

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 January–April 2025 and utilized as part of the updating process of this plan. 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

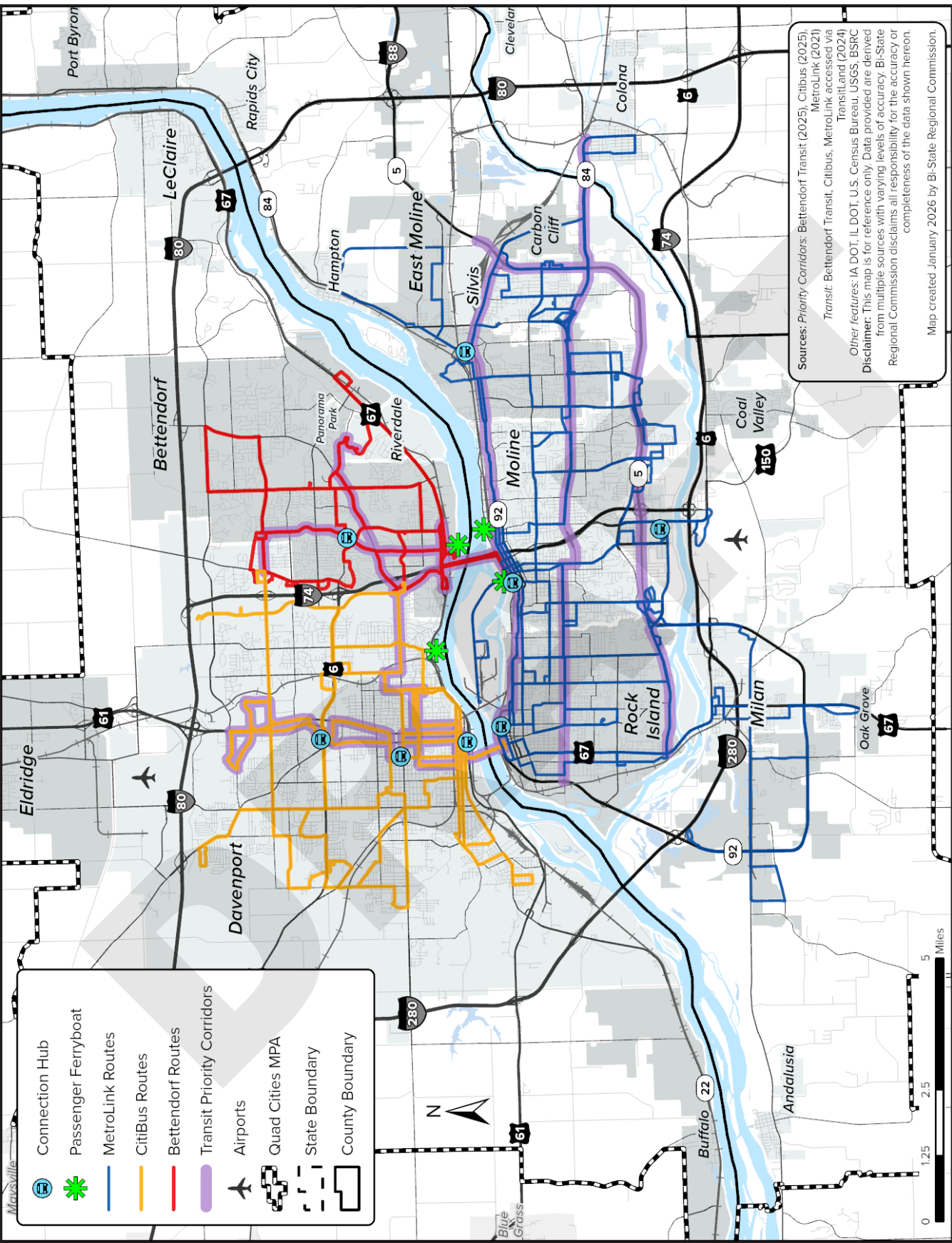
providers found within the region, including human services agencies, nursing homes, local transit systems, and taxi/shuttle companies. Key information compiled in the survey includes a description of each organization’s services and what restrictions may exist.

