,694
Gender		Total Families	37,076
Male	71,714		
Female	72,980	Age	
Race		0-4	8,720
White	111,548	5-19	27,760
Black or African American	15,864	20-24	8,744
American Indian or Alaska Native	410	25-34	17,496
Asian	3,723	35-44	17,536
Native Hawaiian or Pacific Islander	222	45-54	16,851
Some Other Race	4,869	55-64	19,685
Two or More Races	8,058	65-74	16,127
		75 and over	11,775
Hispanic or Latino Ethnicity (of any race)	19,246	Median Age	40.1
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	6,841	Population 3 years and over enrolled in school	33,147
\$15,000 to \$24,999	5,293	Nursery School, Preschool	2,106
\$25,000 to \$34,999	5,814	Kindergarten	1,623
\$35,000 to \$49,999	7,468	Elementary (Grades 1-8)	14,214
\$50,000 to \$74,999	11,592	High School (Grades 9-12)	7,203
\$75,000 to \$99,999	8,492	College or Graduate School	8,001
\$100,000 to \$149,999	9,514		
\$150,000 or more	5,680	Educational Attainment	
Median Household Income	\$58,974	Population 25 years and over	99,470
Family Income ₁		Less than 9th Grade	3,730
\$14,999 or less	2,571	9th to 12th Grade, no diploma	7,188
\$15,000 to \$24,999	2,071	High School Graduate (includes equivalency)	29,460
\$25,000 to \$34,999	2,274	Some College, no degree	25,062
\$35,000 to \$49,999	3,978	Associates Degree	10,584
\$50,000 to \$74,999	7,121	Bachelor's Degree	14,972
\$75,000 to \$99,999	6,389	Graduate or Professional Degree	8,474
\$100,000 to \$149,999	7,765	% High School Graduate or higher	89.0%
\$150,000 or more	4,907	% Bachelor's Degree or higher	23.6%
Median Family Income	\$76,741		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2017-2021)

₁ 2021 Inflation Adjusted Dollars

Profile – Scott County, Iowa

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	174,170	Total Households	69,955
Gender		Total Families	43,658
Male	85,925		
Female	88,245	Age	
		0-4	10,784
Race		5-19	35,029
White	144,654	20-24	10,143
Black or African American	12,386	25-34	22,324
American Indian or Alaska Native	372	35-44	23,023
Asian	4,976	45-54	21,545
Native Hawaiian or Pacific Islander	73	55-64	23,069
Some Other Race	1,344	65-74	17,143
Two or More Races	10,365	75 and over	11,110
Hispanic or Latino Ethnicity (of any race)	12,378	Median Age	38.7
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	5,971	Population 3 years and over enrolled in school	42,468
\$15,000 to \$24,999	5,328	Nursery School, Preschool	2,687
\$25,000 to \$34,999	5,541	Kindergarten	3,263
\$35,000 to \$49,999	8,461	Elementary (Grades 1-8)	18,463
\$50,000 to \$74,999	13,068	High School (Grades 9-12)	9,591
\$75,000 to \$99,999	9,347	College or Graduate School	8,464
\$100,000 to \$149,999	11,849		
\$150,000 or more	10,390		
		Educational Attainment	
Median Household Income	\$67,675	Population 25 years and over	118,214
		Less than 9th Grade	2,378
Family Income ₁		9th to 12th Grade, no diploma	4,789
\$14,999 or less	1,907	High School Graduate (includes equivalency)	32,952
\$15,000 to \$24,999	2,039	Some College, no degree	25,128
\$25,000 to \$34,999	2,463	Associates Degree	13,273
\$35,000 to \$49,999	4,239	Bachelors Degree	25,050
\$50,000 to \$74,999	7,798	Graduate or Professional Degree	14,644
\$75,000 to \$99,999	6,723		
\$100,000 to \$149,999	9,422	% High School Graduate or higher	93.9%
\$150,000 or more	9,067	% Bachelors Degree or higher	33.6%
Median Family Income	\$87,190		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2017-2021)

₁ 2021 Inflation Adjusted Dollars

Profile – Whiteside County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	55,932	Total Households	23,194
Gender		Total Families	14,694
Male	28,065		
Female	27,867	Age	
		0-4	3,115
Race		5-19	10,540
White	51,386	20-24	2,983
Black or African American	589	25-34	6,098
American Indian or Alaska Native	75	35-44	6,237
Asian	339	45-54	7,126
Native Hawaiian or Pacific Islander	67	55-64	8,304
Some Other Race	866	65-74	6,579
Two or More Races	2,610	75 and over	4,950
Hispanic or Latino Ethnicity (of any race)	6,964	Median Age	43.6
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	2,164	Population 3 years and over enrolled in school	12,105
\$15,000 to \$24,999	2,193	Nursery School, Preschool	1,070
\$25,000 to \$34,999	2,243	Kindergarten	561
\$35,000 to \$49,999	3,522	Elementary (Grades 1-8)	5,471
\$50,000 to \$74,999	3,943	High School (Grades 9-12)	3,208
\$75,000 to \$99,999	3,117	College or Graduate School	1,795
\$100,000 to \$149,999	4,108		
\$150,000 or more	1,904		
		Educational Attainment	
Median Household Income	\$59,812	Population 25 years and over	39,294
		Less than 9th Grade	1,189
Family Income ₁		9th to 12th Grade, no diploma	2,210
\$14,999 or less	649	High School Graduate (includes equivalency)	14,889
\$15,000 to \$24,999	914	Some College, no degree	9,453
\$25,000 to \$34,999	864	Associates Degree	4,155
\$35,000 to \$49,999	2,124	Bachelors Degree	4,562
\$50,000 to \$74,999	2,849	Graduate or Professional Degree	2,836
\$75,000 to \$99,999	2,438		
\$100,000 to \$149,999	3,292	% High School Graduate or higher	91.3%
\$150,000 or more	1,564	% Bachelors Degree or higher	18.8%
Median Family Income	\$74,635		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2017-2021)

₁ 2021 Inflation Adjusted Dollars

Appendix B

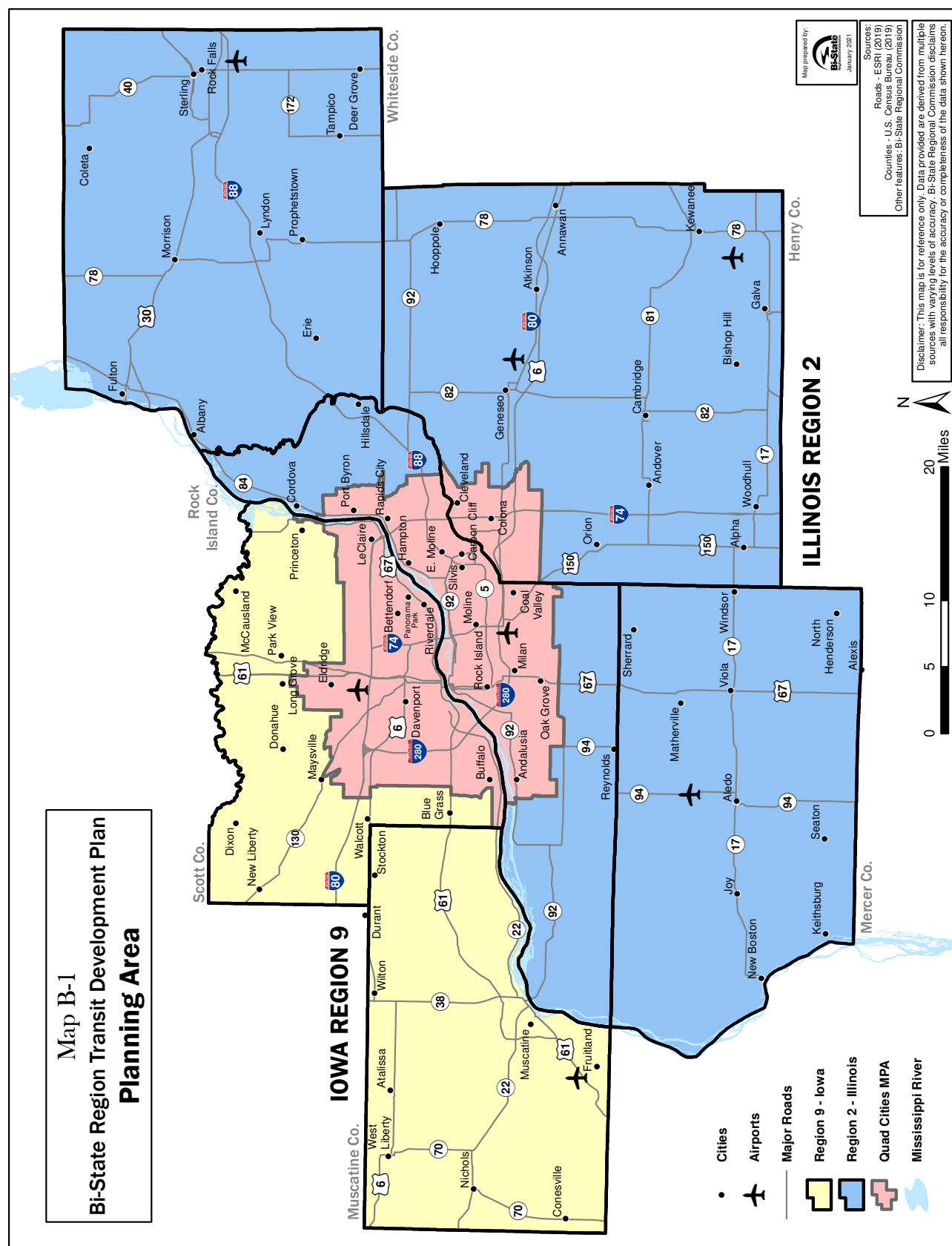
Specialized Transportation Services Inventory for the Bi-State Region

Introduction

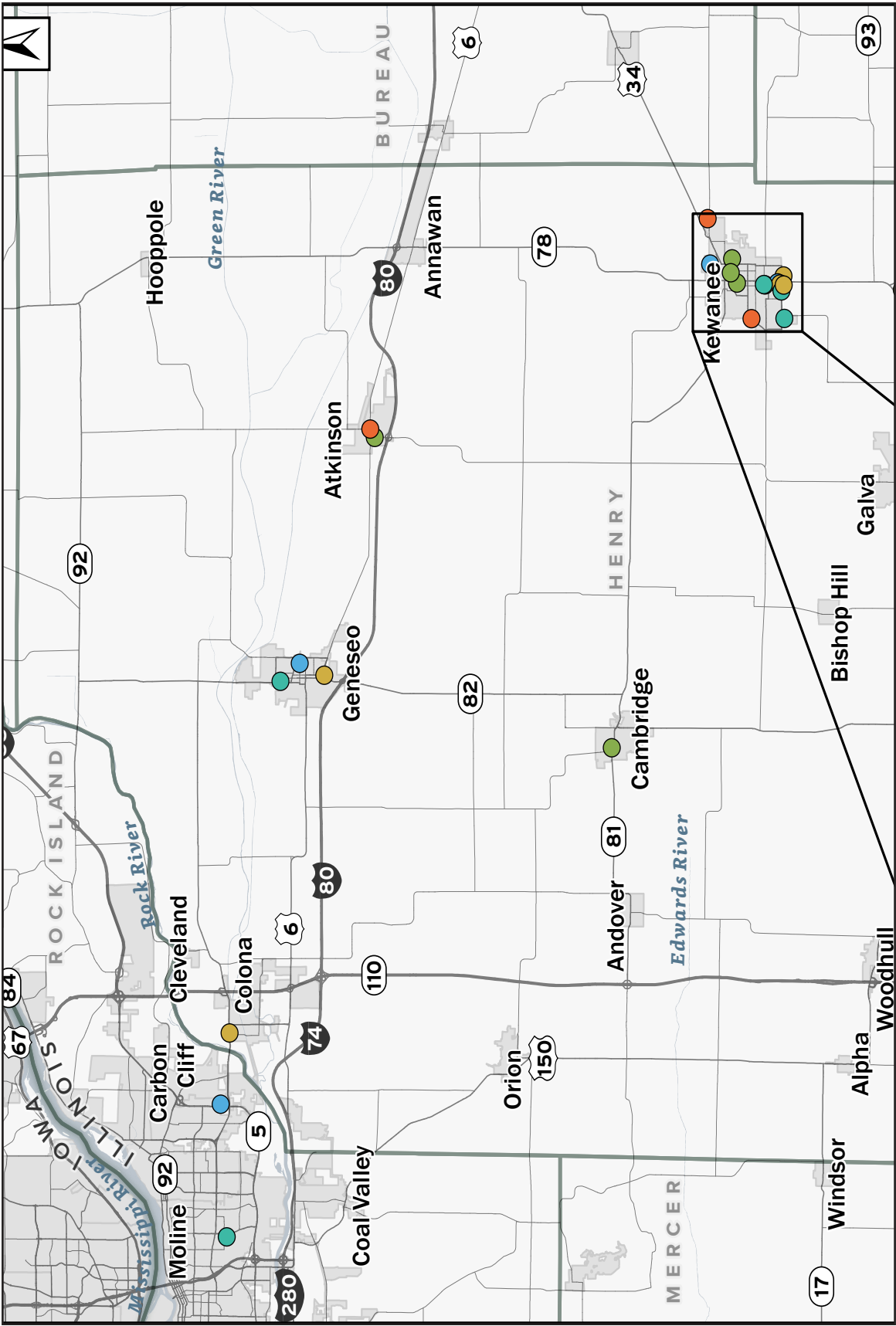
Many seniors, individuals with disabilities, and individuals with low incomes are unable to travel as frequently as they like because they may not have access to private automobiles or may be unable to use public transportation. As a result, many social service agencies and assisted-living facilities offer transportation to their clients and residents. The development of the Specialized Transportation Services Inventory for the Bi-State Region combines this transportation information into one comprehensive document.

The Specialized Transportation Services Inventory may serve as a method to coordinate specialized transportation services in the Bi-State Region and to determine where there are gaps in the service area. It will also provide a list of social service agencies and transit systems to contact for transportation services. The

inventory includes forms describing various types of agencies that provide transportation to their clients, such as nursing homes, social service agencies, local transit systems, and taxi companies. The document is divided into two major sections for Illinois and Iowa, then by county (Henry, Mercer, Rock Island, and Whiteside Counties in Illinois, and Muscatine and Scott Counties in Iowa.) Each service inventory form includes service area, vehicles, principal clients, fees, operating hours, and nature of destination. The document also offers a list of informal sources that individuals may choose to pursue after all other sources have been exhausted. Map B-1 illustrates the geographic area served by this inventory. Individual organizations may serve areas beyond the Bi-State Region.



Map B-2
Henry County Transit



Henry County, Illinois

ABILITIES PLUS
1100 NORTH EAST STREET
KEWANEE, IL 61443
(309) 852-4626
CONTACT: MS. DEB KUBINSKY
E-MAIL: DEB@ABILITIESPLUS.ORG

Sponsor:	Henry County Public Transportation.
Service Area:	Henry, Stark and Western Bureau Counties.
Nature of Service/ Destination:	Paratransit - Demand response, curb to curb service.
Vehicles:	Eight minivans; 8 medium duty vans.
Principal Clients:	General public.
Operating Hours:	7:00 a.m. to 9:00 p.m., Monday through Friday 7:00 a.m. to 5:00 p.m. Saturdays
Priority Call System:	Demand Response
Fees/Suggested Donation:	\$2 per trip in-town; \$3 per trip out of town; \$7 per trip for extended trips (i.e. to Quad Cities, Peoria or Galesburg)
Program Funding Sources:	Illinois Department of Transportation, Federal Transit Administration Section 5311 and Illinois Downstate Operating Assistance Program (DOAP)
Drivers and Escorts:	Drivers function as drivers only. Passenger assistance is provided to board and depart vehicles.
Service Restrictions:	No charter service and no school bus service.

Henry County, Illinois

GENESEO SENIOR CENTER

541 EAST NORTH STREET

GENESEO, IL 61254

(309) 944-6424

CONTACT: MS. KATHY MINDER

CONTACT E-MAIL: GENESEOSENIORS@GMAIL.COM

Sponsor:	Henry County Senior Center.
Service Area:	5- mile radius of Geneseo.
Nature of Service/ Destination:	General transportation
Vehicles:	One 7-passenger van
Principal Clients:	Seniors
Operating Hours:	8:00 a.m. to 10:45 a.m. and 12:45 p.m. to 2:45 p.m. Monday through Friday except holidays.
Priority Call System:	Call anytime
Fees/Suggested Donation:	\$1.50 suggested donation each way
Program Funding Sources:	Western Illinois Area Agency on Aging, State and federal funds
Drivers and Escorts:	One full time driver and substitute in-house.
Service Restrictions:	Radius of town, no wheelchair lift.

