

# Chapter 5: Summary and Regional Vision

## 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, expanded Channel Cat service to The Bend in East Moline, and the purchase of two electric Channel Cat ferries. 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 2026 known-to-date. For an explanation of the funding source codes, see Appendix E.

**Table 5.1 – Federal Transit Funding Assistance – FFY2026**

Program Name	FTA Section	P/C/O*	QCA MPO	Iowa Region 9	Illinois Region 2
Metropolitan Planning Program	5303	P	\$82,267	\$25,285	N/A
Statewide Planning Program	5304	P	N/A	\$0	N/A
Urbanized Area Formula Program	5307	P/C/O	\$21,882,728	N/A	N/A
Bus and Bus Facilities	5339	C	\$12,095,136	\$8,906,000	
Enhanced Mobility	5310	C	\$503,650	\$0	
Rural or Non-urbanized Area Formula Program	5311	P/C/O	N/A	\$933,767	\$203,256
State of Good Repair	5337	C	\$460,000	\$0	\$0
<b>TOTAL</b>			<b>\$35,023,781</b>	<b>\$9,865,052</b>	<b>\$203,256</b>

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

### Transit Programming

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

#### Quad Cities Urbanized Area

The urban Quad Cities Area uses a project selection process for urban Surface Transportation Block Grants (STBG) funding semi-annually, for which transit projects are also eligible. 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 Transpor-

tation 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 the TAC, 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 FY2026-FY2029 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)/Reagan Mass Transit District – 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. This service will be maintained in Whiteside County following WCPT’s merger with Reagan Mass Transit in Federal Fiscal Year 2027

### 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 from 5:30 p.m. to 12:00 a.m. 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. 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

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Monday through Friday between the CitiBus hub located on Welcome Way and the industrial areas north of I-80. Starting in July 2026, the City of Davenport took over providing public transportation service to the Eastern Iowa Industrial Center. This service was previously contracted out to River Bend Transit and 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., with 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.

Davenport CitiBus contracts with River Bend Transit to provide early Saturday morning and late-night weekday and Saturday demand-response work trips within the CitiBus service area. Because 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. Additionally, riders can use the service to schedule trips between the hours of 7:00 p.m. and midnight Monday through Saturday. Riders can utilize the CitiBus service for their return trips later in the day or their trips to work earlier in the day.