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 STS Inventory 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 MetroLINK¹. 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. The connection to Bettendorf Transit is at Centre Station in Moline, Illinois, and the connection to Davenport CitiBus is 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 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.

¹ Also known as Rock Island County Metropolitan Mass Transit District.



Sources: Priority Corridors: Bettendorf Transit (2025), CitiBus (2025), MetroLink (2021)
 Transit: Bettendorf Transit, CitiBus, MetroLink accessed via TransitLand (2024)
 Other features: IA DOT, IL DOT, U.S. Census Bureau, USGS, BSRC
 Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.
 Map created January 2026 by Bi-State Regional Commission.

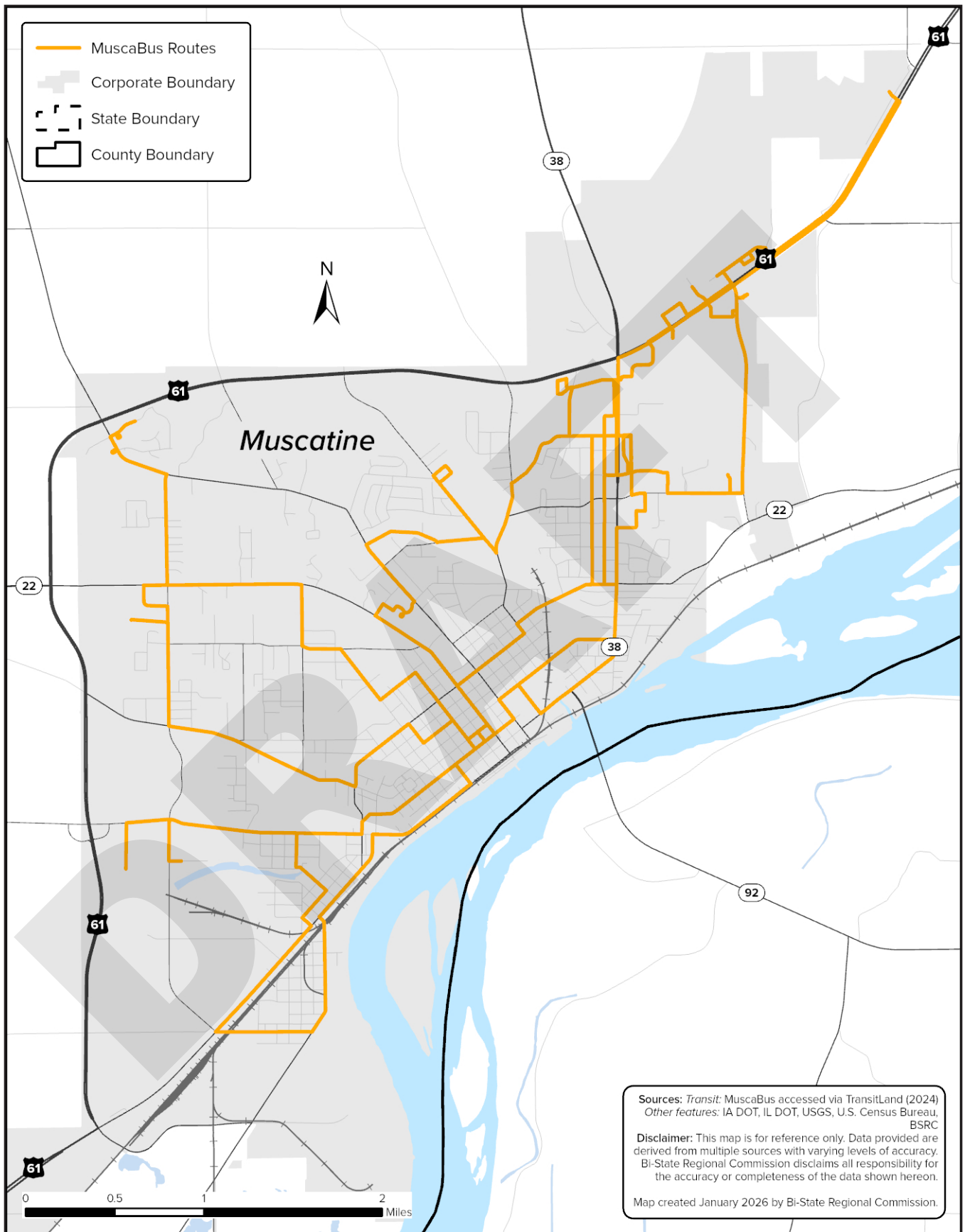


Table 3.1 – Public Transit Systems Fixed-Route Information

Transit System	# of Routes	# of Vehicles	Weekday Hours (varies by route)	Weekend Hours (varies by route)	Service Frequency (Headways)	Adult Fare	Annual Unlinked Trips (FY25)
Bettendorf Transit	3	5	6 a.m. - 7 p.m.	Sat: 8:30 a.m. - 5:30 p.m.	60 min.	\$1.00	50,895
Davenport CitiBus	15	21	6 a.m. - 7 p.m.	Sat: 9 a.m. - 7 p.m.	30 - 60 min.	\$1.00	634,771
MetroLINK*	12	67 + 3 vessels	4:25 a.m. - 10:30 p.m.**	Sat: Same Sun: 8 a.m. - 5 p.m.	15 - 60 min.	\$1.00	2,413,525
MuscaBus	4	12	6:30 a.m. - 5 p.m.	Sat: 8:30 a.m. - 4:10 p.m.	30 - 60 min.	\$1.00	110,922

*Rock Island County Metropolitan Mass Transit District
**Channel Cat service is seasonal

Source: Bi-State Regional Commission

Bettendorf Transit

The City of Bettendorf operates a municipal transit system known as Bettendorf Transit. Table 3.1 summarizes Bettendorf’s operations along with the other two public fixed-route transit systems. The system was established in 1980 and currently operates three routes. Riders are able to connect to CitiBus near the intersection of Middle Road and Kimberly Road as well as at the North Ridge Shopping Center on Corporate Park Drive. Cross-river access is provided with a connection point to MetroLINK at Centre Station in downtown Moline. The three routes extend from two main