Henry County, Illinois

**ALLURE OF GENESEO
704 SOUTH ILLINOIS
GENESEO, IL 61254
(309) 944-6424
CONTACT: MS. LORI LOFGREN**

Sponsor:	Allure of Geneseo
Service Area:	Local service to campus residents.
Nature of Service/ Destination:	Transport for recreational activities and medical appointments.
Vehicles:	One mini van with wheelchair ramp and one shuttle van with wheelchair lift.
Principal Clients:	Campus residents only, including Independent Living.
Operating Hours:	24 hours, seven days per week.
Priority Call System:	Staff schedules appointments through nurse contacting a Doctor or the Activities Director.
Fees/Suggested Donation:	Flat rate of \$15 in town or \$0.65 per mile out of town. Additional \$15 attendant fee. No fee for Medicare or Medicaid patients.
Program Funding Sources:	Fees
Drivers and Escorts:	Drivers or personal aides.
Service Restrictions:	No service to the general public.

Henry County, Illinois

HENRY COUNTY SENIOR CITIZENS, INC
219 WEST SECOND STREET
KEWANEE, IL 61443
(309) 853-8831
CONTACT: MS. VIRGINIA NELSON

Sponsor:	Henry County Senior Citizens, Inc.
Service Area:	Service within a 5-mile radius of Geneseo and Kewanee. Additional service is occasionally provided in smaller, outlying Henry County communities.
Nature of Service/ Destination:	Medical appointments, meals, recreation, shopping.
Vehicles:	Four vans.
Principal Clients:	Seniors
Operating Hours:	9:00 to 11:30 a.m. and 1:00 to 3:00 p.m., Monday through Friday.
Priority Call System:	Medical appointments.
Fees/Suggested Donation:	\$1.50 each way
Program Funding Sources:	Area Agency on Aging
Drivers and Escorts:	Staff
Service Restrictions:	Riders must be 60 years of age or older, or accompanying spouse. Agency operates no vehicles with wheelchair lifts.

Henry County, Illinois

**HILLCREST HOME
14688 IL HWY 82
GENESEO, IL 61254
(309) 944-2147**

CONTACT: MS. LORNA BROWNMARY BERGREN

E-MAIL: LORNABROWN@HENRYCITY.COM

Sponsor:	Henry County
Service Area:	Local service for Hillcrest residents.
Nature of Service/ Destination:	Recreation, medical appointments.
Vehicles:	One van: 2 wheelchair passengers; one bus: three wheelchairs and 12 passengers.
Principal Clients:	Nursing home residents.
Operating Hours:	24 hours, 7 days per week.
Priority Call System:	Residents only, medical appointments
Fees/Suggested Donation:	Private pay system; \$10 per hour for staff and \$.47 per mile. Public aid gives clients a partial reimbursement..
Program Funding Sources:	Henry County.
Drivers and Escorts:	Activity staff, nursing staff.
Service Restrictions:	Hillcrest residents only.

Henry County, Illinois

KEWANEE CARE HOME
144 JUNIOR AVENUE
KEWANEE, IL 61443
(309) 8534429
CONTACT: MS. TERESA MORGAN
TMORGAN@PETERSENHEALTHCARE.NET

Sponsor:	Kewanee Care Home.
Service Area:	Henry County, Illinois.
Nature of Service/ Destination:	Medical appointments, recreation.
Vehicles:	One wheelchair van.
Principal Clients:	Residents.
Operating Hours:	8:00 a.m. to 4:30 p.m., Monday through Friday.
Priority Call System:	Residents.
Fees/Suggested Donation:	None for residents (unless private paid).
Program Funding Sources:	Service provided in-house.
Drivers and Escorts:	Staff employees.
Service Restrictions:	Residents of nursing home.

Henry County, Illinois

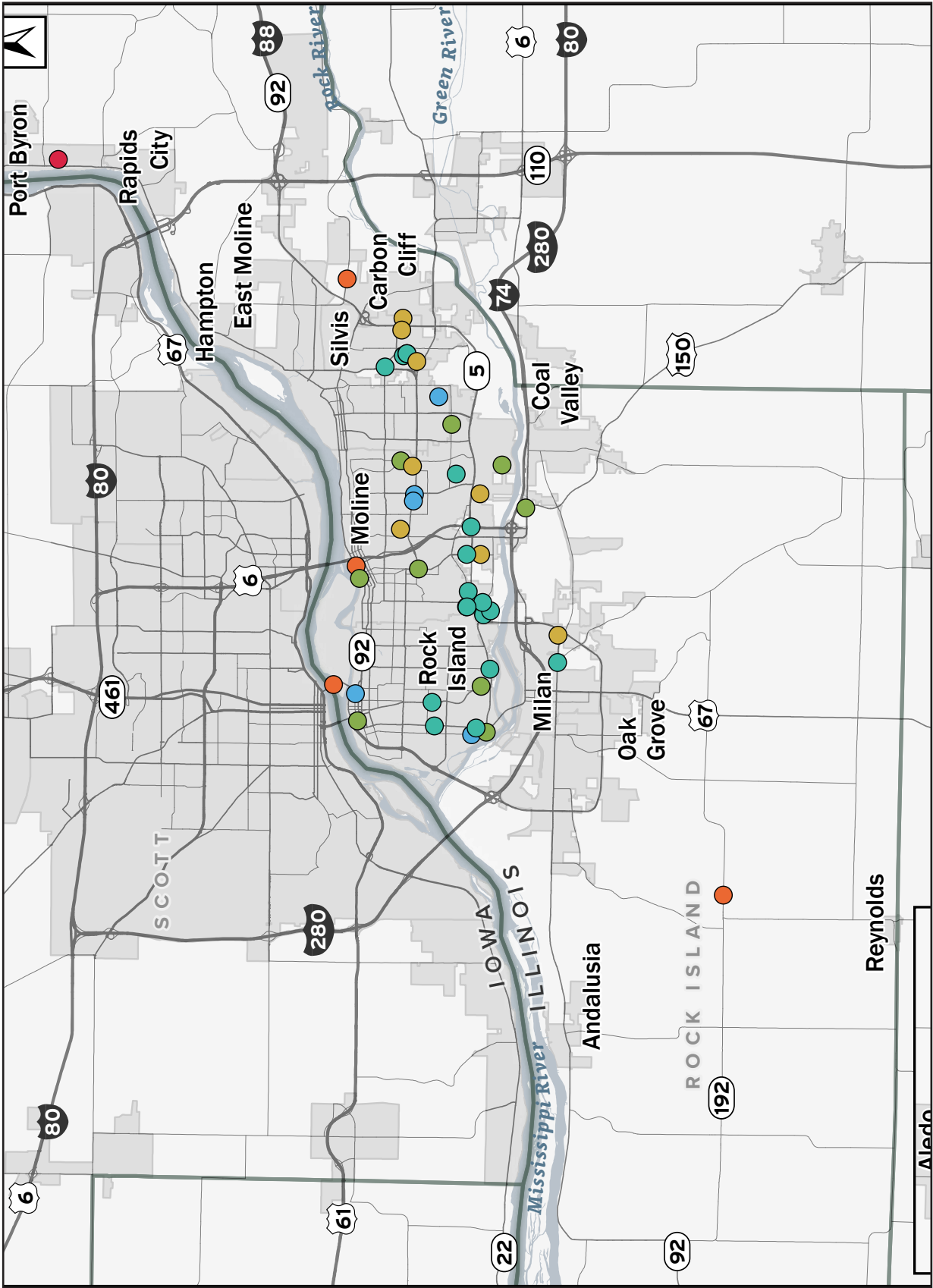
LIBERTY VILLAGE
920 SOUTH CHICAGO STREET
GENESEO, IL 61254
(309) 944-0460

CONTACT: MS. LYNN LENZ

EMAIL: ESTATESMANAGER@LIBERTYVILLAGEOFGENESEO.COM

Sponsor:	Liberty Village
Service Area:	Mainly Geneseo, with some special trips to the Quad Cities and surrounding area.
Nature of Service/ Destination:	Resident transportation, recreation.
Vehicles:	One 12-passenger van with lift.
Principal Clients:	Senior residents.
Operating Hours:	Monday-Friday 8:00-4:30, other trips vary.
Priority Call System:	N/A.
Fees/Suggested Donation:	None.
Program Funding Sources:	Corporate Office.
Drivers and Escorts:	Drivers, in-house.
Service Restrictions:	Residents only.

Map B-3
Mercer County Transit



Mercer County, Illinois

BROOKSTONE OF ALEDO
405 SE 13TH AVENUE
ALEDO, IL 61231
(309) 628-0005
CONTACT: BETH SPRINGER

Sponsor:	Meridian Senior Living
Service Area:	Mercer County.
Nature of Service/ Destination:	Transportation for residents.
Vehicles:	One 9-passenger van.
Principal Clients:	Residents of senior living facility
Operating Hours:	Varies from week to week depending on social programming.
Priority Call System:	Senior residents
Fees/Suggested Donation:	None
Program Funding Sources:	Private
Drivers and Escorts:	Drivers
Service Restrictions:	Residents only

Rock Island County, Illinois

ALTERNATIVES FOR THE OLDER ADULT
1803 7TH STREET
MOLINE, IL 61265
(309) 277-0167
CONTACT: MS. BRYCIE KOCHUYT
ALTERNATIVES@ALTERNATIVESFORYOU.ORG

Sponsor:	
Service Area:	Henry, Mercer, Rock Island, McDonough, Warren, Henderson, Knox, LaSalle, Bureau, Putnam Counties, Illinois.
Nature of Service/ Destination:	Medical appointments, errands.
Vehicles:	Privately owned vehicles that homemakers drive or homemakers' vehicles
Principal Clients:	Seniors age 60 and older with waiver services.
Operating Hours:	8:00 a.m. – 5:00 p.m., Monday – Friday.
Priority Call System:	None.
Fees/Suggested Donation:	Varies.
Program Funding Sources:	State, federal, and grant funds.
Drivers and Escorts:	Homemakers.
Service Restrictions:	A need for transportation must be part of a client's care plan through aging waiver services after an initial evaluation.

Rock Island County, Illinois

CEDARHUST ASSISTED LIVING OF MOLINE

900 43RD AVENUE

MOLINE, IL 61265

(309) 7978181

CONTACT: MS. STEPHANIE BUTLER

SMBUTLER@5SSL.COM

Sponsor:	George Bialecki.
Service Area:	Quad City Area. Mostly Rock Island, but also Geneseo.
Nature of Service/ Destination:	Outings, medical appointments, recreational activities, and grocery store.
Vehicles:	Dodge Caravan for 6 residents and driver.
Principal Clients:	Senior residents.
Operating Hours:	Day hours. Some evening outings. 24/7, but normally 8-5.
Priority Call System:	N/A.
Fees/Suggested Donation:	Yes. \$30 per round trip.
Program Funding Sources:	Private funds.
Drivers and Escorts:	Employees in-house
Service Restrictions:	No wheelchair lift.

Rock Island County, Illinois

ARC OF THE QUAD CITIES AREA
4016 NINTH STREET
ROCK ISLAND, IL 61201
(309) 786-6474
CONTACT: MR. AARON HARLAN
HARLANA@ARCQCA.ORG

Sponsor:	N/A.
Service Area:	East Moline, Milan, Moline, and Rock Island, Illinois.
Nature of Service/ Destination:	Work program/recreational related activities, shopping, medical appointments.
Vehicles:	22 vehicles: three six-passenger vans, fourteen 7-passenger vans, one 8-passenger van, one 9-passenger van, one 12-passenger van, one 15-passenger bus, and one 22-passenger bus. Nine vehicles are ADA accessible.
Principal Clients:	Developmentally disabled: ages 18-65.
Operating Hours:	24 hours, 7 days per week for residential sites: 8:00 a.m. to 4:30 p.m., Monday through Friday for day programs.
Priority Call System:	ARC/RIC individuals.
Fees/Suggested Donation:	\$1.10 each way.
Program Funding Sources:	Department of Public Aid, Mental Health, State of Illinois.
Drivers and Escorts:	Program and activity staff, ARC employees.
Service Restrictions:	Adults who are developmentally disabled.

Rock Island County, Illinois

BETHANY FOR CHILDREN & FAMILIES

1830 - 6TH AVENUE

MOLINE, IL 61265

(309) 797-7700

CONTACT: MR. TOM TALLMAN (736-6649)

EMAIL: TTALLMAN@BETHANY-QC.ORG

Sponsor:	N/A.
Service Area:	Quad Cities geographic area - Henry, Mercer and Rock Island Counties in Illinois and Clinton, Jackson, Muscatine and Scott Counties in Iowa.
Nature of Service/ Destination:	Family and child services. Financial, short-term loans.
Vehicles:	Two 15-passenger vans and two 7-passenger vans. Two Honda Civics.
Principal Clients:	Family Transportation for Prevention programs, youth from the agency's Supportive Living Program and students from the Therapeutic Treatment Program. Parents of children whose age is <18, bankruptcy discharge.
Operating Hours:	8:00 a.m. to 5:00 p.m., Monday through Friday and some weekend usage.
Priority Call System:	Respective program that owns or leases van.
Fees/Suggested Donation:	Not for public usage. \$15 program application fee and \$25 loan origination fee.
Program Funding Sources:	IDCFS, IDHS, IDPA, United Way, Iowa Department of Human Services and private sources.
Drivers and Escorts:	Staff employees who are insurance agency approved.
Service Restrictions:	Agency business only. Must meet guidelines.

Rock Island County, Illinois

**FRIENDSHIP MANOR
1209 21ST AVENUE
ROCK ISLAND, IL 61201
(309) 7869667**

CONTACT: MS. GRETCHEN CARRUTHERS

E-MAIL: GRETCHEN.CARRUTHERS@FRIENDSHIPMANOR.ORG

Sponsor:	Friendship Manor
Service Area:	N/A.
Nature of Service/ Destination:	Recreation, medical appointments, grocery shopping, etc.
Vehicles:	3 ADA accessible vehicles – one vehicles holds 18 passengers; one vehicle holds 14; one vehicle holds 5.
Principal Clients:	100% seniors/older citizens; 0% general public
Operating Hours:	8:00 – 4:30 p.m., Monday through Friday
Priority Call System:	N/A.
Fees/Suggested Donation:	N/A
Program Funding Sources:	Private
Drivers and Escorts:	Van drivers, activity staff, and nursing aids
Service Restrictions:	Friendship Manor residents only

Rock Island County, Illinois

INTOUCH DAY CARE CENTER
4011 AVENUE OF THE CITIES, SUITE 102
MOLINE, IL 61265
(309) 797-0200
CONTACT: MS. TONI HUNTER
E-MAIL: TONI.HUNTER@LSSI.ORG

Sponsor:	Lutheran Social Services of Illinois.
Service Area:	Rock Island and Henry County, Illinois.
Nature of Service/ Destination:	Adult day services.
Vehicles:	One car; fourteen 10-passenger vans with hydraulic lifts; 1 mini van.
Principal Clients:	Adults in the community with physical/psychological challenges.
Operating Hours:	7:30 a.m. to 4:30 p.m., Monday through Friday.
Priority Call System:	Intouch Adult Day Services.
Fees/Suggested Donation:	\$8.50/round trip; \$4.25/trip.
Program Funding Sources:	IDOA, VA, ORS, private pay.
Drivers and Escorts:	Staff.
Service Restrictions:	Intouch Adult Day.

Rock Island County, Illinois

LIGHTHOUSE HOMECARE, LLC
4026 BLACKHAWK ROAD
ROCK ISLAND, IL 61201
(309) 786-9982
CONTACT: MS. BETH MARTINEZ
EMAIL: BETH@LIGHTHOUSEHOMECARE.COM

Sponsor:	Lighthouse Homecare, LLC.
Service Area:	Quad Cities region, other areas upon request
Nature of Service/ Destination:	Homecare, doctor appointments errands, pet care transportation.
Vehicles:	Client or caregiver vehicle.
Principal Clients:	Elderly and doctor's offices.
Operating Hours:	24/7 for clients..
Priority Call System:	First come, first served.
Fees/Suggested Donation:	\$30 hour (transportation only) plus mileage (\$.60) from time vehicle left office to office return.
Program Funding Sources:	Private pay.
Drivers and Escorts:	CNA and Homemakers.
Service Restrictions:	Do not have vehicles with a lift.