### 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 2026 (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 2026 Operations	O	\$802,705	\$146,521	5311	\$521,758	DOAP	\$134,426	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2026 Operations	O	\$875,000	\$627,500	5307	\$0	STA	\$247,500	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2026 ADA Para-transit	O	\$528,097	\$40,993	5307	\$270,000	STA	\$155,454	LOC
				\$61,650	5310				
City of Davenport (CITIBUS)	FFY 2026 Operations	O	\$12,200,000	\$2,387,689	5307	\$1,100,000	STA	\$8,712,311	LOC
City of Davenport (CITIBUS)	FFY 2026 ADA Para-transit	O	\$4,025,901	\$948,441	5310	\$0		\$1,570,983	LOC
				\$1,506,477	5307				
City of Muscatine (MUSCABUS)	FFY 2026 Operations	O	\$1,318,500	\$539,290	5311	\$330,367	STA	\$448,843	LCL
River Bend Transit	FFY 2026 Operations	O	\$5,240,578	\$439,935	SEC. 5311	\$538,266	STA	\$4,262,377	LCL
RICO Rural Transit	FFY 2026 Operations	O	\$662,921	\$56,735	5311	\$388,200	DOAP	\$20,110	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Transit Operations	O	\$29,000,000	\$0		\$18,850,000	STA	\$10,150,000	LOC
Warren County	FFY 206 Operations	O							
Whiteside County	FFY 2026 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 2027 Operations	O	\$834,803	\$146,521	5311	\$640,439	DOAP	\$47,843	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2027 Operations	O	\$915,000	\$457,500	5307	\$0	STA	\$457,500	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2027 ADA Paratransit	O	\$550,000	\$39,400	5307	\$275,000	STA	\$170,600	LOC
				\$65,000	5310				
City of Davenport (CITIBUS)	FFY 2027 Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC
City of Davenport (CITIBUS)	FFY 2027 ADA Paratransit	O	\$1,800,000	\$150,000	5310	\$0		\$600,000	LOC
				\$210,000	5307	\$0		\$840,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2027 Transit Operations	O	\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC
City of Muscatine (MUSCABUS)	FFY 2027 Operations	O	\$1,358,100	\$555,500	SEC. 5311	\$340,300	STA	\$462,300	LCL
River Bend Transit	FFY 2027 Operations	O	\$788,954	\$394,477	SEC. 5311		STA	\$394,477	LCL
RICO Rural Transit	FFY 2027 Operations	O	\$662,921	\$56,735	5311	\$388,200	DOAP	\$20,110	LOC
Warren County	FFY 2027 Operations								
Whiteside County	FFY 2027 Operations	O	\$1,760,483	\$193,234	5311	\$1,372,660	DOAP	\$194,589	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 2028 Operations	O	\$918,283	\$146,521	5311	\$704,483	DOAP	\$67,279	LOC
Abilities Plus – Henry County	FFY 2029 Operations	O	\$1,010,111	\$146,521	5311	\$774,931	DOAP	\$88,659	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2028 Transit Operations	O	\$944,725	\$439,587	5307	\$0		\$505,138	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2028 ADA Paratransit	O	\$500,000	\$50,257	5307	\$280,000	STA	\$104,743	LOC
				\$65,000	5310				
City of Bettendorf (Bettendorf Transit)	FFY 2029 Transit Operations	O	\$986,961	\$460,705	5307	\$0		\$526,256	LOC
City of Bettendorf (Bettendorf Transit)	FFY 2029 ADA Paratransit	O	\$500,000	\$49,308	5307	\$285,000	STA	\$100,692	LOC
				\$65,000	5310				
City of Davenport (CITI-BUS)	FFY 2028 Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC
City of Davenport (CITI-BUS)	FFY 2028 ADA Paratransit	O	\$1,800,000	\$150,000	5310	\$0		\$600,000	LOC
				\$210,000	5307	\$0		\$840,000	LOC
City of Davenport (CITI-BUS)	FFY 2029 Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC
City of Davenport (CITI-BUS)	FFY 2029 ADA Paratransit	O	\$1,800,000	\$150,000	5310	\$0		\$600,000	LOC
				\$210,000	5307	\$0		\$840,000	LOC
City of Muscatine (MUS-CABUS)	FFY 2028 Transit Operations	O	\$1,399,900	\$572,200	5311	\$350,500	STA	\$477,200	LCL
City of Muscatine (MUS-CABUS)	FFY 2029 Transit Operations	O	\$1,440,800	\$589,400	5311	\$361,000	STA	\$490,400	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2028 Transit Operations	O	\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	FFY 2029 Transit Operations	O	\$29,000,000	\$0		\$18,850,000	STA	\$10,150,000	LOC

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PROJECT SPONSOR	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE
River Bend Transit	FFY 2028 Operations	O	\$788,954	\$394,477	SEC. 5311		STA	\$394,477	LCL
River Bend Transit	FFY 2029 Operations	O	\$788,954	\$788,954	394477	SEC. 5311		STA	394477
RICO Rural Transit	FFY 2028 Transit Operations	O	\$662,921	\$56,735	5311	\$388,200	DOAP	\$20,110	LOC
RICO Rural Transit	FFY 2029 Transit Operations	O	\$662,921	\$56,735	5311	\$388,200	DOAP	\$20,111	LOC
Warren County									
Warren County									
Whiteside County	FFY 2028 Transit Operations	O	\$1,760,483	\$193,234	5311	\$1,372,660	DOAP	\$194,589	LOC
Whiteside County	FFY 2029 Transit Operations	O	\$1,760,484	\$193,234	5311	\$1,372,660	DOAP	\$194,590	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 within the region request replacement vehicles, when needed, using federal and state funds.

### Accessory Equipment and Facilities

MetroLINK is in the process of upgrading its existing fare collection systems by replacing cash fareboxes with a “tap-to-pay” system.

This system is expected to be fully implemented in Fall 2026. MetroLINK will also be expanding its Operations and Maintenance Center, as discussed in Chapter 4.

MuscaBus’ system is equipped with AVL technology, which is used internally for tracking and operational efficiency. A public-facing smartphone application for riders to view real-time bus locations is currently under development, but is not yet available.

Reagan Mass Transit District intends to seek funding in summer 2026 to construct a bus garage in Whiteside County.

RICO Rural Transit has plans to construct a vehicle storage facility in the future, but the project is currently on hold due to the cost currently exceeding RICO Rural Transit’s funds available for the project.