transfer points along Middle Road and a Central Hub location at Faye’s Field located near the Bettendorf Family Museum and Public Library. Service is provided to the most densely populated areas of the city in addition to many employment and activity centers, including the Family Museum, Scott Community College, the Isle Casino Hotel, and the Arconic Industrial Plant among many others. Bettendorf Transit’s

Fixed Route

A route that follows a fixed schedule

highest ridership occurs along the U.S. 67 and Middle Road Corridors.

Service hours for Bettendorf Transit vary depending on the day. Currently, weekday service is provided from 6:00 a.m. to 6:30 p.m., and Saturday service is from 8:30 a.m. to 5:30 p.m. There is no service provided on Sundays or major holidays.

Regular fares are \$1.00 for all fixed-route buses; however, a reduced fare of \$0.50 is available for seniors and individuals with disabilities. College Students, K-12 students, Veterans, and children under age five accompanied by an adult may ride free. Riders may also purchase the QC Monthly Pass for \$30.00. The QC Monthly Pass is a universal bus pass that entitles the pass holder to unlimited rides for

the calendar month on all three Quad Cities fixed-route systems.

Bettendorf Transit currently operates a fixed-route revenue fleet of five ADA-accessible 14-passenger buses with 2 wheelchair securement areas. None of the active revenue fleet is at or beyond their lifespan. All vehicles were acquired in 2024 and are equipped with bicycle racks to encourage multi-modal travel. Vehicles are stored indoors at the Bettendorf Public Works facility. Bus maintenance and fueling are done onsite.

Operational and administrative functions are handled in-house by Bettendorf Transit staff. Staff includes a Transit Operations Manager, dispatchers, and drivers. 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.

Davenport

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 CitiBus. Davenport CitiBus operates 15 routes that are in a combination of a grid and hub-and-spoke pattern, with seven serving the Ground Transportation Center (GTC) located in the heart of downtown Davenport on River Drive between Ripley and Harrison Streets.