Rock Island County, Illinois

METROLINK
1515 RIVER DRIVE
MOLINE, IL 61265
(309) 7883360

WEBSITE: [HTTP://WWW.GOGREENMETRO.COM/](http://www.gogreenmetro.com/)

CONTACT: MS. LUCIE VANHECKE

E-MAIL: LVANHECKE@QCMETROLINK.COM

Sponsor:	N/A.
Service Area:	Rock Island County: Rock Island, Moline, East Moline, Milan, Silvis, Hampton, Carbon Cliff, Colona
Nature of Service/ Destination:	Fixed route, ADA paratransit, and Channel Cat passenger ferry boats
Vehicles:	67 transit coaches; 7 paratransit vehicles; 10 Special Transportation Services (STS) vehicles; and 3 ferry boats
Principal Clients:	General public and eligible ADA clients
Operating Hours:	5:00 a.m. to 10:00 p.m., Monday through Friday. 7:00 a.m. to 6:30 p.m., Saturday. 8:00 a.m. to 5:00 p.m., Sunday. Seasonal ferry boat service
Priority Call System:	N/A.
Fees/Suggested Donation:	\$1.00 fixed-route regular fare (discounts available to seniors, children, disabled, and veterans); \$2.00 paratransit; \$8.00 ferry boat
Program Funding Sources:	FTA (Sections 5307, 5309/5339, 2310, etc.); State of Illinois and local funds.
Drivers and Escorts:	Staff and no escorts.
Service Restrictions:	Must have ADA identification card to ride paratransit service

Rock Island County, Illinois

**RIM RURAL TRANSIT
2221 11TH STREET
ROCK ISLAND, IL 61201
(309) 7886335**

**CONTACT: MS. MICHELLE DYER, SENIOR SERVICES DISTRICTOR
E-MAIL: MDYER@PROJECTNOW.ORG**

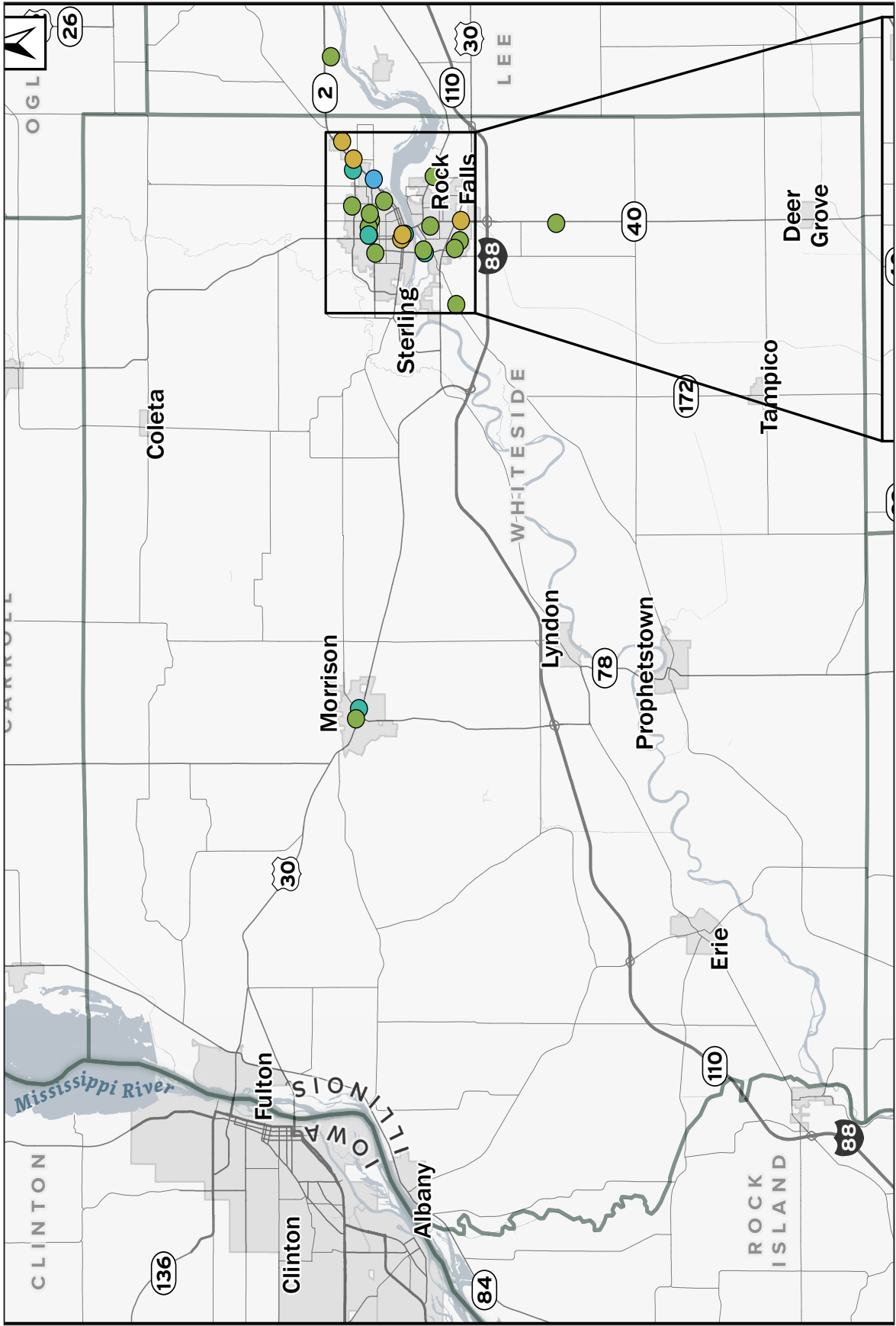
Sponsor:	Project NOW, Inc.
Service Area:	Rural Rock Island County outside the MetroLINK service area and all of Mercer County.
Nature of Service/ Destination:	Rural public transportation, demand response, and senior transportation.
Vehicles:	4 light duty bus, 10 mini vans.
Principal Clients:	General public; Seniors 60+
Operating Hours:	8:00 a.m. to 4:30 p.m., Monday through Friday.
Priority Call System:	Medical, other, shopping, nutrition, and social.
Fees/Suggested Donation:	Senior Transportation \$1.50 Donation Rural Transportation 0 – 20 miles = \$3.00, 21 – 40 miles = \$5.00. 40+miles = \$7.00.
Program Funding Sources:	Title IIIB; 5311; DOAP
Drivers and Escorts:	Staff.
Service Restrictions:	Unable to provide rides for trips that begin and end within MetroLINK's service area.

Rock Island County, Illinois

TRINITY MEDICAL CENTER
8110 14TH STREET WEST
ROCK ISLAND, IL 61201
(309) 7871846
CONTACT: MS CECELIA WALTON
E-MAIL: WALTONC@IHS.ORG

Sponsor:	Trinity Medical, Iowa Health System.
Service Area:	Quad City Area.
Nature of Service/ Destination:	Express Medicare, Dr. appointment.
Vehicles:	Four express vans with lifts for wheelchair and ambulatory.
Principal Clients:	Patient residents, nursing home, hospital discharges, Quad City Kidney.
Operating Hours:	7 a.m. to 7 p.m., Monday-Friday.
Priority Call System:	First call basis.
Fees/Suggested Donation:	\$15.00 each way. Will bill IPA (must be pre-approved),
Program Funding Sources:	Private funding - see above fees.
Drivers and Escorts:	Staff.
Service Restrictions:	The only exceptions – must be wheelchair accessible.

Map B-4
Whiteside County Transit



Whiteside County, Illinois

EXCEPTIONAL CARE & TRAINING CENTER
2601 WOODLAWN ROAD
STERLING, IL 61081
(815) 626-5820
CONTACT: NELL EAKLE

Sponsor:	
Service Area:	Sterling/Rock Falls area, Rockford.
Nature of Service/ Destination:	Medical appointments in Rockford, IL, day training for residents, activities, and recreation.
Vehicles:	Two mini-vans, one 8-passenger van, and one-14 passenger van. All ADA accessible.
Principal Clients:	Individuals with severe or profound mental retardation.
Operating Hours:	8:30 a.m. – 8:00 p.m. Monday – Friday; 9:00 a.m. – 5:00 p.m. weekends (activities only).
Priority Call System:	Scheduled in advance.
Fees/Suggested Donation:	No additional cost to residents.
Program Funding Sources:	
Drivers and Escorts:	Staff: 1 driver and 1 escort per 3-4 residents.
Service Restrictions:	Residents only.

Whiteside County, Illinois

SELF-HELP ENTERPRISES
2300 W. LEFEVRE ROAD
STERLING, IL 61081
(815) 626-3115
CONTACT: JOHN STERN

Sponsor:	
Service Area:	Whiteside County.
Nature of Service/ Destination:	Door-to-door service to and from employment facility, small number of trips to medical appointments and recreation.
Vehicles:	2 small wheelchair accessible vans, 2 mid-size 14-passenger wheelchair accessible vans, 3 heavy duty wheelchair accessible vans, one 22-passenger van (no lift), two 15-passenger vans.
Principal Clients:	Eligible disabled clients only.
Operating Hours:	5:00 a.m. – 6:00 p.m.
Priority Call System:	Scheduled in advance.
Fees/Suggested Donation:	\$2.50 round-trip daily.
Program Funding Sources:	Department of Mental Health, IDOT Section 5310.
Drivers and Escorts:	Drivers only, some escorts for a small number of clients.
Service Restrictions:	Whiteside County only.

Whiteside County, Illinois

TRI-COUNTY OPPORTUNITIES COUNCIL

405 EMMONS, P.O. BOX 610

ROCK FALLS, IL 61071

(815) 625-7830

CONTACT: IMIE ROSE

Sponsor:	Whiteside County
Service Area:	Whiteside, Lee, Carroll, Ogle, Bureau, LaSalle, Marshal, Putnam, and Stark Counties, Illinois.
Nature of Service/ Destination:	Health, Employment, Food and Education related transportation.
Vehicles:	Employee-owned vehicles.
Principal Clients:	Economically disadvantaged (125% of the poverty level or below)..
Operating Hours:	Out-of-town service provided on Thursdays for Whiteside County, local service is contracted Monday – Friday 8:00 a.m. – 4:30 p.m. through the Whiteside County Senior Center.
Priority Call System:	Must call at least 24 hours in advance.
Fees/Suggested Donation:	None.
Program Funding Sources:	Department of Commerce and Economic Opportunity, Community Block Grant.
Drivers and Escorts:	Outreach workers.
Service Restrictions:	Must be income eligible. Below 125% poverty level, DECO.

Whiteside County, Illinois

WHITESIDE COUNTY PUBLIC TRANSPORTATION
1207 WEST 9TH STREET
STERLING, IL 61081
(815) 626-7707
CONTACT: MS. EMILY HAMMER
OPERATIONS@RIDEWCPT.NET

Sponsor:	Whiteside County; Whiteside County Senior Center
Service Area:	Whiteside County.
Nature of Service/ Destination:	Paratransit - Demand response, curb to curb service.
Vehicles:	Three 14-passenger buses, two 10-passenger buses, one 7-passenger mini-van (all ADA accessible).
Principal Clients:	General public
Operating Hours:	6:00 a.m. – 6:00 p.m. daily (hours vary for contracted services).
Priority Call System:	Clients are asked to schedule trips 24 hours in advance.
Fees/Suggested Donation:	Suggested donation of \$3.00 for one-way local trips for seniors.
Program Funding Sources:	FTA Section 5311, Illinois Department on Aging, local contracts, donations.
Drivers and Escorts:	6 drivers.
Service Restrictions:	None; Primarily restricted to the county-wide service area

Whiteside County, Illinois

WINNING WHEELS
701 E. 3RD STREET
PROPHETSTOWN, IL 61277
(815) 537-5168
CONTACT: MS. NIKKI VILLA

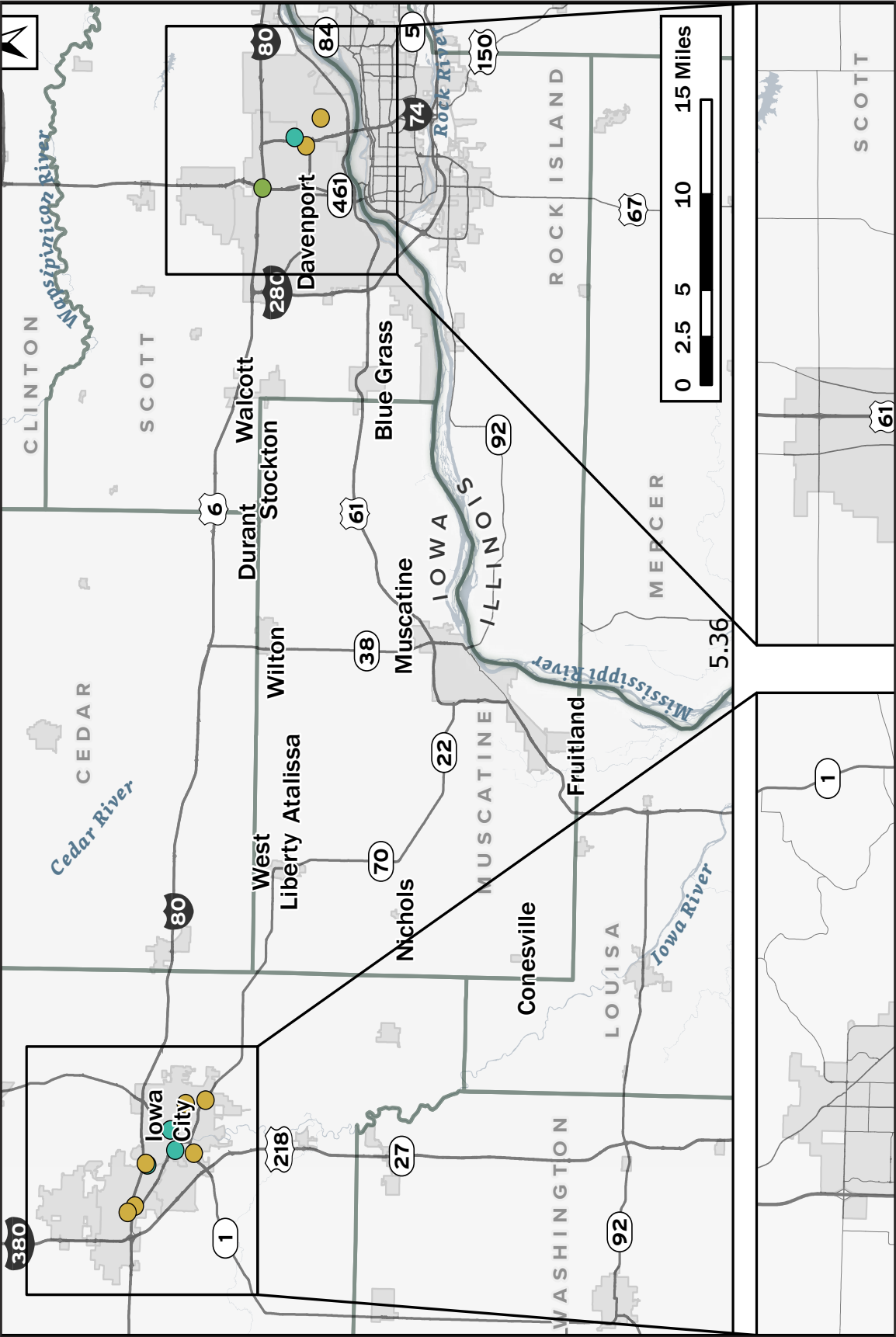
Sponsor:	N/A.
Service Area:	Prophetstown. Will drive to Iowa City, Rockford on an as needed basis.
Nature of Service/ Destination:	Day Treatment Program, Therapeutic Recreation Department, Medical Appointments, and Church (by volunteers only).
Vehicles:	8 vehicles: 2 buses (8 wheelchairs each) for Day Treatment Program, 3 mini buses for Therapeutic Recreation Dept., and 3 vans for medical appointments (all vehicles transport wheelchairs).
Principal Clients:	95% wheelchair bound. Some Public Aid recipients.
Operating Hours:	M-F 6:00 a.m. – 4:00 p.m. (Day Treatment), M-Sat variety of hours (Therapeutic Recreation Dept.), M-F variety of hours (Medical Appointments).
Priority Call System:	1 full-time coordinator responsible for scheduling.
Fees/Suggested Donation:	IDPA.
Program Funding Sources:	Medicaid.
Drivers and Escorts:	1 full-time and 1 part-time medical driver, staff, and volunteers for church transportation.
Service Restrictions:	Few ambulatory passenger seats available.

INFORMAL SOURCES

Volunteer Drivers: The Illinois-Iowa Center for Independent Living has a list of volunteer drivers who individuals may contact for transportation. However, volunteers should be used only after all other resources have been exhausted. The Independent Living Center's phone number is (309) 793-0090. Their web address is www.iicil.com.

Churches: Your church may provide limited transportation to members of the congregation. The church office may have additional information on this service, if available.

Map B-5
Muscatine County Transit



Muscatine County, Iowa

BETHANY FOR CHILDREN & FAMILIES
101 WEST MISSISSIPPI DRIVE, SUITE 220
MUSCATINE, IA 52761
(563) 262-9401
CONTACT: TOM TALLMAN

Sponsor:	Bethany for Children and Families.
Service Area:	Clinton, Jackson, Muscatine and Scott Counties, Iowa.
Nature of Service/ Destination:	Very limited. Dependent on the funding source approving/allowing it.
Vehicles:	Employee and agency owned.
Principal Clients:	Bethany for Children family clients only.
Operating Hours:	Client convenient times.
Priority Call System:	None.
Fees/Suggested Donation:	None.
Program Funding Sources:	Iowa Department of Human Services.
Drivers and Escorts:	Employee's only.
Service Restrictions:	Limited by funding source authorization.