River Bend is currently constructing a new bus storage facility, with construction expected to be completed in 2026.

Western Community Public Transit has plans to construct a new vehicle storage facility in Mercer County, but this project will not begin until a new transportation hub is first constructed in Warren County

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	Replace 2 med duty vans	C	2	\$120,000	\$240,000	\$240,000	5311				
Abilities Plus – Henry County	Replace 3 mini vans	C	3	\$72,000	\$216,000	\$216,000	5311				
City of Bettendorf (Bettendorf Transit)	Preventative Maintenance	C			\$125,000	\$100,000	5307-FFY20 Funds	\$0		\$25,000	LOC
City of Bettendorf (Bettendorf Transit)	ADP Software	C			\$4,500	\$3,600	5307	\$0		\$900	LOC
City of Davenport (CITIBUS)	FFY 2026 Preventative Maintenance	C			\$242,639	\$194,111	5307	\$0		\$48,528	LOC
City of Davenport (CITIBUS)	4 Electric Buses and bus charging infrastructure	C			\$6,342,445	\$5,320,460	5339-LoNo	\$0		\$1,021,985	City, RDA & Mid-American
City of Davenport (CITIBUS)	Transit Comprehensive Operations Analysis	C			\$400,000	\$0	5339	\$320,000	STA	\$80,000	LOC
City of Davenport (CITIBUS)	Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C			\$1,400,000	\$1,120,000	5339 & 5307	\$0		\$280,000	LOC
City of Muscatine (MUSCABUS)	Replace (1) Conversion Van Vehicle #256	C	1	\$111,100	\$111,100	\$94,435	SEC. 5339			\$16,665	LCL
City of Muscatine (MUSCABUS)	Replace (1) 176" w.b. ADA Light Duty Buses Vehicle # 255	C	1	209000	\$209,000	\$177,650	SEC. 5339			\$31,350	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	CNG Buses	C			\$3,440,000	\$2,665,144	5339	\$774,856	IDOT		LOC
Rock Island County Metropolitan Mass Transit District (METRO)	OMC Expansion	C			\$2,500,000			\$2,500,000	Rebuild IL	\$0	

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)	Vehicle Purchase - Replace LD bus, 1 MD Bus & 1 Expansion Micro-transit Bus	C			\$420,000	\$401,199	5339	\$81,498	TDCs	\$18,801	
Rock Island County Metropolitan Mass Transit District (METRO)	Replace (5) 30-40' buses	C			\$5,000,000	\$0		\$5,000,000	ILDOT		LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Hardware	C			\$50,000	\$50,000	5307	\$12,500	TDCs	\$0	
Rock Island County Metropolitan Mass Transit District (METRO)	Software	C			\$300,000	\$300,000	5307	\$75,000	TDCs	\$0	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Replace (1) 30-40' Buses	C			\$1,000,000	\$0		\$1,000,000	Rebuild 3	\$0	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	OMC Additional Expansion Funds	C			\$12,500,000	\$10,000,000	5339/ Low-No/ Bus&Bus-Facil/5307/ Congressionally Directed	\$2,500,000	Rebuild 3	\$0	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Ferryboat Terminal Construction Overages	C			\$400,000	\$400,000	5337	\$100,000	TDCs	\$0	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Ferryboat Trailers Replacement	C			\$60,000	\$60,000	5337	\$15,000	TDCs	\$0	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Preventive Maintenance	C			\$5,031,428	\$4,025,142	5307	\$1,006,286	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Misc Bus Equip	C			\$100,000	\$100,000	5307	\$25,000	TDCs	\$0	
Rock Island County Metropolitan Mass Transit District (METRO)	Hardware	C			\$325,000	\$325,000	5307	\$81,250	TDCs	\$0	

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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)	Shelters Rehab/ Renovation	C			\$50,000	\$50,000	5307	\$12,500	TDCs	\$0	
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		
Rock Island County Metropolitan Mass Transit District (METRO)	Electric Charges	C			\$3,000,000	\$3,000,000	FHWA - CFI (Charging and Fueling Infrastructure)	\$0	TDCs	\$0	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Rehab/Renovate- Bus Station	C			\$500,000	\$500,000	5307	\$125,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Misc Bus Support Equipment	C			\$2,500,000	\$2,500,000	5307	\$625,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Preventive Maintenance	C			\$1,250,000	\$1,000,000	5307	\$250,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Transit Enhancements	C			\$250,000	\$200,000	5307	\$50,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	MSE	C			\$125,000	\$100,000	5307	\$25,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	ADP Hardware	C			\$1,375,000	\$1,100,000	5307	\$275,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	ADP Software	C			\$625,000	\$500,000	5307	\$125,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Ferryboat Preventive Maintenance	C			\$52,409	\$41,927	5307	\$10,482	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Expansion Ferryboat	C			\$16,000,000	\$8,000,000	5307	\$0		\$2,000,000	LOC