Davenport CitiBus and other fixed-route transit routes are depicted in Map 3.1. The approximate service hours for Davenport CitiBus 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 CitiBus 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 CitiBus routes. Davenport CitiBus reaches out to the other two fixed-route transit systems of the Quad Cities. Davenport CitiBus connects to Bettendorf Transit at a transit hub at Lincoln and Kimberly Roads and at 53rd Street by the Northridge Shopping Center. Davenport CitiBus crosses into Illinois by traveling to the MetroLINK Rock Island transfer hub via the Davenport CitiBus Route 7.

Davenport CitiBus 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 Iowa-side 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 Job Access Reverse Commute (JARC)-like service that operates 5 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 fixed-route one-trip fares are \$1.00, with special reduced fares available for seniors, individuals with disabilities, unemployed individuals, students, and children. Davenport CitiBus 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 CitiBus 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 CitiBus 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.

Davenport CitiBus has 21 operating vehicles in its fleet, all of which are 35' Low-Floor mass transportation buses from Gillig. 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 CitiBus routes. With all buses equipped with bike racks, Davenport CitiBus 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 CitiBus 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 CitiBus and MetroLINK operated a consolidated call center through an intergovernmental agreement. Services moved in-house following termination of the agreement in December 2022.

Starting in late 2025, Davenport CitiBus partnered with the cities of Bettendorf, Eldridge, and LeClaire to conduct a route optimization study in order to determine the best layout of fixed-route transit routes in the metropolitan area as a whole. A final report is expected to be received in April 2027.

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. 61 corridor, offers the City of Davenport and Davenport CitiBus 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. Data 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 those with language accessibility needs.

[Rock Island County Metropolitan Mass Transit District \(MetroLINK/Metro\)](#)

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. Table 3.1 summarizes MetroLINK's transit operations along with the other two fixed-route public transit systems.

Headway

The time interval between vehicles moving in the same direction on a particular route

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 and Jefferson Bus Lines; provides paratransit, special transportation, and microtransit services; and operates a passenger ferry, locally known as the Channel Cat Water Taxi.

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 12 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 microtransit service in the Milan area as a supplement to existing fixed-route service. The service offers an on-demand public transportation option within the corporate limits of Milan and part of Southwest Rock Island. Passengers can be picked up and dropped off anywhere within the designated service area. Multiple riders may be grouped together based on demand and the location of their destinations.

MetroLINK buses run from 4:25 a.m. to 10:30 p.m. Monday-Saturday and on Sunday, 8:00 a.m. to 5:30 p.m. Their Microtransit in Milan runs from 7:00 a.m. to 7:00 p.m. Monday-Friday, 8:30 a.m. to 4:00 p.m. on Saturdays, and no service on Sundays. The adult base fare is \$1.00. Special reduced rates are available for seniors, college students, individuals with disabilities, and children. Pre-paid passes provide discounts for purchasing multiple rides. Seniors and individuals with disabilities 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.

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's active revenue fleet consists of 67 buses, 14 cutaways, 3 minivans, and 3 passenger ferryboat vessels. Seventy-two percent of the fixed-route fleet is powered by Compressed Natural Gas (CNG). About 19% of the buses are at or beyond their useful life. In 2018, MetroLINK introduced its first electric bus and has expanded its electric fleet to 13% of its overall fleet as of 2020, resulting in quieter operations and substantially less pollution resulting from transit operations. The agency 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.

Microtransit

IT-enabled private multi-passenger transportation services...that serve passengers using dynamically generated routes, and may expect passengers to make their way to and from common pick-up or drop-off points. Vehicles can range from large SUVs to vans to shuttle buses. Because they provide transit-like service but on a smaller, more flexible scale, these new services have been referred to as microtransit.

[TCRP Research Report 188]