Muscatine County, Iowa

MUSCATINE (MUSCABUS) TRANSIT

1459 WASHINGTON

MUSCATINE, IA 52761

(563) 2638152

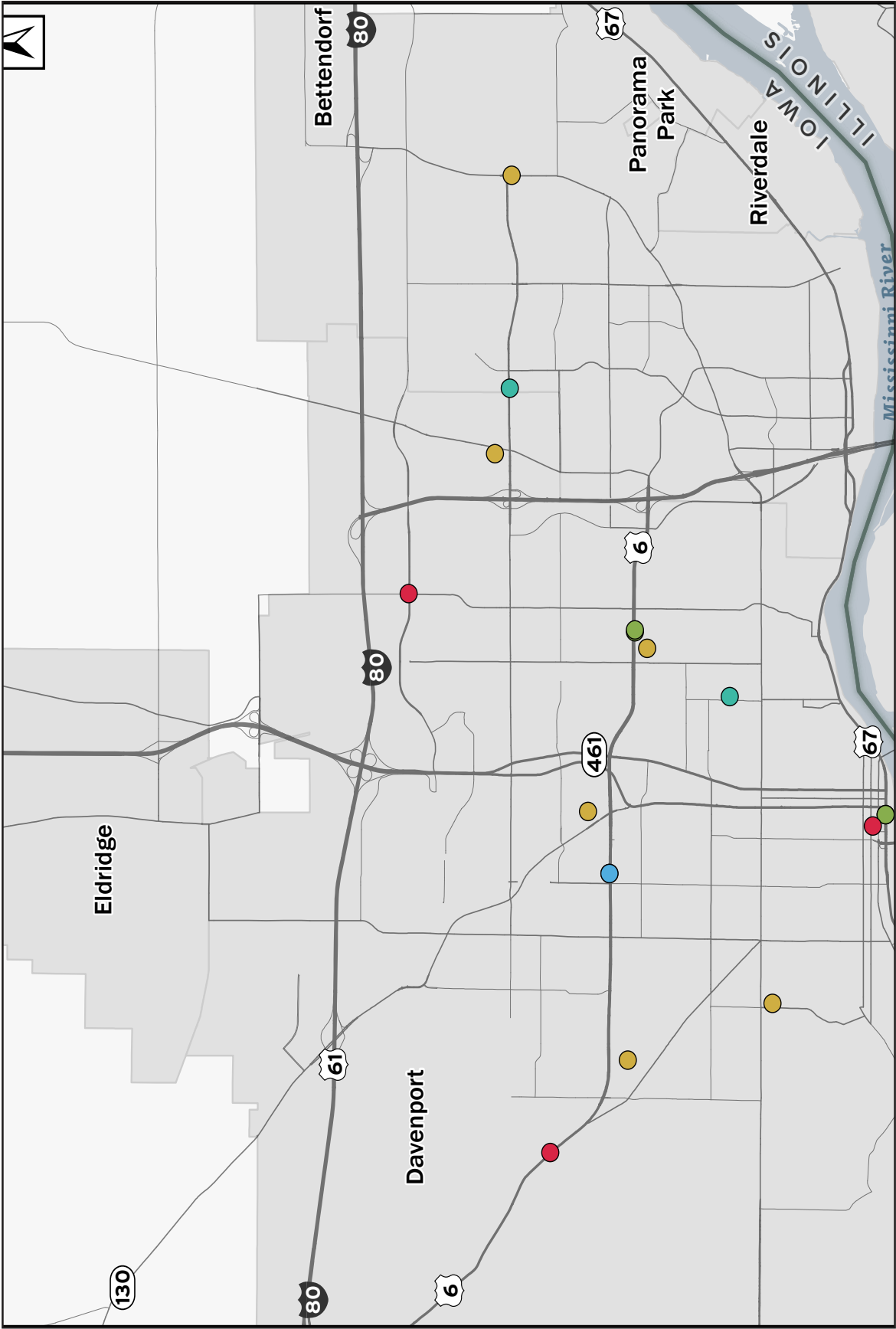
WEBSITE: WWW.MUSCATINEIOWA.GOV

CONTACT: MS. AMY FORTENBACHER

E-MAIL: AFORTENBACHER@MUSCATINEIOWA.GOV

Sponsor:	City of Muscatine/MuscaBus.
Service Area:	City limits of Muscatine.
Nature of Service/ Destination:	Fixed Routes, Paratransit.
Vehicles:	11 Light Duty Buses.
Principal Clients:	The general population of Muscatine for the fixed routes, JARC, & New Freedom, elderly and disabled for paratransit.
Operating Hours:	Fixed Routes: M-F 6:30am-5:00pm Sat 8:30am-4:00pm Paratransit: M-F 6:30am-5:00pm Sat 8:15am-3:45pm JARC: M-Sat 5:30pm-12:00am(midnight) New Freedom: T,Th 5:30pm-9:30pm
Number of Routes/Ser- vice Frequency:	4 Fixed Routes, running loops every 30 minutes
Fees/Suggested Donation:	\$1.00 – Route per ride \$2.00 – Paratransit, JARC, New Freedom per ride
Program Funding Sources:	FTA, STA, Local Tax Levy.
Priority Call System:	Elderly & Disabled are first on shuttles, we do not deny them a ride. People going to and from work are first on JARC services, space permitting.
Service Restrictions:	Paratransit is for the elderly and disabled.

Map B-6
Scott County Transit



Scott County, Iowa

BETTENDORF TRANSIT
4403 DEVILS GLEN ROAD
BETTENDORF, IA 52722
(563) 344-4104
WEBSITE: BETTENDORF.ORG
CONTACT: MR. MARK GARROW
E-MAIL: MGARROW@BETTENDORF.ORG

Sponsor:	City of Bettendorf.
Service Area:	IA/IL Quad Cities.
Nature of Service/ Destination:	Fixed Route.
Vehicles:	5
Principal Clients:	General Public.
Operating Hours:	6:00 a.m. to 7:00 p.m., Monday through Friday. 8:30 a.m. to 5:30 p.m., Saturday.
Priority Call System:	None.
Fees/Suggested Donation:	Full Fare: \$1.00 Half Fare/Senior Disabled: \$.50 College Discount: \$.50
Program Funding Sources:	5307, 5310, 5339
Number of Routes/Ser- vice Frequency:	3 Hourly Fixed Routes Monday - Saturday
Service Restrictions:	None.

Scott County, Iowa

DAVENPORT CITIBUS
300 WEST RIVER DRIVE
DAVENPORT, IOWA 52801
(563) 888-2150

CONTACT: MS. MARLA MILLER

E-MAIL: MARLA.MILLER@DAVENPORTIOWA.COM

Sponsor:	City of Davenport
Service Area:	IA/IL Quad Cities
Nature of Service/ Destination:	Fixed Route
Vehicles:	23 Vehicles
Principal Clients:	General public
Operating Hours:	Monday - Friday, 6:00 am - 7:00 pm; Saturday - 9:00 am - 7:00 pm Note: individual routes vary
Priority Call System:	None
Fees/Suggested Donation:	Full Fare: \$1 Reduced Fare: 50¢ (Children aged 5 - 11; Seniors 60+; Medicare cardholder; Persons w/ disabilities; Unemployed; College student w/ no school transit agreement) Children ages 5 and under ride <i>FREE</i> with paying adult FREE upon presentation of current school photo ID: Davenport Community School District Students (elementary thru high school); Saint Ambrose University (students, faculty, staff); Palmer College of Chiropractic (students, faculty, staff); Kaplan University (students, faculty, staff) Paratransit Service Fares: \$1.75 ADA eligible adult; 85¢ Child 5 – 11 w/ paid adult. One Personal Care Attendant Free. \$1.75 for each additional Care Attendant. Passes: CitiPass - \$23 (Davenport CitiBus system only); QC PassPORT - \$30 (all Quad Cities fixed route systems)
Program Funding Sources:	Farebox, advertising fees, local taxes, State and Federal funding sources
Drivers and Escorts:	Staff
Service Restrictions:	None

Scott County, Iowa

DAVENPORT GOOD SAMARITAN SOCIETY
700 WAVERLY ROAD
DAVENPORT, IA 52804
(563) 3241651
CONTACT: MR. TIM MOE
EMAIL: TIMMOE@GOOD-SAM.COM

Sponsor:	Good Samaritan Society – Davenport
Service Area:	QCA
Nature of Service/ Destination:	Senior service related; Dr. apt., etc.
Vehicles:	15 passenger bus; Full size van with two w/c locks; minivan with one w/c lock.
Principal Clients:	SNF residents and senior housing tenants.
Operating Hours:	Typically 8am-5pm M-F.
Priority Call System:	SNF residents are given priority.
Fees/Suggested Donation:	\$50 round trip—SNF. Complimentary for SL tenants.
Program Funding Sources:	N/A.
Drivers and Escorts:	Staff Drivers.
Service Restrictions:	N/A.

Scott County, Iowa

FAMILY RESOURCES, INC
2800 EASTERN AVENUE
DAVENPORT, IA 52803
(563) 3266431
CONTACT: MR. JIM OTTESEN
INFO@FAMRES.ORG

Sponsor:	N/A
Service Area:	Greater Quad City Area
Nature of Service/ Destination:	Private
Vehicles:	12 vans; 2 trucks
Principal Clients:	Adjudicated Juveniles. Domestic violence shelter residents
Operating Hours:	24 hours, 7 days per week
Priority Call System:	N/A
Fees/Suggested Donation:	N/A
Program Funding Sources:	Various
Drivers and Escorts:	Staff
Service Restrictions:	Family Resources employees and clients only

Scott County, Iowa

FRIENDLY HOUSE
1221 MYRTLE
DAVENPORT, IA 52804
(563) 3231821
CONTACT: MS. LORELEI PFAUTZ
LPFAUTZ@FRIENDLYHOUSEIOWA.ORG

Sponsor:	N/A.
Service Area:	Scott County.
Nature of Service/ Destination:	Social Services.
Vehicles:	One 15-passenger bus; two 15-passenger vans; one 6-passenger mini-van.
Principal Clients:	Transportation of youth and senior citizens.
Operating Hours:	8:30 a.m. to 5:00 p.m., Monday through Friday.
Priority Call System:	N/A.
Fees/Suggested Donation:	N/A.
Program Funding Sources:	United Way, government grants, program fees, donations.
Drivers and Escorts:	Employees or volunteers.
Service Restrictions:	The vans are not handicap accessible. Transportation is only provided for our own participants.

Scott County, Iowa

HANDICAPPED DEVELOPMENT CENTER
P.O. BOX 2450
3402 HICKORY GROVE ROAD
DAVENPORT, IA 52806
(563) 3914834
WEBSITE: HANDICAPPEDDEVELOPMENT.ORG.
CONTACT: MS. NANCY S. MARTEL
E-MAIL: NSM@HDCMAIL.ORG

Sponsor:	Handicapped Development Center.
Service Area:	Scott County, Iowa, with some trips to University Hospitals.
Nature of Service/ Destination:	Medical/therapy appointments, job sites and community activities.
Vehicles:	Eleven vans, several are handicap accessible.
Principal Clients:	Persons with disabilities receiving residential and rehabilitative/habilitative services from the Center.
Operating Hours:	On an as needed basis 24 hours per day, 7 days per week.
Priority Call System:	Used in Center's services, first come basis with the exception of medical appointments which are priority.
Fees/Suggested Donation:	N/A.
Program Funding Sources:	Purchase of services (Medicaid, Scott County).
Drivers and Escorts:	Handicapped Development Center staff, RBT.
Service Restrictions:	Used in Handicapped Development Center programs.

Scott County, Iowa

**IOWA MASONIC HEALTH FACILITIES
MASONIC VILLAGE, INC.
2500 GRANT STREET
BETTENDORF, IA 52722
(563) 3599171**

**CONTACT: MS. MARSHA MILLER
EMAIL: MARSHA.MILLER@IOWAMASONICHEALTH.ORG**

Sponsor:	Iowa Masonic Health Facilities and Masonic Village Independent Living
Service Area:	Our residents only.
Nature of Service/ Destination:	Doctors' appointments, activities, grocery store and pharmacy.
Vehicles:	Bus, 3 vans, 1 truck, 1 car..
Principal Clients:	Our residents only.
Operating Hours:	8:00 a.m. to 4:00 p.m., Monday through Friday.
Priority Call System:	N/A.
Fees/Suggested Donation:	Some fees are NC; some fees are billed.
Program Funding Sources:	None.
Drivers and Escorts:	Our staff.
Service Restrictions:	8:00 a.m. to 4:00 p.m. and occasional evening outings.

Scott County, Iowa

**KAHL HOME FOR THE AGED & INFIRM
6701 JERSEY RIDGE ROAD
DAVENPORT, IA 52804
(563) 3241621**

Sponsor:	Catholic Service Board.
Service Area:	Davenport, Iowa.
Nature of Service/ Destination:	Activity destination. Medical use only if cannot get outside service provider.
Vehicles:	One 10-passenger van with wheelchair lift.
Principal Clients:	Kahl Home residents.
Operating Hours:	As needed for activities/medical appointments.
Priority Call System:	For activities/medical appointments for Kahl Home residents only.
Fees/Suggested Donation:	Fees may apply if medical.
Program Funding Sources:	Catholic Service Board.
Drivers and Escorts:	Staff and volunteers.
Service Restrictions:	Van is used for activities/medical appointments for Kahl Home residents only.

Scott County, Iowa

RIVER BEND TRANSIT
7440 VINE STREET COURT
DAVENPORT, IA 52806
(563) 386-7484, EXT 208
CONTACT: MR. RANDY ZOBRIST
E-MAIL: RZOBRIST@RIVERBENDTRANSIT.ORG

Sponsor:	N/A
Service Area:	Scott, Clinton, Muscatine, and Cedar Counties.
Nature of Service/ Destination:	Demand-response public transit service.
Vehicles:	74-ADA cutaway buses, 1 non-ADA minivan.
Principal Clients:	Elderly, Disabled, and low income.
Operating Hours:	Varies. Primarily M-F service with reduced weekend schedules.
Priority Call System:	None.
Fees/Suggested Donation:	Varies per service provided.
Program Funding Sources:	FTA, Iowa DOT, County support, service contracts
Service Restrictions:	Primarily restricted to the four county area.
Sustainability Practices (Current or in the near future):	Maintain revenues to support expenses.

Scott County, Iowa

SERVICES FOR SENIORS

P.O. BOX 1787

DAVENPORT, IA 52809

(563) 355-5620

CONTACT: MICHAEL LAMMERS OR ELLEN MALAHY

Sponsor:	N/A
Service Area:	Davenport, Bettendorf, Moline, and Rock Island.
Nature of Service/ Destination:	Door-through-door service for various medical, recreational, or social activities.
Vehicles:	Private sedans, not wheelchair accessible.
Principal Clients:	Seniors.
Operating Hours:	8:00 a.m. – 4:30 p.m. weekdays; other hours may be available at a higher rate.
Priority Call System:	Preferably reservations made several days in advance, but “emergencies” can usually be accommodated.
Fees/Suggested Donation:	Private door-through-door service: Round Trip – \$25.00; One Way – \$15.00; QC Airport and Chauffeur service available (Rates are per trip, not per person).
Program Funding Sources:	Private – Client fares only
Drivers and Escorts:	Drivers only
Service Restrictions:	Vehicles are not ADA accessible

Scott County, Iowa

SEVENTH JUDICIAL DISTRICT
DEPARTMENT OF CORRECTIONAL SERVICES
605 MAIN STREET, BOX 2A
DAVENPORT, IA 52801
(563) 3227986,
CONTACT: MR. WAYLYN MCCULLOH
WAYLYN.MCCULLOH@IOWA.GOV

Sponsor:	State of Iowa.
Service Area:	Seventh Judicial District. (Scott, Clinton, Muscatine, Jackson, Cedar Counties)
Nature of Service/ Destination:	Community Corrections. Transport Residents
Vehicles:	Four 7-passenger vans.
Principal Clients:	Residential program clients who are under supervision or custody.
Operating Hours:	24 hours per day, 7 days per week.
Priority Call System:	Newer residents have priority.
Fees/Suggested Donation:	Resident rent.
Program Funding Sources:	State funds. State of Iowa and Federal.
Drivers and Escorts:	Staff.
Service Restrictions:	Must be convicted criminal offender ordered to residential program by court, parole board or Federal Bureau of Prisons.

Informal Sources

Volunteer Drivers: The Illinois-Iowa Center for Independent Living has a list of volunteer drivers who individuals may contact for transportation. However, volunteers should be used only after all other resources have been exhausted. The Independent Living Center's phone number is (309) 793-0090. Their web address is www.iicil.com

Churches: Your church may provide limited transportation to members of the congregation. The church office may have additional information on this service, if available.

