

Bi-State Region Transit Development Plan

2026



Bi-State Region

Transit Development Plan

May 2026

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Table of Contents

Chapter 1: Introduction.....	1
Planning Area Description.....	1
Transit Development Plan Approach and Programming Purpose.....	1
<i>What is transit?</i>	1
<i>Why should we coordinate transit services?</i>	2
Explanation of Federal, State, and Local Transit Funding Sources	4
Chapter 2: Regional Profile	9
Planning Area Description.....	9
Regional Demographic and Socio-Economic Profile	9
Population.....	10
Disability	18
Households Profile and Income.....	21
Employment	24
Commuting Patterns	24
Workforce Trends	27
Aging and Mobility.....	28
Regional Economic and Service Centers	29
Chapter 3: Transit Profile	35
Transit Providers	35
<i>Public Transit Providers</i>	35
<i>Bettendorf Transit</i>	38
<i>Davenport</i>	39
<i>Rock Island County Metropolitan Mass Transit District (MetroLINK/Metro)</i> ..	40
<i>Muscatine Transit System (MuscaBus)</i>	42
<i>Regional Public Transit Operators</i>	43
<i>Henry County Public Transportation</i>	43
<i>Rock Island County (RICO) Rural Transit</i>	44
<i>River Bend Transit</i>	44
<i>Western Community Public Transportation</i>	46
<i>Whiteside County Public Transportation (WCPT)</i>	46
<i>FTA Section 5310 Vehicle Recipients</i>	47
Other Providers	47

<i>For-Profit Transit Providers</i>	47
Passenger Rail	48
Intercity Bus.....	48
Bus Charter Service	48
Taxis and Limousine Service	49
Uber and Lyft.....	49
Technology Initiatives	49
Park and Ride.....	50
Bike Rental.....	50
School Bus Transportation	50
Quad Cities Metropolitan Area	52
Region and Rural Areas	52
Summary of Coordination.....	52
<i>Quad Cities Metropolitan Area</i>	52
<i>Region and Rural Areas</i>	53
Chapter 4: Evaluation of Needs and Policy Direction	57
Review of Efforts	57
<i>Equipment and Facilities</i>	57
<i>Management, Training, and Marketing of Services</i>	58
<i>Services</i>	58
Public Input.....	59
Common Transit Issues	60
Specialized & Regional Service Needs & Strategies.....	65
<i>Seniors and Individuals with Disabilities</i>	65
Transit Accessibility Analysis	69
<i>Additional Analysis</i>	71
Needs & Strategies within the Urbanized Area	84
Regional Needs and Strategies	84
<i>Illinois Region 2 – Henry, Mercer, Rural Rock Island, and Whiteside Counties</i> 84	
<i>Iowa Region 9 – Muscatine and Rural Scott Counties</i>	85
Management Needs	86
Fleet Needs – Utilization & Replacement	86
Facility Needs	87
Transit Security/Safety Needs	88

Policy Direction & Strategies	89
Performance Measures	90
Chapter 5: Summary and Regional Vision	91
Planning Area Mobility and Access	91
Federal Transit Funding Assistance.....	91
Transit Programming	92
<i>Quad Cities Urbanized Area</i>	92
<i>Non-Metropolitan Area</i>	92
Priority Programming – Operations	93
<i>Seniors and Individuals with Disabilities</i>	93
<i>Sections 5307 and 5311 Funding</i>	93
<i>Other Funding Sources</i>	94
<i>Urban Services</i>	94
<i>Regional Services</i>	94
Priority Programming – Capital	99
<i>Fleet Expansion and Replacement</i>	99
<i>Accessory Equipment and Facilities</i>	99
Priority Programming – Planning	109
<i>Transit Systems</i>	109
<i>Bi-State Regional Commission</i>	109
Appendix A.....	113
Appendix B	119
Appendix C	163
Appendix D	247
Appendix E	251

Chapter 1: Introduction

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

This regional Transit Development Plan includes:

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

Planning Area Description

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

ning boundary as well as the Iowa Region 9 and Illinois Region 2 rural planning boundaries.

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

Transit Development Plan Approach and Programming Purpose

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

What is transit?

Transit is simply defined as moving or conveying passengers from one place to another. Transit systems come in many forms, using vehicles like buses, vans, carpools, and trains. Transit can be provided by a variety of methods—public, private, or a combination of efforts. Ideally, a transit system provides the greatest mobility option for people to get to their destinations of choice or need.