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, the premier transportation hub for MetroLINK's services, is a central piece of the John Deere Commons development in downtown Moline, and was completed in 1998. The station is prominently located on River Drive, and includes a fully-enclosed, 12,000 square-foot terminal on the ground floor of a parking garage. Centre Station is a mixed-use transit center that offers a convenience store, a banquet space for business meetings, weddings, and special events, as well as office space for Rock Island County Sheriff's Deputies to maintain safety and security of MetroLINK's services and facilities. Passengers at Centre Station can connect to additional modes of transportation via Greyhound Lines, Jefferson Lines, the Great River Trail, the Channel Cat Water Taxi, and the Q Multi-Modal Station. Major renovations to Centre Station were completed in 2025. East Pointe in East Moline is a 4,500 square-foot facility, built in 2006, with a covered outdoor waiting area and indoor restrooms for riders. The building features an indoor training facility with space to accommodate up to 40 people, a kitchenette, and office for MetroLINK staff. East Pointe's training room serves MetroLINK's training needs and is also made available to community groups and businesses. District Station in Rock Island, completed in 2014, is a LEED Gold certified facility that has 2,000 square feet of interior passenger waiting area with restrooms, an information kiosk, and a monitor displaying next bus arrival information. Ten (10) exterior bus bays with canopies are designed for easy pull-in and pull-out, and each is equipped with real-time signage.

Other major transfer points in the Metro system are Sunset Heights and Rock Valley Plaza in Rock Island; City Line Plaza, Black Hawk College, UnityPoint-Trinity, and Walmart in Moline; Kennedy Square in East Moline; and Walmart in Silvis. 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. MetroLINK's Operations and Maintenance Center in Rock Island is a 150,000 square-foot facility built in 2014. The complex houses Operations staff, training and dispatch areas, and a state-of-the-art bus maintenance garage. It also includes indoor storage for the fleet, fueling bays, and infrastructure to support battery-electric technology and fleet expansion. MetroLINK's ADA and STS operations are served by a second facility in 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.

The Channel Cat Water Taxi has four landing locations along its route. The home port, known as Riverbend Commons, was built in 2016 and is located upstream from downtown Moline. The other ports are located in downtown Moline, the Village of East Davenport (Davenport, Iowa), and downtown Bettendorf, Iowa. Planning is underway for a fifth location in East Moline, and major improvements are either completed or underway at both the downtown Moline and Village of East Davenport locations.

For fixed-route service, 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 buses are equipped with automated passenger counters at each door. Ridership data is downloaded every evening when buses pull into the garage.

[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, with a fourth route that operates from 7:40 a.m. to 4:30 p.m. Monday

through Friday. MuscaBus also offers paratransit service for individuals with disabilities and others not able to access a route bus. 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. Three of the buses are 14-passenger, two are 16-passenger, two are 18-passenger, and the remaining four are 20-passenger buses. The van carries nine passengers. The vehicles range in age from 2006 to 2025. 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 completed in 2026. Currently, there is no further 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 over this period; however, 19 drivers took a leave of absence based on the recommendation of their doctors, leading to the suspension of fixed-route service. Ridership rebounded over the next two years, with ridership increasing 15% for FY2022/23 and 12% for FY2023/24. Over the last two years, this rebound has leveled off, with increases of 1.5% for FY2024/25 and 0.2% in FY2025/26

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 operator. 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 curbside service to ensure the safety of all riders. It is recommended that rides be scheduled at least 24 hours in advance.

Rider fares are \$3.00 per trip for rides traveling within the same city limits in Henry, Stark, or Western Bureau Counties, and \$4.00 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 \$8.00 per trip with a fee of \$2.00 per 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. Same day trips can be booked based on availability and are \$6.00 per trip.

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

Rock Island County (RICO) Rural Transit

Rock Island County (RICO) Rural Transit is a public transportation system operated by Project NOW to serve rural Rock Island County. RICO began providing service in March 2010. Operations are managed through Project NOW and are an expansion of the agency's existing senior transportation program. In 2025,

Mercer County withdrew from the intergovernmental agreement with Rock Island County and entered into an agreement with Warren County to operate its rural transit service. RICO still operates senior services within Mercer County.

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 rural Rock Island County. 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. Upon request, RICO coordinates with River Bend Transit to transport passengers to Iowa City. RICO 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 when connecting agencies become available.

RICO's vehicle fleet includes 10 minivans and two 12-passenger paratransit vehicles ranging in model years from 2007 to 2024. Two minivans 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.

River Bend Transit

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. There is also Saturday service available 6:00-9:00 a.m. that is open to the general public for work trips only.