Appendix C

PUBLIC INPUT/ADVOSRY COMMUNICATIONS January 2022 – April 2023

6/15/2022	Region 9 Mobility Summit—Muscatine, IA (virtual meeting)
6/21/2022	Region 2 Mobility Summit—Geneseo, IL
6/23/2022	Urban Mobility Summit—Davenport, IA
11/8/2022	MPA Transportation Technical Committee—Rock Island, IL
11/29/2022	MPA Transportation Policy Committee—Davenport, IA
12/15/2022	Region 9 Transportation Policy Committee—Davenport, IA
2/14/2023	MPA Transportation Technical Committee—Rock Island, IL
2/28/2023	MPA Transportation Policy Committee—Davenport, IA
3/8/2023	Region 9 Transportation Technical Committee—Davenport, IA
3/21/2023	Region 2 Transit Advisory Committee—Rock Island, IL
3/30/2023	Region 9 Transportation Policy Committee—Davenport, IA

** All transportation meetings are open to the public, but may not have transit-related topics on the agenda. This includes all Urban Transportation Technical and Policy Committee meetings held once a month at Bi-State Regional Commission, Iowa Region 9 meetings held quarterly, and Illinois Region 2 meetings held quarterly. Public input opportunities are also made available at the RIM Rural Transit Advisory Committee meetings that are held quarterly.*



1504 Third Avenue, Third Floor
 Rock Island, IL 61201
 Phone: (309) 793-6300 • Fax: (309) 793-6305
 Website: <http://www.bistateonline.org>

SERVICE REPORT

COUNTY/COMMUNITY: Iowa Region 9 Planning Area

DATE: June 15, 2022

FILED BY: Jennifer Bizarri, Planner

MEETING: Muscatine Consortium

PRESENT:

<u>COUNTY/COMMUNITY</u>	<u>Bi-STATE:</u>	<u>COPIES TO:</u>
Amy Fortenbacher	Katie Arndt	Jennifer Bizarri
Ashley Curtis	April Kauffman	
Amber (no last name given)	Kelly Craft	
Andi Brooks	Kelsie Blaesing	
Melissa Bell	Laurie Wilcox	
Katie Gerst	Nicole Mann	
Christine Gradert	Stephanie Dietrich	
Joanna Green	Stephanie Torrance	
Heidi Hoffman	Vanessa Leza	
Judy Yates		

A transit summit was held virtually to collect public input from individuals and human service agencies in the Iowa Region 9 Planning Area to discuss current and future travel choices and their effects on the region's transportation services. The meeting began at 10:00 a.m. on Wednesday, June 15, 2022. The meeting was held virtually over GoTo Meeting.

The purpose of the summit was to solicit input from human service agencies, public and private transit providers, and the general public in the Iowa Region 9 Area on the strengths, needs, shortcomings, and coordination efforts of the transportation system in the region and the Bi-State Region as a whole. Input will be evaluated and included in the Bi-State Regional Transit Development Plan (TDP) update. Some areas of focus in the plan included current inventory of systems in the region, coordination efforts locally and regionally, funding, and where the gaps in services may exist. The transit summit began with a presentation by Ms. Fortenbacher about MuscaBus services. The presentation was followed by a general overview provided by Ms. Bizarri of the Bi-State Transit Development Plan and transportation planning efforts in the Bi-State Region.

Transit issues and barriers that were discussed by attendees include:

- Wilton and West Liberty have factories: Wilton Precision Steel, CVS, West Liberty Food. People tend to be able to get employment in those cities and businesses, but some people have a may not be able to drive and sometimes they do not keep the jobs very long because of lack of transportation.
- Not aware of very many people traveling to Davenport. Some people need to go to Wapello.
- Domestic violence shelter: Jobs at 2nd Chance – Some people get jobs, but then cannot make the drive.
- Specifics and logistics are unclear to first-time riders of River Bend Transit services.

Minutes of the

ILLINOIS REGION 2 TRANSIT ADVISORY COMMITTEE (TAC)*Serving Henry, Mercer, rural Rock Island, and Whiteside Counties*

Tuesday, June 21, 2022 – 2:00 p.m.

Geneseo City Hall

Geneseo, IL

Committee Members Present

Jeanette Amidon	MetroLINK
Jodi McCaw	Project Now
Kim Walker	Abilities Plus

Others Present

Brandon Maeglin	City of Geneseo
Bryan Schmid	Bi-State Regional Commission
Kathy Starling	Illinois-Iowa Center for Independent Living
Lory Van Blair	Illinois-Iowa Center for Independent Living

1. Welcome and Introductions. Mr. Schmid welcomed those on the call and requested introductions.
2. Approval of the March 8, 2022 Transit Advisory Committee Meeting Minutes. The minutes were included in the agenda packet to review. Ms. Amidon moved to approve the minutes, and Ms. McCaw seconded. The motion carried unanimously.
3. Presentation on Transit Development Plan. Mr. Schmid provided background information about transit in the greater bi-state region and the Transit Development Plan. The format of the plan includes an inventory of current transportation services in the region; a profile of demographics and economics in the region; discussion of the issues regarding coordination of public transportation; analysis of priorities and strategies within the region; and a review of current and expected funding levels and programs. Mr. Schmid noted that the TDP will include a Grey Areas Analysis, which will examine areas that are outside a five-minute walk from a transit route. The analysis will allow planners to explore population demographics of residents who are and are not served by transit close to where they live and work. Common transit issues and barriers were covered, as they have been discussed in previous TDP updates. The categories of goals of the TDP include convenience, investment, affordability, land use, geographic coverage, and safety. Finally, a timeline was presented outlining the public input process, public review process, and adoption by numerous committees.
4. Transit Summit Discussion. Following the presentation describing the TDP, Mr. Schmid led a discussion about transit in the region. Participants made the following comments:
 - Maintaining existing buses is becoming more expensive and finding parts more difficult.
 - There's difficulty explaining service boundaries and the coordination and collaboration that takes place among county services.
 - RIM is anticipating extending their hours of service, but finding employees is difficult during these times.
 - Henry County Public Transportation will reintroduce extended trips to Peoria in the coming weeks or months.

Appendix C

Illinois Region 2 Transit Advisory Committee - Minutes
June 21, 2022
Page 2

- RIM coordinates trips to Iowa City with River Bend Transit.
- Medicare rides add difficulty in planning daily itineraries as riders are dropped into queues every morning.
- Rising fuel costs are abated through cost controls; agencies have reduced “dead head” miles.
- In urban areas, there is a higher need than available capacity for senior rides; less so in rural areas.
- Driver trainings are difficult to plan for; however, online trainings through the Rural Transit Assistance Center are fantastic and provide professional, easy-to-use trainings on many different required topics.

5. Other business. There was no other business.
6. Public comments. There were no public comments given at the meeting.
7. Adjournment. The meeting was adjourned at 3:15 p.m.



1504 Third Avenue, Third Floor
 Rock Island, IL 61201
 Phone: (309) 793-6300 • Fax: (309) 793-6305
 Website: <http://www.bistateonline.org>

SERVICE REPORT

COUNTY/COMMUNITY: Quad Cities Metropolitan Planning Area
DATE: June 23, 2022
FILED BY: Bryan Schmid, Principal Planner
MEETING: Bi-State Transit Development Plan Transit Summit
PRESENT:

COMMUNITY

Ben Castro
 Kathy Starling
 Jay Swanson
 Marla Miller
 Jeff Wolf
 Jenny Miller
 Sue Liggitt

BI-STATE:

Ricky Newcomb
 Bryan Schmid
 ChongQing Wu

OTHERS:

COPIES TO:

A transit summit was held to collect public input from individuals and human service agencies in the Bi-State Region to discuss current and future travel choices and their effects on the region's transportation services. The meeting began at 4:00 p.m. on Thursday, June 23, 2022. The meeting was held at Scott Community College Urban Campus. The facility was accessible by public transportation and ADA compliant.

The purpose of the summit was to solicit input from human service agencies, public and private transit providers, and the general public in the Bi-State Region on the strengths, needs, shortcomings, and coordination efforts of the transportation system in the region and the Bi-State Region as a whole. Input will be evaluated and included in the Bi-State Regional Transit Development Plan (TDP) update. Some areas of focus in the plan included current inventory of systems in the region, coordination efforts locally and regionally, funding, and where gaps in services may exist. The transit summit began with brief introductions, followed by a presentation by Mr. Schmid providing a general overview of the TDP and transportation planning effort in the Bi-State Region.

Transit issues and barriers that were discussed by attendees include:

- Transit is time-consuming to use in the Quad Cities; increased frequencies or express routes in the core Quad Cities would help.
- Extend service strategically to reach outlying businesses, especially those serving individuals to cannot drive. Provide service possibly via a Loop service to industrial areas near the Interstates.
- Establish a central location for riders to get information.
- The river creates a big barrier in terms of connectivity in the region.
- Varying shifts at industrial facilities create difficulties in planning and executing transit service to those facilities.

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION TECHNICAL COMMITTEE

Tuesday, November 8, 2022, 10:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 320
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Dennis Bockenstedt	City of LeClaire
David Dryer	City of Moline
Tim Kammler	City of East Moline
Mike Kane	City of Rock Island
Angie Kersten	Scott County
Brent Morlok	City of Bettendorf
Brian Schadt	City of Davenport
Sam Shea	Iowa Department of Transportation-District 6
Gary Statz	City of Davenport

OTHERS PRESENT

Jennifer Bizarri	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Tanner Osing	City of Rock Island
Bryan Schmid	Bi-State Regional Commission
Chong Qing Wu	Bi-State Regional Commission

1. Approval of Minutes of the October 11, 2022 Transportation Technical Committee (TTC) Meeting. Mr. Morlok requested a motion for approval of the October 11, 2022 minutes of the Transportation Technical Committee. Ms. Kersten motioned to approve the minutes as written. Mr. Schadt seconded, and the motion carried.
2. Status of Project Progress Report. Technical Committee members provided updates on their federally funded transportation projects. Mr. Morlok reported that Forest Grove Drive in Bettendorf is approximately 20-25% complete. A temporary closure of the intersection at Forest Grove Drive and Middle Road will necessitate a shift in traffic and a detour. Completion is expected next year. Mr. Kane reported that 85th Avenue West in Rock Island is approximately 65-70% completed. Normal operations are expected after Thanksgiving, as only signal work is left. Mr. Kammler noted that East Moline's ITEP project, Phase I of the Grand Illinois Trail connection, is 95% complete. A ribbon cutting was held last week. Mr. Schadt reported that Davenport's 53rd Street is finishing up near Costco and Jersey Ridge Road. This segment will be open this winter, and next year will see reconstruction between Eastern Avenue and Jersey Ridge Road. In Scott County, Ms. Kersten said that the RFP for Princeton's Mississippi River Trail project is about 80% drafted, and a coordination meeting will be held in the coming weeks. Mr. Bockenstedt noted that the west bridge on Territorial Road in LeClaire is nearly complete. Work will move toward the east bridge next. Preliminary design for an overlay and ADA improvements along Cody Road is wrapping up. Mr. Dryer shared that 26th Avenue behind Moline High School will be completed sometime between Thanksgiving and Christmas.
3. Consideration of Revision to FFY2023-2026 Transportation Improvement Program. The City of Davenport requested an amendment to the project DA-23-03 along Utah Avenue to increase the total cost and federal share from \$550,000 to \$1,515,000. Two other amendments are for bridge replacement projects for the IA DOT, project numbers IA-22-08 and IA-23-02. Costs for both projects, located along I-74 and IA 461 respectively, increased by more than 30%. Mr. Kammler motioned to recommend the two projects to the Policy Committee for approval.

Mr. Kane seconded the motion, and it carried. The TIP revisions are included at the end of the minutes for reference of the discussion. Ms. McCullough noted one administrative modification for IL-22-16 moving to Advance Construction for bridge deck sealing on three structures in the Bi-State Area.

4. Consideration of Transit Asset Management Performance Measures. Mr. Schmid discussed the memorandum concerning transit asset management targets for MetroLINK, Bettendorf Transit, and Davenport CitiBus. The targets included items such as revenue vehicles, equipment, and facilities. Mr. Kane motioned to recommend the transit asset management target memo in support of the state level targets of the IA DOT and IL DOT, and the respective transit systems' targets to the Transportation Policy Committee. Mr. Schadt seconded the motion, and the motion carried.
5. Report on Transit Development Plan Update. Mr. Schmid provided a status report on the Transit Development Plan (TDP). The plan, which provides information and guidance on future passenger transportation mobility options and human services coordination, will be reviewed by three separate planning areas: the Quad Cities, IA-IL urbanized area; Iowa Region 9 Planning Area; and the Illinois Region 2 Planning Area. The plan includes an inventory of regional transportation options and agencies; discusses the transportation coordination efforts and issues within the Greater Bi-State Region; examines the priorities and strategies to improve passenger transportation; and includes a discussion of funding mechanisms. Public input is an important component to the plan. Several transit summits were held in the summer of 2022, and two surveys are available for human service agencies and the general public.

Mr. Schmid discussed the results-to-date of the two transit surveys, which were available online and on paper. The framework for the surveys was developed by the Rural Transit Assistance Center, which was adapted by Bi-State staff to suit the TDP. Overall, respondents are open to taking public, fixed-route transit service if it were available. Medical trips were the most common trip type for which transportation was needed, followed by entertainment. Common response themes included reliability, safety, service frequency, efficiency, and extended hours of service.

New to this plan update will be the inclusion of a Grey Areas Analysis. "Grey Areas" are those that may not be directly served by transit service. Bi-State staff is working with transit providers to build a regional network dataset, which can be analyzed to find economic and demographic characteristics of the population within and outside of a quarter-mile buffer of transit routes.

A full draft of the TDP will be complete in January, and will be submitted to the IADOT and ILDOT for review before the document is finalized in Spring 2023.

6. Public Comments: There were no public comments.
7. Other Business:
 - *Older Driver Safety Awareness Week – December 6-10, 2022*
 - *USDOT Key Notices of Funding Opportunity* <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>
 - *Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program deadline 11/18/22*
 - *Consolidated Rail Infrastructure & Safety Improvements deadline 12/1/22*
 - *National Culvert Removal, Replacement and Restoration Grant Program 2/6/2023*
8. Adjournment: Ms. Kersten motioned to adjourn, seconded by Mr. Kane. The meeting adjourned at 10:50 a.m.

November 8, 2022 - Transportation Technical Committee –
 FFY2023-2026 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED													
ROADWAY/TRAIL/OTHER													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES
City of Davenport													
DA-23-03	2023	Utah Avenue	Over Duck Creek	Bridge Replacement	MAINT	\$1,515,000	\$1,000,000	HBP					Revised total cost and federal share from \$550,000; >30% change in funding
Iowa Department of Transportation													
IA-22-08	2023	I-74	In Bettendorf and Davenport (Central Section)	Bridge Replacement, Bridge Removal, Landscaping	L RTP	\$8,179,000	\$7,361,100	NHPP	\$817,900	PRF			Revised from total cost \$2.360M and federal share \$2,124M; >30% change in funding
IA-23-02	2023	IA 461	Duck Creek 0.4 Miles S of US 6 in Davenport (NB)	Bridge Replacement	MAINT	\$6,060,000	\$4,848,000	NHPP	\$1,212,000	PRF			Total cost revised from \$4,389,000 and federal share \$3,511,200; >30% change in funding
ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED													
ROADWAY/TRAIL/OTHER													
Illinois Department of Transportation													
IL-22-16	2022 (Status)	Various	Districtwide	Bridge Deck Sealing	MAINT	\$260,000	\$208,000	STP	\$52,000	STA			Moved to Advance Construction 11/22; Bi-State Structures: SN 037-0128 SN 081-0163 SN 081-0176

Minutes of the

**QUAD CITIES, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION POLICY COMMITTEE**

Tuesday, November 29, 2022, 10:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Ken Croken	Scott County Board of Supervisors
Jeffrey Deppe	Rock Island County Board
Bob Gallagher	Mayor, City of Bettendorf
Dennis Gerhard	Mayor, City of LeClaire
Becky Marruffo	Illinois Department of Transportation, District 2
Robby Ortiz	Alderman, City of Davenport
Sangeetha Rayapati	Mayor, City of Moline
Mike Thoms	Mayor, City of Rock Island

OTHERS PRESENT

Doug DeLille	Illinois DOT – Springfield
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission

VIRTUAL PARTICIPANTS

Kathy Starling	Illinois Iowa Center for Independent Living
Betsy Tracy	Federal Highway Administration – Illinois

1. Approval of Minutes of the October 25, 2022 Transportation Technical Committee (TTC) Meeting. Mayor Thoms requested a motion for approval of the October 25, 2022 minutes of the Transportation Technical Committee. Mayor Gallagher motioned to approve the minutes as written. Mr. Ortiz seconded, and the motion carried.
2. Update on I-74 Mississippi River Corridor Reconstruction. An I-74 Team Representative was unable to attend. Ms. McCullough conveyed that the landscaping work would continue through 2023. Ms. Marruffo indicated she would provide landscaping plans for the corridor to Mayor Rayapati per her request.
3. Consideration of Revision to FFY2023-2026 Transportation Improvement Program. Ms. McCullough directed the Committee to the agenda packet to four amendments submitted by the City of Davenport (1), Iowa Department of Transportation (2) and MetroLINK (1). Davenport's project on Utah Avenue, DA-23-03, experienced a change in funding over 30%. The new total estimated cost is \$1,515,000. Two projects from the IA DOT also had revised total costs of over 30% for projects IA-22-08 and IA-23-02. MetroLINK's project ML-18-10 affecting the replacement of the dock at John Deere Commons Landing had a change in scope. A reference to the mobile ticketing app was removed. Mr. Croken motioned for their approval as presented, and Mr. Ortiz seconded the motion. The amendments were approved. Ms. McCullough also directed the Committee to one administrative modification. Project EL-22-01 was renamed to include "shared use path" from "multi-use path." No action on this project was needed, and it was presented for information. A copy of the TIP amendments and administrative modifications approved at the meeting are attached at the end of the minutes.
4. Consideration of Transit Asset Management Performance Measures. Mr. Schmid discussed the memorandum concerning transit asset management targets for MetroLINK, Bettendorf Transit, and Davenport CitiBus. The targets included items such as revenue vehicles, equipment, and facilities. Memos regarding performance measures are adopted by the committee annually that support the systems' work to achieve their targets. Mayor Gallagher motioned to approve the memo. Mr. Ortiz seconded the motion, which carried unanimously.