Why should we coordinate transit services?

Since 2004, the USDOT has aimed to enhance human services transportation through Executive Order #13330 (“United We Ride”), following a 2003 GAO report that identified 62 federal funding streams for these services. The number of programs has now increased to 130, with a focus on reducing duplication, improving cost efficiency, and simplifying access for individuals with disabilities, older adults, and low-income individuals. This initiative was reinforced in subsequent transportation bills, including SAFETEA-LU, MAP-21, the FAST Act, and the IIJA.

SAFETEA-LU, enacted in 2005, mandated that some Federal Transit Administration (FTA) funding applicants certify their projects stemmed from locally developed coordinated public transit-human services plans. The Transportation Development Plan (TDP) serves as a comprehensive strategy for delivering public transportation services, assessing needs, and prioritizing services.

In 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, was signed into law. It represents the largest investment in transportation infrastructure in U.S. history, authorizing over \$567 billion from FFY2022-2026. It includes significant funding for public transit, focusing on safety, modernization, climate, and equity, and introduces new federal programs, such as Safe Streets and Roads for All (SS4A) and the Electric or Low-Emitting Ferry Pilot Program.

Recent Federal Transportation Legislation

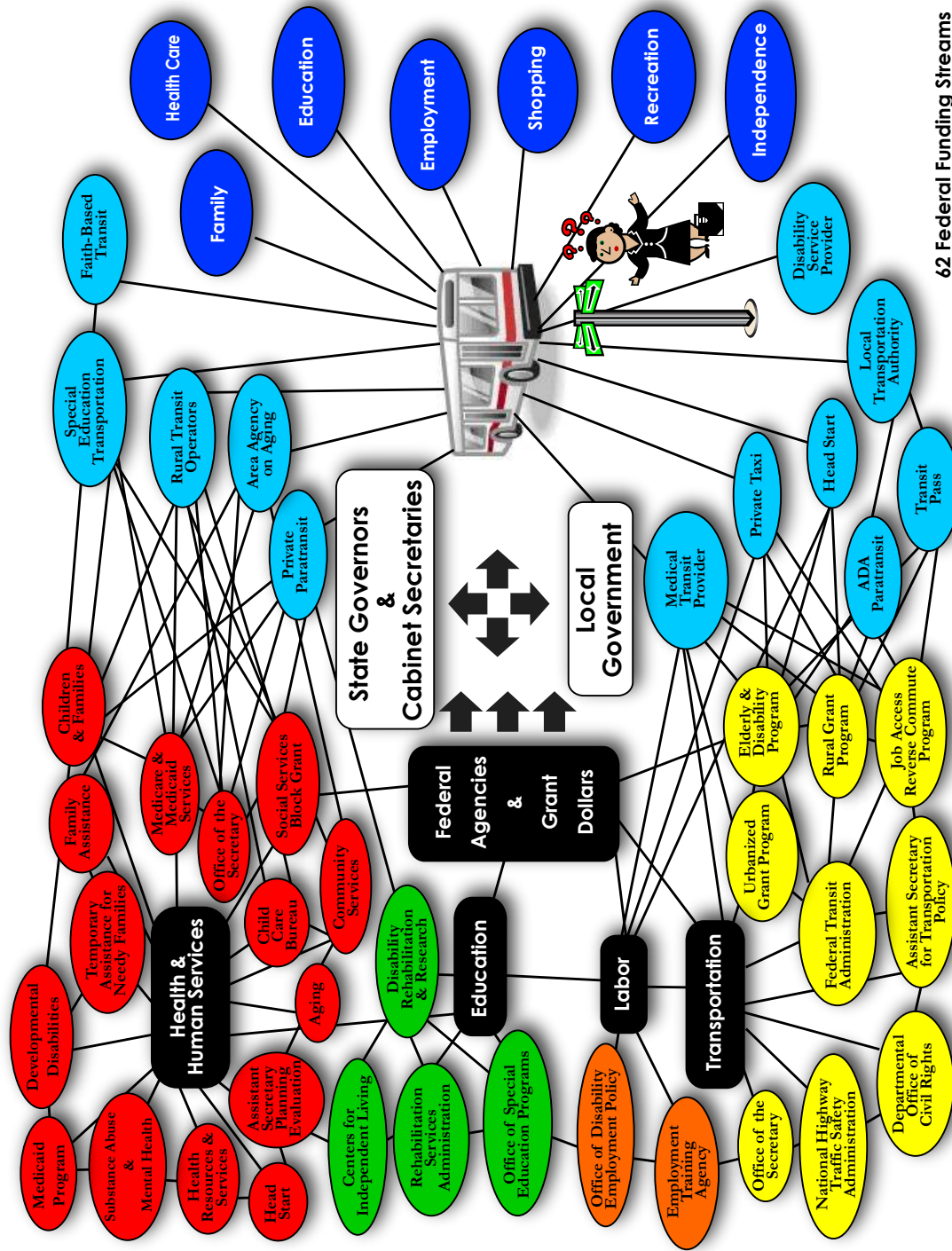
SAFETEA-LU (2005): Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