In the MPO, 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. In rural Scott County, RBT offers on-demand rides to Iowa City on Mondays, and rides from various towns in Region 9 to Davenport on Monday through Thursday (McCausland on Tuesday, Maysville, Donahue, and Long Grove on Wednesday, and Big Rock, Dixon, New Liberty, Plainview, and Walcott on Thursday). These rides are available from 8:00 a.m. to 4:00 p.m. In Muscatine County, on-demand rides are offered to Iowa City on Monday and Wednesday through Friday, while rides are offered to Davenport on Tuesday and Friday.

These rides are offered from 6:30 a.m. to 4:30 p.m.

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. Most routes are suggested donation only for seniors age 60+ and disabled individuals. 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, and Amazon facilities located in the River Cities Business Park, Davenport. RBT provides four morning trips to the Sterilite, Kraft, and Amazon facilities from the hub, and five return trips in the afternoon from the Sterilite, Kraft, and Amazon facilities. Morning service runs from approximately 6:30–10:00 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, and Amazon 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 71 lift or ramp-equipped vehicles ranging in size from minivans 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.

A new bus storage facility is expected to be completed in 2026.

RBT annually provides approximately 180,000 rides, with around 70,000 of those trips for paratransit services for Davenport and Bettendorf. The agency utilizes a 10-year replacement cycle for its fleet, replacing one-half 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 190,000+ 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. By the end of 2022, trips for ADA paratransit service in urban areas had increased 57% since before the pandemic, while the JARC employment program has increased 78%. However, overall county service was down to approximately 57% of pre-COVID ridership.

These impacts can still be seen in the wake of the pandemic. In 2025 trips for ADA paratransit service was up 61% from 2019 while JARC employment ridership was up 74%. Overall county service ridership has rebounded to near pre-pandemic levels, with ridership in 2025 being down 1.5% from 2019.

Recent efforts to increase ridership in Cedar County included reverting service to pre-2023 service days and times. Since that change was made, ridership in Cedar County has increased from 847 in 2023 to 2,186 in 2025 (158%). Attempts to increase ridership in Muscatine County have led RBT to place an emphasis on marketing within the county in 2026. RBT has met w/ community centers, apartment complexes, 55+ centers, and food banks and distributed flyers and business cards. RBT has

also contracted with OnMedia for a TV ad and computer program pop up ads. In addition, RBT has wrapped a bus to increase visibility in Muscatine and Cedar rural areas.

Western Community Public Transportation

Western Community Public Transportation (WCPT) is a public transportation system operated by Warren County, servicing Mercer, Warren, and Henderson Counties. WCPT has been in operation since 1982 as an on-demand, curb-to-curb service, expanding to Mercer in 2025, and Henderson in 2026. Hours of operation are 7:30 a.m. to 4:30 p.m. Monday through Friday with fares ranging from \$1.00 to \$7.00, depending on the length of the trip. Trips that are 41 miles and higher, but are still in planned locations, have a fee of \$7.00.

WCPT offers four loops per day starting in Aledo to the Quad Cities region (Rock Island, Moline, East Moline, Davenport, and Bettendorf). These trips need to be made at minimum with 24 hours advanced notice for optimal planning. WCPT also offers advanced notice trips to Muscatine (Medical priority), Galesburg, Monmouth, and Burlington. There is a growing demand across the entire WCPT territory for these outside service area trips for medical and other services.

There is also growing interest in premium trips to go to Peoria and Iowa City. WCPT is currently trying to set up weekly consistent loops to both of these cities.

WCPT currently operates a fleet of twenty 12-14 passenger paratransit buses and eleven minivans ranging in model years from 2008 to 2024. All vehicles are ADA accessible. Twelve vehicles from the fleet reside in Aledo, at the Mercer County Highway Department, to serve Mercer County residents more efficiently.

WCPT is currently attempting to add 4-5 more vehicles to their fleet to serve more residents across their territory. Ridership has grown more than 300% since Fiscal Year 2025, and doesn't show signs of stopping in the coming months.

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 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: All rides are a SUGGESTED \$2.00 donation. Currently, trips are made to Rockford for medical visits on the second and fourth Thursdays of the month.

Whiteside County Public Transportation will be merging with Reagan Mass Transit District on July 1, 2026. The program will then be operated out of Dixon.