Appendix C

Quad Cities MPO Transportation Policy Committee – Minutes
November 29, 2022
Page 2

5. Report on Transit Development Plan Update. Mr. Schmid provided a status report on the Transit Development Plan (TDP). The plan, which provides information and guidance on future passenger transportation mobility options and human services coordination, will be reviewed by three separate planning areas: the Quad Cities, IA-IL urbanized area; Iowa Region 9 Planning Area; and the Illinois Region 2 Planning Area. The plan includes an inventory of regional transportation options and agencies; discusses the transportation coordination efforts and issues within the Greater Bi-State Region; examines the priorities and strategies to improve passenger transportation; and includes a discussion of funding mechanisms. Public input is an important component to the plan. Several transit summits were held in the summer of 2022, and two surveys are available for human service agencies and the general public.

Mr. Schmid discussed the results-to-date of the two transit surveys, which were available online and on paper. The framework for the surveys was developed by the Rural Transit Assistance Center, which was adapted by Bi-State staff to suit the TDP. Overall, respondents are open to taking public, fixed-route transit service if it were available. Medical trips were the most common trip type for which transportation was needed, followed by entertainment. Common response themes included reliability, safety, service frequency, efficiency, and extended hours of service.

New to this plan update will be the inclusion of a Grey Areas Analysis. “Grey Areas” are those that may not be directly served by transit service. Bi-State staff is working with transit providers to build a regional network dataset, which can be analyzed to find economic and demographic characteristics of the population within and outside of a quarter-mile buffer of transit routes.

A full draft of the TDP will be complete in January, and will be submitted to the IADOT and ILDOT for review before the document is finalized in Spring 2023.

6. Public Comments: There were no public comments.
7. Other Business. Ms. McCullough noted that the December 27, 2022 Policy Committee meeting would be canceled due to the holidays and lack of actionable agenda items. She also noted items shown on the agenda:
- *Older Driver Safety Awareness Week – December 6-10, 2022*
 - *Illinois Competitive Freight Grant Program - \$35M for highways, \$15M for intermodal – Deadline 12/19/22*
 - *USDOT Key Notices of Funding Opportunity <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>*
 - *Consolidated Rail Infrastructure & Safety Improvements deadline 12/1/22*
 - *Thriving Communities – Technical Assistance to improve coordination of housing and transportation planning <https://www.transportation.gov/grants/thriving-communities> – Letter of Intent 12/6/22*
 - *National Rail Replacement Program – Deadline 1/5/23*
 - *National Culvert Removal, Replacement and Restoration Grant Program, 2/6/23*
8. Adjournment: Mayor Rayapati motioned to adjourn, seconded by Mr. Ortiz. The meeting adjourned at 12:30 p.m.

Quad Cities MPO Transportation Policy Committee – Minutes
November 29, 2022
Page 3

November 29, 2022 - Transportation Policy Committee –
FFY2023-2026 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED													
ROADWAY/TRAIL/OTHER													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	LOCAL SHARE	STATE SOURCE	LOCAL SOURCE	NOTES
<u>City of Davenport</u>													
DA-23-03	2023	Utah Avenue	Over Duck Creek	Bridge Replacement	MAINT	\$1,515,000	\$1,000,000	HBP					Revised total cost and federal share from \$550,000; >30% change in funding
<u>Iowa Department of Transportation</u>													
IA-22-08	2023	I-74	In Bettendorf and Davenport (Central Section)	Bridge Replacement, Bridge Removal, Landscaping	L RTP	\$8,179,000	\$7,361,100	NHPP	\$817,900		PRF		Revised from total cost \$2.360M and federal share \$2,124M; >30% change in funding
IA-23-02	2023	IA 461	Duck Creek 0.4 Miles S of US 6 in Davenport (NB)	Bridge Replacement	MAINT	\$6,060,000	\$4,848,000	NHPP	\$1,212,000		PRF		Total cost revised from \$4,389,000 and federal share \$3,511,200; >30% change in funding
TRANSIT													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	LOCAL SOURCE	NOTES
<u>Metrolink - ML</u>													
ML-18-10	2019	Replace ID Commons Landing, Repower 3 boats and add capacity	C	\$1,986,500	\$1,986,500	5307	\$0		\$0				Change in scope removing reference to mobile ticketing app; Change in Programmed Year
ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED													
ROADWAY/TRAIL/OTHER													
<u>City of Eldridge</u>													
EL-22-01	2023	Townsend Farms	S 5th St to S 1st St	Shared-use Path	L RTP	\$356,000	\$284,800	TASA	\$0	\$71,200		CTY	Rename: Shared Use from Multi- Use Path

Minutes of the

**REGION 9
TRANSPORTATION POLICY COMMITTEE**

Serving Rural Scott County and all of Muscatine County

Thursday, December 15, 2022 – 1:00 p.m.
River Bend Transit, Board Room
7440 Vine Street Court
Davenport, Iowa
Jeff Sorensen, Chair

Policy Committee Members Present

John Maxwell	Scott County
Scott Sauer	Muscatine County/River Bend Transit
Jeff Sorensen	Muscatine County

Others Present

Jennifer Bizarri	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Randy Zobrist	River Bend Transit

1. Approval of Minutes of the July 12, 2022 Region 9 Transportation Policy Committee Meeting. Mr. Sorensen called the meeting to order at 1:04 p.m. Mr. Maxwell motioned to approve the Transportation Policy Committee meeting minutes as written from the July 12, 2022 meeting. Mr. Sauer seconded the motion, and the minutes were approved as written.
2. Consideration of Revision to the Region 9 FFY2023-2026 Transportation Improvement Program. An amendment was requested by the City of Muscatine to add M-26-01 with \$2,002,000 in Federal RAISE planning grant funds, and removed \$18,000,000 from local funds for Isett Avenue from Cypress to Highway 61. The committee then reviewed an amendment for River Bend Transit to increase Federal Transit Administration (FTA) 5339 funding amounts to 158” buses for years 2023, 2024, 2025 and 2026 to meet the new federal ceiling 35% increase. On project number RBT-23-02 the federal share was increased to \$234,086 and the local share was increased to \$41,310 to make the estimated total \$275,396. On project number RBT-24-02, the federal share was increased to \$1,446,654 and the local share was increased to \$255,293 to make the estimated total \$1,701,947. On project number RBT-25-02 the federal share was increased to \$1,084,990 and the local share was increased to \$191,470 to make the estimated total \$1,276,460. On project number RBT-26-02 the federal share was increased to \$1,466,654 and the local share was increased to \$255,293 to make the estimated total \$1,701,947. Mr. Sorenson asked about the changes and Mr. Zobrist noted that they resulted from significant cost increases due to a supply chain disruption, and as part of that process the Iowa Department of Transportation used FFY2022

funds to offset the cost increase to minimize the impact to the transit systems statewide. Mr. Sauer motioned to approve the amendments to the FFY2023-2026 Transportation Improvement Program. Mr. Maxwell seconded the motion, and the amendment was approved.

River Bend Transit also had administrative modifications to increase funding amounts on 176” buses for years 2023, 2024 and 2025 to meet the new federal ceiling 27% increase that did not need an amendment or approval. On project number RBT-23-03, the federal share was increased to \$696,846 and the local share was increased to \$122,976 to make the estimated total \$819,822.

On project number RBT-24-0,3 the federal share was increased to \$239,251 and the local share was increased to \$42,221 to make the estimated total \$281,472. On project number RBT-25-03 the federal share was increased to \$239,251 and the local share was increased to \$42,221 to make the estimated total \$281,472.

3. Report on Transit Development Plan. Mr. Schmid updated the members with a report of the current status of the Transit Development Plan. The update included topics such as goals for the plan, grey analysis areas, common transit issues, common barriers, and recent updates to the region’s transit systems. The draft of the plan should be submitted to Iowa DOT in February 2023 and Illinois DOT in March 2023. The draft will be provided to the Committee for review before final approval.
4. Public Comments. There were no public comments.
5. Other Business. No other business was discussed.
6. Adjournment. Mr. Maxwell motioned to adjourn the meeting, and Mr. Sauer seconded the motion. The meeting was adjourned at 2:00 p.m.

Minutes of the
QUAD CITIES, IOWA-ILLINOIS
URBANIZED AREA
TRANSPORTATION TECHNICAL COMMITTEE

Tuesday, February 14, 2023, 10:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 302
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Rob Bates	Illinois Department of Transportation – District 2
Dennis Bockenstedt	City of LeClaire
David Dryer	City of Moline
Mike Kane	City of Rock Island
Brent Morlok	City of Bettendorf
Sam Shea	Iowa Department of Transportation
Gary Statz	City of Davenport
Jeri Vandera	City of Davenport
Chelsey Waterman	MetroLINK

OTHERS PRESENT

Doug DeLille	Illinois Department of Transportation – Springfield
Nithin Kalakuntla	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Tanner Osing	City of Rock Island
Bryan Schmid	Bi-State Regional Commission
Lucie Vanhecke	MetroLINK

VIRTUAL PARTICIPANTS

Betsy Tracy	FHWA IL Division
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1. Election of Transportation Technical Committee Chair and Vice-Chair. Per the committee meeting procedures of August 2008, a Chair and Vice-Chair shall be chosen by representatives of the Transportation Technical Committee in odd numbered years and shall reside from each state portion. Mr. Tim Kammler was elected as Chair in absentia and Mr. Morlok as Vice-Chair by Mr. Kane. Mr. Dryer seconded the motion, which carried.
2. Approval of Minutes of the January 10, 2023 Transportation Technical Committee (TTC) Meeting. Mr. Morlok requested a motion for approval of the January 10, 2023 minutes of the Transportation Technical Committee. Mr. Kane motioned to approve the minutes as written. Ms. Waterman seconded, and the motion carried.
3. Status of Project Progress Report. Ms. McCullough noted that the cities of Bettendorf and LeClaire sent updates that will be reflected in future reports. Ms. McCullough requested updates be sent when they are available.
4. Notice of Revision to FFY2023-2026 Transportation Improvement Program. Requests for amendments included: TP-23-04 from Bi-State Regional Commission to add a new project for the Traffic Safety Action Plan, which received \$160,000 from the federal Safe Streets for All (SS4A) program. CV-23-01 in Coal Valley was a technical correction, removing CRRSAA funds in lieu of STBG funds. Mr. Kane motioned to recommend approval of these requests for amendment of the FFY2023-2026 TIP to the Transportation Policy Committee. Mr. Statz seconded the motion, and it carried. Ms. McCullough also noted two administrative modifications including one from the City of Rock Island shifting federal funds from STBG to CRRSAA. The City of Moline's project MO-23-02 was moved to Advanced Construction. The amendments and modification presented at the meeting are attached at the end of the minutes.

5. Review of Transit Development Plan & Next Steps. Mr. Schmid reviewed the status of the Transit Development Plan as the full draft document will be posted on the Bi-State website by February 17. He presented the results of the two surveys that were disseminated, as well as the findings of the Transit Accessibility Analysis. Respondents to the agency survey, which was made up of human service agencies in the six-county Greater Bi-State Region, indicated a large unmet need for transportation services. A broad collection of groups was seen as having unmet needs regarding transportation. Likewise, the agencies' clients need transportation for a wide variety of purposes, including medical trips and social service appointments. Survey results from the general public indicated medical trips as the most common type of trip for which the respondents needed transportation, followed by shopping and social trips. Most respondents indicated they typically drive or ride in a household members vehicle as their current mode of travel.

The Transit Accessibility Analysis, formerly called the Grey Areas Analysis, was introduced in this TDP update. Its goal was to find areas and populations that are and are not served well by existing transit options. Bi-State staff conducted the GIS-based analysis of the whole transit network. Data came from transit systems, communities, the U.S. Census, and ESRI indices. Staff created a Composite Needs Index to indicate a level of transit need throughout the region, which weighed three variables equally to provide a visual indication of where transit may be needed more than others. This index was used in concert with a transit network analysis depicting a 5-minute walkshed around transit bus stops. The number of buses serving a single point stands as a function of transit accessibility. According to the analysis, 8.8% of the urbanized area population lives within the highest tier of transit availability and accessibility, which represents an average of 5.5 or more buses per hour. Another 14% of the urbanized area population resides in the next-highest tier, which sees an average of 3.2 buses per hour.

The TDP will be able to be reviewed through February and March, and will be available for download on the Bi-State website. The Iowa and Illinois Departments of Transportation will provide comments before adoption by the Transportation Policy Committee.

6. Discussion of Iowa Pavement Condition Data Cycle and Funding Source Options. Ms. McCullough discussed the IA DOT's pavement condition data collection program. Mr. Morlok motioned to recommend to the Transportation Policy Committee the utilization of STBG funds as the source of funding for DOT data collection. Mr. Bockenstedt seconded the motion, which carried.
7. Report on Transportation Workforce and Labor Plans for Federal Discretionary Grants. Ms. McCullough noted that Bi-State staff had met with a group representing trades unions. The group provided the information included in members' agenda packets, and noted that federal discretionary grants receive a bonus to their secondary scores if they include labor plans. The group shared that the Quad Cities Region is characterized as a labor dense market, and would provide letters of support for communities applying for federal grants that include labor plans.
8. Public Comments. There were no public comments.
9. Other Business. On the agenda, the following was noted as a grant opportunity and link to others:
- *USDOT Key Notices of Funding Opportunity* <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
 - *Buses and Bus Facilities/Low-No Emission Vehicle* – 4/13/23
 - *RAISE Discretionary Grants* – 2/28/23

Ms. Waterman shared that she would be leaving MetroLINK at the end of the month, and would no longer be participating in Transportation Technical Committee meetings. The committee thanked her for her 16 years of service to the committee, split between Bi-State Regional Commission and MetroLINK.