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

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

IIJA (2021): Infrastructure Investment and Jobs Act

Figure 1.1 – Transportation Service Chart



62 Federal Funding Streams

Explanation of Federal, State, and Local Transit Funding Sources

Funding sources dedicated to supporting transit activities include federal, state, and local sources. The national Highway Trust Fund, founded by the 1956 Highway Revenue Act, is the primary source of federal funds for public transit programs based on tax receipts on motor fuels. The future of the Highway Trust Fund is uncertain, as it faces potential insolvency in the future without transfers from the General Fund. This is an evolving issue to be aware of in drafting future proposals. The fund is separated into three accounts, one of which is a Mass Transit Account to support national transit activities. Currently, the Mass Transit Account receives 2.86 cents per gallon of gasoline and diesel. This account funds the federal transit grant programs authorized under the IIJA.

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

Metropolitan Planning Program (5303) –

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

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

Urbanized Area Formula Program (5307) –

These funds are distributed to urbanized areas by formula to designated transit operators for operating, capital replacement, and expansion of transit services. This program plays a role as a core investor of public transportation systems in urbanized areas. Matching requirements: 80% Federal and 20% Local for capital projects; 50% Federal and 50% Local for operating costs.

Also under Section 5307, The Passenger Ferry Grant program (49 U.S.C. 5307(h)) provides competitive funding for projects that support passenger ferry systems in urbanized areas. These funds constitute a core investment in the enhancement and revitalization of public ferry systems in the nation's urbanized areas. Funds are awarded based on factors, such as the age and condition of existing ferry boats, terminals, and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation. Eligible activities include: supporting existing ferry service; establishing new ferry service; and repairing and modernizing ferry boats, terminals, and related facilities and equipment. Funds may not be used for operating expenses, planning, or preventive maintenance.

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

These funds are distributed by formula to designated metropolitan areas or by state for capital transit services to support purchase of vehicles to provide transportation services for persons who are elderly or with disabilities. At least 55% of the funds must be used toward capital projects, and the remaining 45% is eligible for transportation projects that exceed the requirements of the ADA. The purpose of

these funds is to provide increased mobility for elderly persons and persons with disabilities. Matching requirements: 80% Federal and 20% State or Local.

Formula Grants for Rural Areas (5311) –

These funds are distributed to non-urbanized or rural areas administered by the state for operating, capital replacement, expansion, and planning of transit services in rural areas. Eligible recipients include populations with less than 50,000 residents. Matching requirements: 50% Federal and 50% Local for operating expenses; and 80% Federal and 20% Local for capital expenses.

State of Good Repair (5337) – This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems, including water taxis, such as the Channel Cat Water Taxi, to help transit agencies maintain assets in a state of good repair. Funds are apportioned by formula to designated recipients. Matching requirements: 80% federal and 20% local, unless the grant recipient requests a lower percentage.

Bus and Bus Facilities Formula Grants

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

Low or No Emission Vehicle Program

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

Iowa Clean Air Attainment Program (ICAAP)

– This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed among highway, transit, or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Allocation of CMAQ funding in Iowa will be used anywhere in the state that is included in currently approved MPO or RPA transportation improvement programs (TIPS) and for any purpose that surface transportation block grant (STBG) funds can be used. Funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Bi-State Regional Commission continues to observe the status of air quality in the region and will continue efforts to reduce emissions.

Surface Transportation Block Grant (STBG) –

The STBG program is another of FHWA's core programs. Its funds go to states based on a number of factors, including vehicle miles of travel, highway lane miles, and the number and size of bridges. Each state's share of the funds is calculated and then divided amongst programs found within the state. Each year, the Quad Cities, Iowa/Illinois is designated to receive a portion of the STBG funds, which are available through the States of Illinois and Iowa for roadway improvements or non-roadway projects. STBG monies provide flexible funding that may be used for transit capital projects, pedestrian/bikeway projects, environmental restoration and pollution abatement, or intermodal planning projects on an 80% Federal, 20% Local basis.