PROJECT SPONSOR	PROJECT DESCRIPTION	Project Type	# of Units	Cost Per Unit	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE
Rock Island County Metropolitan Mass Transit District (METRO)						\$6,000,000	US EPA Clean Ports				
Rock Island County Metropolitan Mass Transit District (METRO)	Professional Services / Engineering	C			\$937,500	\$750,000	5307/5339	\$187,500	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	EV Car Chargers	C			\$1,280,000	\$1,280,000	CEJA				
Rock Island County Metropolitan Mass Transit District (METRO)	Transit Operations	O			\$29,000,000			\$18,850,000	STA	\$10,150,000	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Preventive Maintenance	C			\$625,000	\$500,000	5307	\$125,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	MSE	C			\$381,100	\$304,880	5307	\$76,220	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	ADP Software	C			\$400,000	\$320,000	5307	\$80,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Ferryboat Preventive Maintenance	C			\$52,409	\$41,927	5307	\$10,482	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Replace (1) Medium Duty Buses	C			\$65,000	\$52,000	5310	\$13,000	STA		
Rock Island County Metropolitan Mass Transit District (METRO)	Dock Manufacturing & Construction	C			\$625,000	\$500,000	5307	\$125,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Professional Services / Planning	C			\$1,250,000	\$1,000,000	5307	\$250,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Shelters	C			\$225,000	\$180,000	5307	\$45,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Engineering	C			\$1,030,938	\$824,750	5337	\$206,188	TDCs		

Summary and Regional Vision

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)	Facility Maintenance	C			\$716,829	\$573,463	5339	\$143,366	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Fixed Route Vehicle	C			\$162,500	\$130,000	5339	\$32,500	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	OMC Equipment Modernization	C			\$5,000,000	\$5,000,000	Community Project Funding				
Rock Island County Metropolitan Mass Transit District (METRO)	Engineering	C			\$625,000	\$500,000	5307	\$125,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Facility Maintenance	C			\$937,500	\$750,000	5307	\$187,500	TDCs		
River Bend Transit	Replace (12) 158" w.b. ADA Light Duty Buses Vehicle #'s 812,813,814,815,817,818,819,821,826,828,829	C	11	\$171,900	\$1,890,900	\$1,607,265	SEC. 5339			\$283,635	LCL
River Bend Transit	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 820, 827	C	2	\$170,500	\$341,000	\$289,850	SEC. 5339			\$51,150	LCL
River Bend Transit	Construct Vehicle Storage Garage	C	1	\$8,421,000	\$8,421,000	\$6,736,800	SEC. 5339	\$109,600	PTIG	\$1,684,200	LCL

**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 2 med duty vans	C	2	\$120,000	\$240,000	\$240,000	5311				
City of Bettendorf (Bettendorf Transit)	Preventative Maintenance	C			\$156,250	\$125,000	5307	\$0		\$31,250	LOC
City of Bettendorf (Bettendorf Transit)	ADP Software	C			\$4,500	\$3,600	5307	\$0		\$900	LOC
City of Davenport (CITIBUS)	Preventative Maintenance	C			\$800,000	\$640,000	5307	\$0		\$160,000	LOC
City of Davenport (CITIBUS)	ADA Paratransit - 5310 Funds	C			\$750,000	\$150,000	5310	\$0		\$600,000	LOC
City of Davenport (CITIBUS)	ADA Paratransit - 5337 Funds				\$1,050,000	\$210,000	5307	\$0		\$840,000	LOC
City of Muscatine (MUSCABUS)	Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 257	C	1	\$227,700	\$227,700	\$193,545	SEC. 5339			\$34,155	LCL
City of Muscatine (MUSCABUS)	Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 258	C	1	\$227,700	\$227,700	\$193,545	SEC. 5339			\$34,155	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	Preventive Maintenance	C			\$1,562,500	\$1,250,000	5307	\$312,500	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Transit Enhancements	C			\$50,000	\$40,000	5307	\$10,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	MSE	C			\$50,000	\$40,000	5307	\$10,000	TDCs		