10. Adjournment. Mr. Bates motioned to adjourn. The meeting adjourned at 10:45 a.m. by consensus.

February 14, 2023 - Transportation Technical Committee –
 FFY2023-2026 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED										
ROADWAY/TRAIL/OTHER										
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share*	Federal Source	State Share	Notes
<u>Bi-State Regional Commission</u>										
TP-23-04	2023	N/A	Quad Cities MPA	Traffic Safety Action Plan	PL	\$200,000	\$160,000	SS4A	\$0	LOC
<u>Village of Coal Valley</u>										
CV-23-01	2023	1st St	(E. 1st Ave. - US 150)	Resurfacing	MAINT	\$1,074,044	\$859,235	STBG/ HIP -CRRSAA	\$0	CTY \$214,809 Technical Correction, Approved HIP-CRRSAA 6/22/21; Remove CRRSAA Funds, shift to Rock Island and utilize Rock Island's portion of STBG funds

AMENDMENTS - COMMITTEE ACTION REQUIRED										
TRANSIT										
Project Number	Year Programmed (FFY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	Local Source	State # (IA TPMS #)	Notes
<u>Bettendorf Transit</u>										
BT-23-01	2023	Transit Operations	O	\$844,132	\$581,102	5307	\$96,315	LOC	985	Change in federal share from \$336,851 >30%
BT-23-03	2023	ADA Paratransit	O	\$272,924	\$50,413	5307	\$151,948	LOC	3787	Change in FTA 5307 share from \$36,206 >30%; FTA 5309 Admin. Mod. From \$52,127
					\$52,896	5310				
BT-23-05	2023	ADP Software	C	\$10,000	\$8,000	5307	\$0	LOC	5657	Change in federal share from \$14,362 >30%
BT-23-06	2023	ADP Hardware	C	\$20,000	\$16,000	5307	\$0	LOC	10209	Change in federal share from \$4,080 >30%

Quad Cities MPO Transportation Technical Committee - Minutes
 February 14, 2023
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AMENDMENTS - COMMITTEE ACTION REQUIRED												
TRANSIT												
Project Number	Year Programmed (FFY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
Metrolink												
ML-23-03	2023	Transit Enhancements	C	\$100,000	\$100,000	5307	\$0		\$0	LOC		Change in federal share >30% from \$40,000
ML-23-03	2023	Transit Enhancements	C	\$100,000	\$100,000	5307	\$25,000	TDC	\$0	LOC		Change in federal share >30% from \$40,000
ML-23-04	2023	MSE	C	\$50,000	\$40,000	5307	\$0		\$10,000	LOC		Admin. Mod
ML-23-05	2023	ADP Hardware	C	\$50,000	\$50,000	5307	\$12,500	TDC	\$0	LOC		Change in federal share >30% from \$9,600
ML-23-06	2023	ADP Software	C	\$300,000	\$300,000	5307	\$75,000	TDC	\$0	LOC		Change in federal share >30% from \$8,000
ML-23-07	2023	Shelters & Shelter Repairs	C	\$100,000	\$100,000	5307	\$25,000	TDC	\$0	LOC		Change in federal share >30% from \$16,000
ML-23-08	2023	Replace (1) 30-40' Buses	C	\$1,000,000	\$0		\$1,000,000	Rebuild 3	\$0	LOC		Change in federal share >30% from \$600,000
ML-23-15	2023	Bike Share		\$500,000.00	\$500,000.00	5307	\$125,000.00	TDC	\$0	LOC		New Project
ML-23-16	2023	Engineering		\$100,000.00	\$100,000.00	5307	\$25,000.00	TDC	\$0	LOC		New Project
ML-23-17	2023	Professional Services & Planning		\$115,000.00	\$115,000.00	5307	\$28,750.00	TDC	\$0	LOC		New Project
ML-23-18	2023	Ferryboat Terminal Construction		\$400,000.00	\$400,000.00	5337	\$100,000.00	TDC	\$0	LOC		New Project
ML-23-19	2023	Ferryboat Terminal Maintenance & Repairs		\$150,000.00	\$150,000.00	5337	\$37,500.00	TDC	\$0	LOC		New Project
ML-23-20	2023	Ferryboat & Trailer Trailer Maintenance & Repairs		\$21,041.00	\$21,041.00	5337	\$5,260.25	TDC	\$0	LOC		New Project
ML-23-21	2023	Ferryboat Trailer Replacements		\$60,000.00	\$60,000.00	5337	\$15,000.00	TDC	-\$15,000	LOC		New Project
ML-23-22	2023	Electric Chargers		\$600,000.00	\$ —		\$600,000.00	Rebuild 3	\$0	LOC		New Project
ML-23-23	2023	East Pointe Renovations		\$1,750,000.00	\$ —		\$1,750,000.00	Rebuild 3	\$0	LOC		New Project

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED												
ROADWAY/TRAIL/OTHER												
City of Rock Island												
RI-23-01	2023	30th St	5th Ave to 18th Ave	Resurfacing	L RTP	\$2,300,000	\$1,652,690/ \$234,138	STBG/ HIP- CRRSAA	\$0	\$413,172	CTY	Technical Correction, Approved HIP- CRRSAA 6/22/21; Shift CRRSAA Funds from Coal Valley and decrease STBG portion/shift to Coal Valley
City of Moline												
MO-23-02	2023	Ave of the Cities	34th - 41st Streets	Resurfacing	L RTP	\$636,000	\$413,564/ \$119,045	STBG/ HIP- CRRSAA	\$0	\$127,200	MFT	Advanced Construction 2/6/23

Minutes of the

**QUAD CITIES, IOWA-ILLINOIS
METROPOLITAN PLANNING AREA
TRANSPORTATION POLICY COMMITTEE**

Tuesday, February 28, 2023, 10:00 a.m.
Scott County Administrative Center, Room 605
600 W. 4th Street
Davenport, Iowa

MEMBERS PRESENT

Doug DeLille	Illinois DOT – Springfield
Jean Dickson	Scott County Board of Supervisors
Rick Dunn	Alderman, City of Davenport
Reggie Freeman	Mayor, City of East Moline
Bob Gallagher	Mayor, City of Bettendorf
Dennis Gerard	Mayor, City of LeClaire
Mike Matson	Mayor, City of Davenport
Sam Shea	Iowa Department of Transportation, District 6
Berlinda Tyler-Jamison	Chair, MetroLINK Board

OTHERS PRESENT

Brian Ballard	City of Riverdale, Operations
Nithin Kalakuntla	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission

1. Approval of Minutes of the January 24, 2023 Transportation Policy Committee (TTC) Meeting. Mayor Matson requested a motion for approval of the January 24, 2023 minutes of the Transportation Policy Committee. Ms. Dickson motioned to approve the minutes as written. Mr. Dunn seconded, and the motion carried.
2. Update on I-74 Mississippi River Corridor Reconstruction. An I-74 Team Representative was unable to attend. Ms. McCullough conveyed the following provided by the team:
 - One-third of the steel trusses have been removed from the old bridge.
 - Contractors are working on the old bridge in the slough and the Bettendorf viaduct.
 - Explosives may be used to bring down the old towers.
 - Landscaping contracts will start this year.
 - The trail elevator in Bettendorf will not be included in lettings this year as the costs have increased drastically.
 - The I-74 River Bridge project has earned five awards to-date.
3. Consideration of Revisions to FFY2023-2026 Transportation Improvement Program. Ms. McCullough directed the Committee to the agenda packet to the amendments submitted by Bi-State Regional Commission (1), the Village of Coal Valley (1), Bettendorf Transit (4), and MetroLINK (16). Requests for amendments included: TP-23-04 as a new project receiving federal Safe Streets and Roads for All (SS4A) funding; shifting federal funding sources for CV-23-01 from CRRSAA to STBG; as well as 20 amendments for transit-related projects. Mayor Gallagher motioned to approve these requests for amendment of the FFY2023-2026 TIP. Mr. Dunn seconded the motion, and it carried. Ms. McCullough also noted two administrative modifications including RI-23-01 that shifted STBG funds to the Coal Valley project in exchange for CRRSAA funds, and MO-23-02 that moved to advanced construction. A copy of the TIP amendments and administrative modifications approved at the meeting are attached at the end of the minutes.
4. Review of Bi-State Region Transit Development Plan & Next Steps. Mr. Schmid reviewed the status of the Bi-State Region Transit Development Plan (TDP) as the full draft document is posted for review on the Bi-State website. He presented the results of the two surveys that were disseminated, as well as the findings of the Transit Accessibility Analysis. Respondents to the agency survey, which was made up of human service agencies in the

six-county Greater Bi-State Region, indicated a large unmet need for transportation services. A broad collection of groups was seen as having unmet needs regarding transportation. Likewise, the agencies' clients need transportation for a wide variety of purposes, including medical trips and social service appointments. Survey results from the general public indicated medical trips as the most common type of trip for which the respondents needed transportation, followed by shopping and social trips. Most respondents indicated they typically drive or ride in a household member's vehicle as their current mode of travel.

The Transit Accessibility Analysis, formerly called the Grey Areas Analysis, was introduced in this TDP update. Its goal was to find areas and populations that are and are not served well by existing transit options. Bi-State staff conducted the GIS-based analysis of the whole transit network. Data came from transit systems, communities, the U.S. Census, and ESRI indices. Staff created a Composite Needs Index to indicate a level of transit need throughout the region, which weighed three variables equally to provide a visual indication of where transit may be needed more than others. This index was used in concert with a transit network analysis depicting a 5-minute walkshed around transit bus stops. The number of buses serving a single point stands as a function of transit accessibility. According to the analysis, 8.8% of the urbanized area population lives within the highest tier of transit availability and accessibility, which represents an average of 5.5 or more buses per hour. Another 14% of the urbanized area population resides in the next-highest tier, which sees an average of 3.2 buses per hour.

The TDP will be able to be reviewed through March, and is available for download on the Bi-State website. The Iowa and Illinois Departments of Transportation will provide comments before adoption by the Transportation Policy Committee.

5. Notice and Presentation of Iowa Quad Cities Pavement Management Data Collection Option for FY 2023 Set-Aside of Surface Transportation Block Grant (STBG) Funds. Ms. McCullough discussed the IA DOT's pavement condition data collection program. The program is used by municipal public works staffs throughout the region to help determine prioritization of roadway resurfacing projects. The Iowa Bi-State Region has utilized STBG funding to fund data collection on federally classified roads on that side of the river. In FY2023, the IA DOT will be collecting data for areas on request and require funding either from the local agency or the MPO area. In 2019, the Policy Committee, through a resolution, committed up to \$77,000 in STBG funds, and it was reflected in the TIP. There was no objection by the Transportation Policy Committee to continue this process in future years as a set-aside of STBG funds for the Iowa Quad Cities.
6. Report on Transportation Workforce and Labor Plans for Federal Discretionary Grants. Ms. McCullough noted that Bi-State staff had met with a group representing trades unions. The group provided the information included in members' agenda packets, and noted that federal discretionary grants receive a bonus to their secondary scores if they include labor plans. The group shared that the Quad Cities Region is characterized as a labor dense market, and would provide letters of support for communities applying for federal grants that include labor plans.
7. Public Comments. There were no public comments.
8. Other Business. Ms. McCullough noted that public comments on a potential U.S. EPA rule change regarding fine particulate matter (P.M. 2.5) and ambient air quality standards are due March 28, 2023. In addition to the items noted below, applications for Illinois Statewide Planning and Research (SPR) funds are due March 30.
 - *USDOT Key Notices of Funding Opportunity* <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
 - i. *USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)* – deadline 2/28/23
 - ii. *FTA Bus and Bus Facilities, & Low-No Emission Vehicles Grants* – deadline 4/13/23
9. Adjournment. Mr. Dunn motioned to adjourn, seconded by Mayor Gerard. The meeting adjourned at 12:30 p.m.

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February 28, 2023 - Transportation Policy Committee –
FFY2023-2026 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED										
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	NOTES
ROADWAY/TRAIL/OTHER										
BI-State Regional Commission										
TP-23-04	2023	N/A	Quad Cities MPA	Traffic Safety Action Plan	PL	\$200,000	\$160,000	SS4A	\$0	LOC
Village of Coal Valley										
CV-23-01	2023	1st St	(E. 1st Ave. - US 150)	Resurfacing	MAINT	\$1,074,044	\$859,235	STBG/HIP-CRRSAA	\$0	CTY
TRANSIT										
Bettendorf Transit										
BT-23-01	2023	Transit Operations	O	\$844,132	\$581,102	5307	\$96,315	STA	\$166,715	Change in federal share from \$336,851 >30%
BT-23-03	2023	ADA Paratransit	O	\$272,924	\$50,413	5307	\$151,948	STA	\$17,667	Change in FTA 5307 share from \$36,206 >30%; FTA 5309 Admin. Mod. From \$52,127
					\$52,896	5310				

AMENDMENTS - COMMITTEE ACTION REQUIRED										
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	NOTES
BT-23-05	2023	ADP Software	C	\$10,000	\$8,000	5307	\$0		\$2,000	Change in federal share from \$14,362 >30%
BT-23-06	2023	ADP Hardware	C	\$20,000	\$16,000	5307	\$0		\$4,000	Change in federal share from \$4,080 >30%
MetroLINK										
ML-21-07	2023	Replace 2 LD buses and 2 mini-vans	C	\$420,000	\$401,199	5307/5339	\$81,498	TDC	\$18,801	Change in scope. Replaces #960 & #1032, plus expansion micro transit. >30% change in federal share from \$219,200 5310 to 5307/5339
ML-23-03	2023	Transit Enhancements	C	\$100,000	\$100,000	5307	\$25,000	TDC	\$0	Change in federal share >30% from \$40,000
ML-23-05	2023	ADP Hardware	C	\$50,000	\$50,000	5307	\$12,500	TDC	\$0	Change in federal share >30% from \$9,600
ML-23-06	2023	ADP Software	C	\$300,000	\$300,000	5307	\$75,000	TDC	\$0	Change in federal share >30% from \$8,000

Quad Cities MPO Transportation Policy Committee – Minutes
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AMENDMENTS - COMMITTEE ACTION REQUIRED													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES
ML-23-07	2023	Shelters & Shelter Repairs	C	\$100,000	\$100,000	5307	\$25,000	TDC	\$0	LOC			Change in federal share >30% from \$16,000
ML-23-08	2023	Replace (1) 30-40' Buses	C	\$1,000,000	\$0		\$1,000,000	Rebuild 3	\$0	LOC			Change in federal share >30% from \$600,000
ML-23-14	2023	Solar Pannel Expansion		\$2,000,000	\$2,000,000	5339/Low-No/Bus&BusFacil/5307	\$0	Rebuild 3	\$0	LOC			New Project
ML-23-15	2023	Bike Share	C	\$500,000	\$500,000	5307	\$125,000	TDC	\$0	LOC			New Project
ML-23-16	2023	Engineering	P	\$100,000	\$100,000	5307	\$25,000	TDC	\$0	LOC			New Project
ML-23-17	2023	Professional Services & Planning	P	\$115,000	\$115,000	5307	\$28,750	TDC	\$0	LOC			New Project
ML-23-18	2023	Ferryboat Terminal Construction	C	\$400,000	\$400,000	5337	\$100,000	TDC	\$0	LOC			New Project
ML-23-19	2023	Ferryboat Terminal Maintenance & Repairs	C	\$150,000	\$150,000	5337	\$37,500	TDC	\$0	LOC			New Project
ML-23-20	2023	Ferryboat & Trailer Trailer Maintenance & Repairs	C	\$21,041	\$21,041	5337	\$5,260	TDC	\$0	LOC			New Project
ML-23-21	2023	Ferryboat Trailer Replacements	C	\$60,000	\$60,000	5337	\$15,000	TDC	-\$15,000	LOC			New Project
ML-23-22	2023	Electric Chargers	C	\$600,000	\$0		\$600,000	Rebuild 3	\$0	LOC			New Project
ML-23-23	2023	East Pointe Renovations	C	\$1,750,000	\$0		\$1,750,000	Rebuild 3	\$0	LOC			New Project

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED													
PROJECT NUMBER	Year Programmed (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATED COST	FEDERAL SHARE*	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	NOTES
ROADWAY/TRAIL/OTHER													
City of Rock Island													
RI-23-01	2023	30th St	5th Ave to 18th Ave	Resurfacing	L RTP	\$2,300,000	\$1,652,690/ \$234,138	STBG/ HIP- CRRSAA	\$0		\$413,172	CTY	Technical Correction, Approved HIP- CRRSAA 6/22/21; Shift CRRSAA Funds from Coal Valley and decrease STBG portion/shift to Coal Valley
City of Moline													
MO-23-02	2023	Ave of the Cities	34th - 41st Streets	Resurfacing	L RTP	\$636,000	\$413,564/ \$119,045	STBG/ HIP- CRRSAA	\$0		\$127,200	MFT	Advanced Construction 2/6/23
TRANSIT													
Metrolink													
ML-20-24	2023	OMC Expansion	C	\$2,000,000		\$2,000,000		Rebuild IL	\$0				State Award
ML-22-12	2023	Replace (5) 30-40' Buses	C	\$5,000,000		\$5,000,000		Rebuild IL	\$0				State Award

Provided below are notes from public input sessions collected at transit summits held in the Greater Bi-State Region. Public input sessions are held throughout the region in the urban and rural areas, in an effort to reach a larger audience and receive diverse feedback. All public input sessions are held on a public transit route or at a location where demand response service is provided. In addition, all public input sessions are held at a location that is ADA accessible.

Illinois Region 2 Transit Summit



Bi-State Regional Commission will be hosting a Transit Summit to receive public input from individuals in the community to identify current travel choices and their effect on the region's transportation services. Input will be published in the Bi-State Regional Commission's Transit Development Plan (TDP). The Transit Development Plan is a coordinated effort by the Bi-State Region to provide information and guidance on future transportation mobility options and choices within a six-county area, including Muscatine and Scott Counties, Iowa and Henry, Mercer, Rock Island, and Whiteside Counties, Illinois.

- What?** Quad Cities Transit Summit
Online survey available at <https://arcg.is/1nnjHe>
- Where?** Geneseo City Hall
115 S. Oakwood Avenue, Geneseo, IL
- When?** Tuesday, June 21, 2022 from 2:00 p.m. to 3:30 p.m.
- Why?** The purpose of the summit is to receive comments from individuals to identify current travel choices and their effect on the region's transportation services. The results will allow planners to better understand how and why people travel in the region.
- Who?** The general public and individuals residing in Rock Island, Henry, Mercer, and Whiteside Counties with an interest in public transportation.
- Questions?** Bryan Schmid, Principal Planner
Bi-State Regional Commission
E-mail: bschmid@bistateonline.org
Phone: (309) 793-6300 Ext. 1123

Quad Cities Transit Summit



Bi-State Regional Commission will be hosting a Transit Summit to receive public input from individuals in the community to identify current travel choices and their effect on the region's transportation services. Input will be published in the Bi-State Regional Commission's Transit Development Plan (TDP). The Transit Development Plan is a coordinated effort in the Bi-State Region to provide information and guidance on future transportation mobility options and choices within a six-county area, including Muscatine and Scott Counties, Iowa and Henry, Mercer, Rock Island, and Whiteside Counties, Illinois.