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.

- Cornerstone Special Care (Formerly Exceptional Care and Training Center) 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. Many of these transportation services offer local airport service and shuttles to Chicago; however, a majority of these providers in the region do not currently have ADA-accessible vehicles. A new example of one of these services, Yellow Cab Company, began operating in the Quad Cities in April 2025. The

company is central Iowa's largest transportation provider. The company is starting off with 6 cabs in the metro area and will grow to meet the community's needs.

On-demand, app-based transportation services, like Uber and Lyft, provide other transportation options in the region. Consumers can request service by using the rideshare provider's app on their smartphone. Once the ride is requested, the service providers send a driver to the requested location for pick-up. Drivers utilize their own vehicles and must pass extensive background checks before employment. The effect of these services on the broader transportation system will be monitored as their businesses evolve.

Passenger Rail

Passenger rail in the United States has increased in popularity over the past two decades. Amtrak ridership is increasing routes across the country. Chicago has passenger rail destinations to places like St. Louis, MO, Detroit, MI, Milwaukee, WI, and Galesburg, IL. Between SFY 2019 and SFY 2023, Amtrak ridership in Illinois had a dip due to COVID-19, but is currently bouncing back with growth each year since the pandemic. According to Amtrak, there were 40,132 boardings and alightings in Iowa and 3,898,203 in Illinois in FY 2023. In early 2025, Amtrak announced that they had their highest year of ridership nationally in CY2024. Ridership growth is expected to continue as new routes in Illinois begin to be implemented, namely Chicago-to-Rockford, which is set to begin service in 2027, and Chicago-to-Quad Cities with two-thirds of the route complete and one-third being engineered. Passenger Rail is a popular subject among many elected officials and residents. Implementing a passenger rail system from Chicago to the Quad Cities would strengthen regional connectivity, drive economic growth, and enhance mobility for residents and visitors alike.

Intercity Bus

Commercial intercity bus service in the Quad Cities is available through Greyhound Bus

Lines and Jefferson Bus Lines at Moline's Centre Station. Greyhound Bus Lines is also available through Davenport's Ground Transportation Center (GTC). Intercity bus services provide mobility options extending east, west, and south from the Quad Cities and is a cost-effective means to reducing congestion, air pollution, and energy consumption. Until 2025, the Quad Cities was also served by Burlington Trailways, but service ceased in September of that year.

The I-80 corridor is traversed by Greyhound heading west toward Iowa City and heading east toward Chicago. Greyhound Bus Lines began operating Greyhound Connect service in 2015 from Davenport along the I-88 corridor to Moline, Dixon, Rochelle, Northern Illinois University in DeKalb, Naperville, and then to Chicago. The rural bus service is funded through the Federal Transit Administration to connect rural communities to larger urban areas. Burlington Trailways also provided Amtrak's Thruway service to communities not served by passenger rail, such as the Quad Cities and Peoria. Travelers were able to buy one ticket for combined bus and rail service. However, the future of Amtrak's Thruway service serving the Quad Cities is uncertain.

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
- First Student Inc.
- Green River Lines Hansen Tours (Peru, Illinois)
- Jefferson Bus Lines
- Johannes Bus Service
- 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:

- Aaron’s Party Bus & Limousine Service
- Act II Transportation
- Bell’s Taxi Service
- Custom Limousines & Exotic Cars
- Dana’s Cabs
- Davenport Limo
- Good to Go Taxi Cab Service
- Jeff’s Taxi Service
- Larry’s Cab
- Lucky Cab
- Max’s Cab Company
- On the Go Transportation
- Rock Island Limo
- The City Limo and Party Bus
- VIP Transportation
- Yellow Cab Company

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

Uber and Lyft

Uber and Lyft are on-demand, app-based transportation services. 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 vehicles and must pass extensive background checks before employment. Uber offers ser-

vice in over 15,000 cities worldwide, while Lyft operates in over 650 cities in the United States.

Technology Initiatives

Technology initiatives impacting transportation in the Bi-State Region have increased connectivity and accessibility throughout the region. The systems are already deploying greater automation in data collection, dispatching and public information sharing, as well as vehicle improvements. 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.