Summary and Regional Vision

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)	ADP Hardware	C			\$100,000	\$80,000	5307	\$20,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	ADP Software	C			\$100,000	\$80,000	5307	\$20,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	Ferryboat Preventive Maintenance	C			\$52,409	\$41,927	5307	\$10,482	TDCs		
River Bend Transit	Replace (9) 158" w.b. ADA Light Duty Buses \Vehicle #'s 93 2,933,934,936,937,9 40,944,945,946	C	9	\$177,057	\$1,593,513	\$1,354,482	SEC. 5339			\$239,031	LCL
River Bend Transit	Replace (2) 176" w.b. ADA Light Duty Buses \Vehicle #'s 914,915	C	2	\$175,615	\$351,230	\$298,546	SEC. 5339			\$52,684	LCL

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

PROJECT SPONSOR	FFY	PROJECT DESCRIPTION	Project Type	# of Units	Cost Per Unit	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
							DOLLARS (\$)	SOURCE	DOLLARS (\$) <sup>2</sup>	SOURCE <sup>3</sup>	DOLLARS (\$) <sup>4</sup>	SOURCE <sup>5</sup>
Abilities Plus – Henry County	2028	FFY 2028 Replace 2 mini vans	C	2	\$72,000	\$144,000	\$144,000	5311				
Abilities Plus – Henry County	2028	FFY 2028 Replace 1 med duty van	C	1	\$120,000	\$120,000	\$120,000	5311				
Abilities Plus – Henry County	2029	FFY 2029 Replace 2 mini vans	C	2	\$72,000	\$144,000	\$144,000	5311				
Abilities Plus – Henry County	2029	FFY 2029 Replace 1 med duty van	C	1	\$120,000	\$120,000	\$120,000	5311				
City of Bettendorf (Bettendorf Transit)	2028	Preventative Maintenance	C			\$165,000	\$132,000	5307	\$0		\$33,000	LOC
City of Bettendorf (Bettendorf Transit)	2028	ADP Software	C			\$4,500	\$3,600	5307	\$0		\$900	LOC
City of Bettendorf (Bettendorf Transit)	2029	Preventative Maintenance	C			\$170,000	\$136,000	5307	\$0		\$34,000	LOC
City of Bettendorf (Bettendorf Transit)	2029	ADP Software	C			\$4,500	\$3,600	5307	\$0		\$900	LOC
City of Davenport (CITIBUS)	2028	ADA Paratransit - 5310 Funds	C			\$750,000	\$150,000	5310	\$0		\$600,000	LOC
City of Davenport (CITIBUS)	2028	ADA Paratransit - 5337 Funds	C			\$1,050,000	\$210,000	5307	\$0		\$840,000	LOC
City of Davenport (CITIBUS)	2028	Preventative Maintenance	C			\$800,000	\$640,000	5307	0		\$160,000	LOC
City of Davenport (CITIBUS)	2028	Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	2	\$700,000	\$1,400,000	\$1,120,000	5339 & 5307	0		\$280,000	LOC
City of Davenport (CITIBUS)	2029	ADA Paratransit - 5310 Funds	C			\$750,000	\$150,000	5310	\$0		\$600,000	LOC
City of Davenport (CITIBUS)	2029	ADA Paratransit - 5337 Funds	C			\$1,050,000	\$210,000	5307	\$0		\$840,000	LOC
City of Davenport (CITIBUS)	2029	Preventative Maintenance	C			\$800,000	\$640,000	5307	0		\$160,000	LOC
City of Davenport (CITIBUS)	2029	Purchase two (2) 35-39 ft. Diesel Low Floor Heavy Duty Buses	C	2	\$700,000	\$1,400,000	\$1,120,000	5339 & 5307	0		\$280,000	LOC
City of Muscatine (MUSCABUS)	2028	Replace (1) 176" w.b. ADA Light Duty Bus Vehicle # 259	C	1	\$210,300	\$210,300	\$178,755	SEC. 5339			\$31,545	LCL
City of Muscatine (MUSCABUS)	2028	Replace (1) 176" w.b. ADA Light Duty Bus Low Floor Vehicle # 260	C	1	\$250,500	\$250,500	\$212,925	5311			\$37,575	LCL
City of Muscatine (MUSCABUS)	2029	Replace (1) 176" wb ADA Light Duty Low Floor Bus Vehicle # 262	C	1	\$275,500	\$275,500	\$234,175	SEC. 5339			\$41,325	LCL
City of Muscatine (MUSCABUS)	2029	Replace (1) 176" w.b. ADA Light Duty Bus Low Floor Vehicle # 261	C	1	\$275,500	\$275,500	\$234,175	5311			\$41,325	LCL
Rock Island County Metropolitan Mass Transit District (METRO)	2028	Preventive Maintenance	C			\$1,562,500	\$1,250,000	5307	\$312,500	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2028	Ferryboat Preventive Maintenance	C			\$52,409	\$41,927	5307	\$10,482	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2028	Transit Enhancements	C			\$50,000	\$40,000	5307	\$10,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2028	MSE	C			\$50,000	\$40,000	5307	\$10,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2028	ADP Hardware	C			\$100,000	\$80,000	5307	\$20,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2028	ADP Software	C			\$100,000	\$80,000	5307	\$20,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2029	Preventive Maintenance	C			\$1,562,500	\$1,250,000	5307	\$312,500	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2029	Ferryboat Preventive Maintenance	C			\$52,409	\$41,927	5307	\$10,482	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2029	Transit Enhancements	C			\$50,000	\$40,000	5307	\$10,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2029	MSE	C			\$50,000	\$40,000	5307	\$10,000	TDCs		