What?

Quad Cities Transit Summit

Online survey available at <https://arcg.is/1nnjHe>

Where?

Scott Community College Urban Campus, Room W 116/117
101 W. 3rd Street, Davenport, IA

When?

Thursday, June 23, 2022 from 4:00 p.m. to 6:00 p.m.

Why?

The purpose of the summit is to receive comments from individuals to identify current travel choices and their effect on the region's transportation services. The results will allow planners to better understand how and why people travel in the region.

Who?

The general public and individuals residing in Scott and Rock Island Counties with an interest in public transportation.

Questions?

Bryan Schmid, Principal Planner
Bi-State Regional Commission
E-mail: bschmid@bistateonline.org
Phone: (309) 793-6300 Ext. 1123



Minutes of the
REGION 9
TRANSPORTATION TECHNICAL COMMITTEE

Serving Rural Scott County and all of Muscatine County

Wednesday, March 8, 2023 – 10:00 a.m.
Scott County Administrative Center
600 West 4th Street, Room #605 – 6th Floor
Davenport, Iowa 52801
Angie Kersten, Chair

Technical Committee Members Present

Amy Fortenbacher	MuscaBus
Bryan Horesowsky	Muscatine County
Jeff Horne	City of Wilton
Angie Kersten	Scott County
Brian Stineman	City of Muscatine

Others Present

Jennifer Bizarri	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Claudia Vallejo	Bi-State Regional Commission

1. Approval of Minutes of the July 6, 2022 and August 3, 2022 Region 9 Transportation Technical Committee Meeting. Ms. Kersten called the meeting of the Iowa Region 9 Transportation Technical Committee to order and asked for a motion to approve the minutes. Mr. Stineman made a motion to approve the Transportation Technical Committee minutes from the July 6, 2022 and the August 3, 2022 meetings as written. Mr. Horesowsky seconded, and the motion passed unanimously.
2. Presentation on FY2024 Region 9 Transportation Planning Work Program (TPWP). Ms. McCullough presented on the elements of the FY2024 Transportation Planning Work Program (TPWP). A draft copy was provided with the Committee agenda packets. She noted the linkage back to the *2045 Long Range Transportation Plan for Iowa Region 9* goals and the federal Planning Emphasis Areas (PEAs) – sustainability, equity/inclusion, complete streets, public involvement, coordination to Department of Defense and federal land management agencies, use of the Planning and Environmental Linkages approach to decision-making, and using data to make decisions. Accomplishments in FY2023 to-date included completion of the regional ITS architecture, and Transit Development Plan, along with the TPWP and TIP documents. Technical assistance is another aspect where staff have assisted with trail counting, general planning efforts, and monitoring activities that may impact the region, such as the Corn Belt Ports efforts and the CP-KC rail merger. For FY2024, regional Surface Transportation Block Grant (STBG) funds are not anticipated to be used for planning. The total planning effort cost is 80% federal and 20% local from member dues at \$66,434. The Technical Committee was asked for comments on the planning activities. Mr. Horne noted that an update of the Muscatine County Trails Plan should be included in the planning activities. He asked that there

be some ground checking on the feasibility of routes, and would like to see stronger prioritization within the plan.

3. Review Draft of *Bi-State Region Transit Development Plan*. Ms. McCullough presented the draft *Bi-State Region Transit Development Plan*. A link to the draft plan was provided with the Committee agenda packet. She outlined the purpose of the plan is to guide and help coordinate human services transportation to enhance mobility within the Bi-State Region. Public involvement is an aspect of the plan development. Both human services agency and citizen surveys were conducted to collect feedback on transit services and mobility within the region. Common barriers to the use of transit include limited hours of service, funding limitations limiting service availability, and limited marketing and education. Others include fragmented systems, service complexity, lack of convenience, lack of connectivity, and service hours mismatched to shift work hours. The plan includes a transit accessibility analysis that showed geographic accessibility within Muscatine's MuscaBus service area. The transit systems asked that the analysis data be shared with them for their reference. Comments are being accepted through the spring, and consideration of approval will follow at the next Technical Committee meeting.
4. Discussion on Surface Transportation Block Grant (STBG) Evaluation Process Ms. McCullough discussed the status on updating the STBG evaluation process. She outlined prior discussion points, including keep it simple and not purely quantitative, make it transparent and not purely qualitative, and the initial hybrid was not desired. Hybrid #1 was: quantitative ranking on physical aspects ordinarily by Bi-State staff and qualitative ranking on economic impact and project investment as comparative ranking by the Technical Committee, then add the results together. Hybrid #2 was: provide the qualitative data to the Technical Committee as a point of reference, and use the pre-2018 qualitative ranking criteria as a comparative ranking by the Technical Committee. The later was the preferred method. Bi-State staff will prepare a manual update in early summer to bring to the Technical Committee for review. A solicitation round is planned for Fall 2023.
5. Public Comments. There were no public comments.
6. Other Business. Ms. Kersten mentioned a project that will need to be moved from 2025 to 2026 and will provide a follow-up request. There was also discussion on inflation and its impact on project costs. MuscaBus mentioned changes in cost for the Wash Bay project.
7. Adjournment. Mr. Horesowsky made a motion to adjourn the meeting and Ms. Fortenbacher seconded the motion. The motion was approved, and the meeting adjourned at 11:35 a.m.

Minutes of the

ILLINOIS REGION 2 TRANSIT ADVISORY COMMITTEE (TAC)

Serving Henry, Mercer, rural Rock Island, and Whiteside Counties

Tuesday, March 21, 2023 – 2:00 p.m.
Bi-State Regional Commission
1504 Third Avenue, Third Floor, Room 302
Rock Island, Illinois

Committee Members Present

Jeanette Amidon	MetroLINK
Rick Cassini	RIM Rural Transit/ Project NOW
Michelle Dyer	RIM Rural Transit/ Project NOW
Kim Walker	Henry County Public Transit/ Abilities Plus

Others Present

Bryan Schmid	Bi-State Regional Commission
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1. Welcome and Introductions. Mr. Schmid welcomed those in attendance and requested introductions.
2. Approval of the December 13, 2022 Transit Advisory Committee Meeting Minutes. The minutes were included in the agenda packet to review. Ms. Walker moved to approve the minutes, and Ms. Amidon seconded. The motion carried unanimously.
3. Consideration of the 2023 Transit Development Plan (TDP). Mr. Schmid explained the process of updating the TDP. The document will be reviewed and approved by this committee, the Iowa Region 9 Transportation Policy Committee, and the urban MPA Transportation Policy Committee. In addition, the document will be reviewed by the Illinois and Iowa Departments of Transportation. Mr. Schmid noted the edits recommended by the IA DOT that will be incorporated into the final document. Ms. Amidon moved to approve the 2023 TDP. Ms. Walker seconded and the motion was approved unanimously.
4. Update on Section 5310 Program Reviews. Mr. Schmid shared that program reviews were going to be conducted by the end of the month for Exceptional Care, Self Help Enterprises, and Arc of the Quad Cities Area. The reviews are part of a renewed effort by the IL DOT to conduct reviews on a regular, triennial basis.
5. Other business. Committee members discussed door-to-door service. This type of service is requested frequently by prospective riders, but poses many difficulties for transit systems, including liability concerns and schedule planning issues. The committee agreed to reschedule the June 20, 2023 meeting for July 11, 2023 to accommodate scheduling conflicts.
6. Public comments. There were no public comments given at the meeting.
7. Adjournment. The meeting was adjourned at 3:00 p.m.

Minutes of the
REGION 9
TRANSPORTATION POLICY COMMITTEE

Serving Rural Scott County and all of Muscatine County

Thursday, March 30, 2023 – 12:00 p.m.

Scott County Administrative Center
600 W 4th Street
Room # 638 – 6th Floor
Davenport, Iowa 52801
Jeff Sorenson, Chair

Policy Committee Members Present

Brad Bark	Mayor, City of Muscatine
Mike Limberg	Mayor, City of Long Grove
Ross Paustian	Scott County Board of Supervisors
Scott Sauer	River Bend Transit Board
Sam Shea	Iowa Department of Transportation
Jeff Sorensen	Muscatine County Board of Supervisors

Others Present

Jennifer Bizarri	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Zach Sutton	Bi-State Regional Commission

1. Approval of Minutes of the December 15, 2022 Region 9 Transportation Policy Committee Meeting. Mr. Sorensen called the meeting to order at 12:00 p.m. Mr. Sauer motioned to approve the Transportation Policy Committee meeting minutes as written from the December 15, 2022 meeting. Mayor Limberg seconded the motion, and the minutes were approved as written.
2. Election of Transportation Policy Committee (TPC) Chair and Vice-Chair. Mr. Sorenson made a motion to nominate Mayor Limberg as the Chair and Mr. Paustian as the Vice Chair. Hearing no other nominations, Mr. Sauer seconded the motion to approve the nomination and elect the chair and vice-chair as presented. The motion carried.
3. Consideration of Revision to the Region 9 FFY2023-2026 Transportation Improvement Program. An amendment was requested by the City of Muscatine to move MTS-22-03, the automatic drive through wash bay, from FFY 2022 to FFY 2024, change local dollars from \$234,341 to \$377,441 and change state dollars from \$0 to \$831,700 using PTIG funds. The total increase will go from \$657,900 to \$1,631,700 dollars. There was a question about the reason for the increase which would require follow-up at a later date. Mr. Sorenson made a motion to approve the request and Mr. Paustian seconded the motion. The motion was approved.
4. Presentation on FY2024 Region 9 Transportation Planning Work Program (TPWP). Ms. McCullough presented on the elements of the FY2024 Transportation Planning Work Program (TPWP). A draft copy was provided with the Committee agenda packets. She noted the linkage back to the

Appendix C

2045 Long Range Transportation Plan for Iowa Region 9 goals and the federal Planning Emphasis Areas (PEAs) – sustainability, equity/inclusion, complete streets, public involvement, coordination to Department of Defense and federal land management agencies, use of the Planning and Environmental Linkages approach to decision-making, and using data to make decisions. Accomplishments in FY2023 to-date included completion of the regional ITS architecture, and Transit Development Plan, along with the TPWP and TIP documents. Technical assistance is another aspect where staff have assisted with trail counting, general planning efforts, and monitoring activities that may impact the region, such as the Corn Belt Ports efforts and the CP-KC rail merger. For FY2024, regional Surface Transportation Block Grant (STBG) funds are not anticipated to be used for planning. The total planning effort cost of \$66,434 is 80% federal and 20% local from member dues. The Technical Committee suggested the update of the Muscatine County Trails Plan should be included in the planning activities. This was added to the draft. The Policy Committee did not have any additional comments and concurred with the document. The budget will be taken to the Bi-State Regional Commission for approval and for execution of the contract with the Iowa Department of Transportation.

5. Review Draft Transit Development Plan. Mr. Schmid presented the draft Transit Development Plan. A link to the draft plan was provided with the Committee agenda packet. He outlined the purpose of the plan to guide and help coordinate human services transportation to enhance mobility within the Bi-State Region. Public involvement is an aspect of the plan development. Both human services agency and citizen surveys were conducted to collect feedback on transit services and mobility within the region. Common barriers to the use of transit include limited hours of service, funding limitations limiting service availability, and limited marketing and education. Others include fragmented systems, service complexity, lack of convenience, lack of connectivity, and service hours mismatched to shift work hours. The plan includes a transit accessibility analysis that showed geographic accessibility within Muscatine's MuscaBus service area. The analysis data has been shared with the transit systems for their reference. Comments are being accepted through the spring, and consideration of approval will follow at the next Policy Committee meeting.
6. Public Comment. There were no public comments.
7. Other Business. It was noted that the Iowa DOT Commission will be held in Burlington in June.
8. Adjournment Mr. Sorenson made a motion to adjourn the meeting and Mr. Sauer seconded the motion. The meeting concluded at 12:55 p.m.

Appendix D

Limited English Proficiency Analysis

For Bi-State Regional Commission and public transit operators in Henry, Mercer, Rock Island, and Whiteside Counties in Illinois and Muscatine and Scott Counties in Iowa.

The purpose of this Limited English Proficiency (LEP) analysis is to outline how the Bi-State Regional Commission and area transit systems identify persons who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English.

The LEP analysis will utilize the framework of the US DOT's four-factor LEP analysis that considers the following elements:

- 1. The number or proportion of LEP persons in the region who may be served by public transportation or are likely to encounter a public transportation program, activity, or service.*
 - 2. The frequency with which LEP persons come into contact with public transportation programs, activities, or services.*
 - 3. The nature and importance of programs, activities, or services provided by public transportation providers to the LEP population.*
 - 4. The resources available to public transportation providers and overall costs to provide LEP assistance.*
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- 1. The number or proportion of LEP persons in the region who may be served or are likely to encounter a public transportation program, activity, or service.**

Bi-State Regional Commission reviewed 2017-2021 U.S. Census Bureau American Community Survey (ACS) 5-year estimates to determine the percentage of LEP individuals in the Greater Bi-State Region. For the purposes of this analysis, persons ages 5 years and over who speak a language other than English at home and speak English less than “very well” are considered to be LEP. The counties with the highest percentage of individuals who speak English less than “very well” compared to the county total population ages 5 years and over are Rock Island (4.9%), Muscatine (4.2%), and Scott (2.1%). Table D-1 demonstrates the English abilities of individuals from each county and the region. Figure D-1 shows the percentage languages other than English spoken in the Greater Bi-State Region.

Table D-1
Greater Bi-State Region Language Spoken at Home

	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA	Total
Population 5 years and over	46,783	14,962	135,974	52,817	40,412	163,386	454,334
English only	45,095	14,583	117,511	48,954	34,541	153,759	414,443
Language other than English, and speak English "very well"	956	254	11,848	2,615	4,185	6,139	25,997
Language other than English, and speak English less than "very well"	732	125	6,615	1,248	1,686	3,488	13,894
Percent speaking a language other than English, and speaking English less than "very well"	1.6%	0.8%	4.9%	2.4%	4.2%	2.1%	3.1%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Figure D-1
Percentage of Languages Other Than English
Spoken in the Greater Bi-State Region



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

2. The frequency with which LEP persons come into contact with public transportation programs, activities, or services.

In the majority of the region, transit systems have received little or no requests for translation services from LEP individuals. Driver training, public outreach, and regular assessment of potential demographic changes allow the transit systems to monitor the use of their services by

LEP individuals and identify ways to improve their outreach efforts.

3. The nature and importance of programs, activities, or services provided by public transportation providers to the LEP population.

Based on 2017-2021 ACS 5-Year Estimates, approximately 3.1% of the Greater Bi-State Region are LEP individuals. Although there are areas with a higher density of LEP individuals, no single county within the region has a LEP population at or above 5%. The majority of the region's population (91.2%) speaks English at home. Services in which the transit systems are most likely to encounter LEP individuals are fixed-route systems and employee-specific services that primarily serve the general public.

4. The resources available to public transportation providers and overall costs to provide LEP assistance.

Overall, the Greater Bi-State Region has a very small population of LEP individuals. In some cases, limited LEP resources are provided because a particular transit system's service area has very few LEP riders and/or has received no requests for translation services. Transit systems that do provide service to a higher percentage of LEP populations provide various types of services to accommodate potential riders, depending upon the area and the languages spoken. Generally, the most requested language services in the Greater Bi-State Region are from Spanish-speaking individuals.

A. Language Assistance Measures

1. Some regional transit systems train new drivers and staff on awareness of language services available to potential riders, how to respond to LEP callers, how to respond to correspondence from LEP individuals, and overall how to respond to LEP needs.
2. In areas where a greater LEP population resides, transit systems provide key information in alternative languages. Resources include websites, riders guides, promotional materials, and public notices.

B. Outreach Techniques

Due to a relatively small regional LEP population, not all of the transit systems have a formal outreach procedure in place. Below are some of the outreach efforts that are currently being done on a regular basis:

1. Regular communication with community-based organizations that commonly work with LEP populations to educate their clients on transit services, including the availability of language assistance services. Examples of organizations that have been contacted include: Churches, Community Advocacy Groups, Service Organizations, and the Greater Quad Cities Hispanic Chamber of Commerce.
2. In some cases, transit systems utilize resources such as websites, riders guides, and local publications offered in alternative languages to provide information to LEP populations.

C. Monitoring and Updating LEP Efforts

1. Bi-State Regional Commission and regional transit systems regularly assess changes in demographics and population within the six-county area to determine the need to provide a greater emphasis on LEP in planning documents and reevaluate transit systems' LEP plans.