FTA and U.S. DOT are monitoring the development of automated vehicle (AV) technology, including its deployment for transit buses. Several fully-automated shuttle vehicle prototypes have been introduced in the U.S. and abroad. According to the FTA, most, if not all, AVs will meet the definition of “bus” and will require the same program specifications affecting Buy America, ADA, Title VI, etc. The first phase of AV development has launched and includes

driver assistance features. There are currently several pilot deployments using almost entirely automated shuttles, but they are in very controlled settings. AV development will continue to be monitored as it will likely affect transit usage in the years to come.

Park and Ride

With carpooling being an important component of transportation for the Quad Cities and an important component to the overall transportation system within the State of Iowa, the Iowa DOT conducted a statewide study of the topic in 2014. Entitled the *Statewide Park and Ride System Plan*, it proposed two candidate locations in the Quad Cities for a park and ride facility. The first candidate location was proposed for near the intersection of U.S. 61 and Kimberly Road close to North Park Mall. The second location would capture traffic coming into or going out of the Quad Cities on the west side of Davenport at U.S. 61 and Iowa 22. The second option was established in 2017.

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 Ride Matching System at iowarideshare.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 2025 season, Visit Quad Cities had a total of 672 bike rentals out of the Moline and Davenport destination centers.

Some local cycle shops also offer paid bike rental options like Healthy Habits in Bettendorf.

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 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 All Town Transportation, 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	4	3	0
Bettendorf Community School District	Bettendorf	Iowa	K-12	18	8	5
Muscatine Community School District	Muscatine	Iowa	K-12	34	9	7
Rivermont Collegiate	Bettendorf	Iowa	K-12	-	2	-
West Liberty Community School District	West Liberty	Iowa	K-12	12	8	1
Wilton Community School District	Wilton	Iowa	K-12	8	6	1
TOTAL - Iowa				76	36	14
Illinois						
AIWood CUSD 225	Woodhull	Illinois	P-12	6	5	1
Annawan CUSD 226	Annawan	Illinois	P-12	5	3	0
Cambridge CUSD 227	Cambridge	Illinois	P-12	6	4	1
Carbon Cliff-Barstow SD 36	Carbon Cliff	Illinois	P-8	2	1	0
Colona SD 190	Colona	Illinois	P-8	0	0	0
East Moline SD 37	East Moline	Illinois	P-8	34	10	3
Galva CUSD 224	Galva	Illinois	P-12	7	4	1
Geneseo CUSD 228	Geneseo	Illinois	P-12	0	6	0
Hampton SD 29	Hampton	Illinois	K-8	0	0	0
Kewanee CUSD 229	Kewanee	Illinois	P-12	22	16	3
Mercer County SD 404	Aledo	Illinois	P-12	12	6	2
Orion CUSD 223	Orion	Illinois	P-12	16	8	3
Sherrard CUSD 200	Sherrard	Illinois	P-12	21	13	3
United Township HSD 30	East Moline	Illinois	9-12	15	4	5
Erie CUSD 1	Erie	Illinois	P-12	12	7	2
Morrison CUSD 6	Morrison	Illinois	P-12	12	8	1
River Bend Community Unit School District 2	Fulton	Illinois	P-12	11	10	1
Wethersfield CUSD 230	Kewanee	Illinois	P-12	5	3	2
TOTAL - Illinois				186	108	28

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 2025, the three systems provided 3,099,191 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 8,600 to approximately 23,300. 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. Currently, 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. RICO Rural Transit serves rural Rock Island County, and Warren County Public Transportation serves Mercer County.

On the Iowa side, River Bend Transit serves 2,157 square miles within Cedar, Clinton, Mus-

catine, and Scott Counties. It provides over 190,000 trips annually including 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 public and private transportation services, 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 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.

RICO 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 RICO Rural Transit, Warren County Public Transportation, 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. RICO Rural Transit (formerly RIM) and WCPT are joined by Henry County Public Transportation in receiving FTA Section 5311 rural public transit assistance funds. Warren County Public Transportation became the recipient of 5311 funds for Mercer County beginning in FY2026, and began operating in Mercer County in July 2025.

Coordination among the various 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.

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