Summary and Regional Vision

PROJECT SPONSOR	FFY	PROJECT DESCRIPTION	Project Type	# of Units	Cost Per Unit	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
							DOLLARS (\$)	SOURCE	DOLLARS (\$) <sup>2</sup>	SOURCE <sup>3</sup>	DOLLARS (\$) <sup>4</sup>	SOURCE <sup>5</sup>
Rock Island County Metropolitan Mass Transit District (METRO)	2029	ADP Hardware	C			\$100,000	\$80,000	5307	\$20,000	TDCs		
Rock Island County Metropolitan Mass Transit District (METRO)	2029	ADP Software	C			\$100,000	\$80,000	5307	\$20,000	TDCs		
River Bend Transit	2028	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	\$182,368	\$2,188,416	\$1,860,156	SEC. 5339			\$328,260	LCL
River Bend Transit	2029	Replace (13) 158" w.b. ADA Light Duty Buses Vehicle #'s 1103, 1109, 1110, 1113, 1121, 1131, 1133, 1137, 1139, 1141, 1142, 1143, 1135	C	13	\$187,840	\$2,441,920	\$2,075,632	SEC. 5339			\$366,288	LCL
River Bend Transit	2029	Replace (2) 176" w.b. ADA Light Duty Buses Vehicle #'s 1102, 1134	C	2	\$186,309	\$372,618	\$316,726	SEC. 5339			\$55,892	LCL

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## 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	2026 Region 9 Transit Planning	P	\$31,606	\$25,285	SEC. 5305e			\$6,321	MEM
Bi-State Regional Commission	2026 Urban Transit Planning	P	\$102,834	\$82,267	5303/5305d			\$20,567	LOC
City of Bettendorf	2026 Transit Planning	P	\$17,500	\$14,000	5307	\$0		\$3,500	LOC

**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	2027 Region 9 Transit Planning	P	\$31,606	\$25,285	SEC. 5305e			\$6,321	MEM
Bi-State Regional Commission	2027 Urban Transit Planning	P	\$102,834	\$82,267	5303/ 5305d			\$20,567	LOC
City of Bettendorf	2027 Transit Planning	P	\$20,000	\$16,000	5307	\$0		\$4,000	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	2028 Region 9 Transit Planning	P	\$31,606	\$25,285	SEC. 5305e			\$6,321	MEM
Bi-State Regional Commission	2029 Region 9 Transit Planning	P	\$31,606	\$25,285	SEC. 5305e			\$6,322	MEM
Bi-State Regional Commission	2028 Urban Transit Planning	P	\$102,834	\$82,267	5303/ 5305d			\$20,567	LOC
Bi-State Regional Commission	2029 Urban Transit Planning	P	\$102,834	\$82,267	5303/ 5305d			\$20,568	LOC
City of Bettendorf	2028 Transit Planning	P	\$21,003	\$16,802	5307	\$0		\$4,201	LOC
City of Bettendorf	2029 Transit Planning	P	\$22,053	\$17,642	5307	\$0		\$4,411	LOC