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

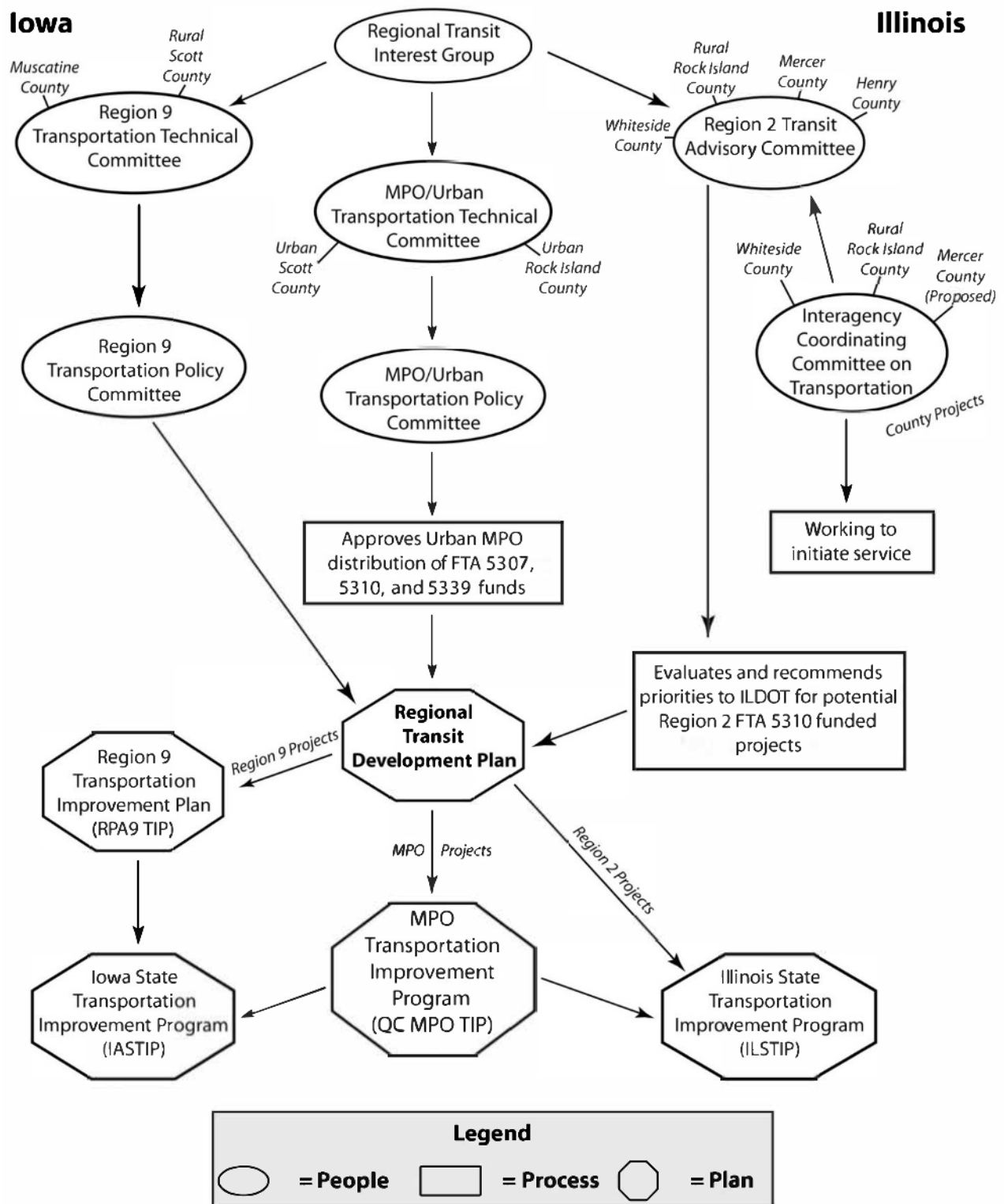
Each state also offers funding assistance. In Illinois, there is the Downstate Operating Assistance Program distributed to local governments to support administrative and operating costs of public transportation systems. To be eligible, local governments in Illinois must complete steps to be designated,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

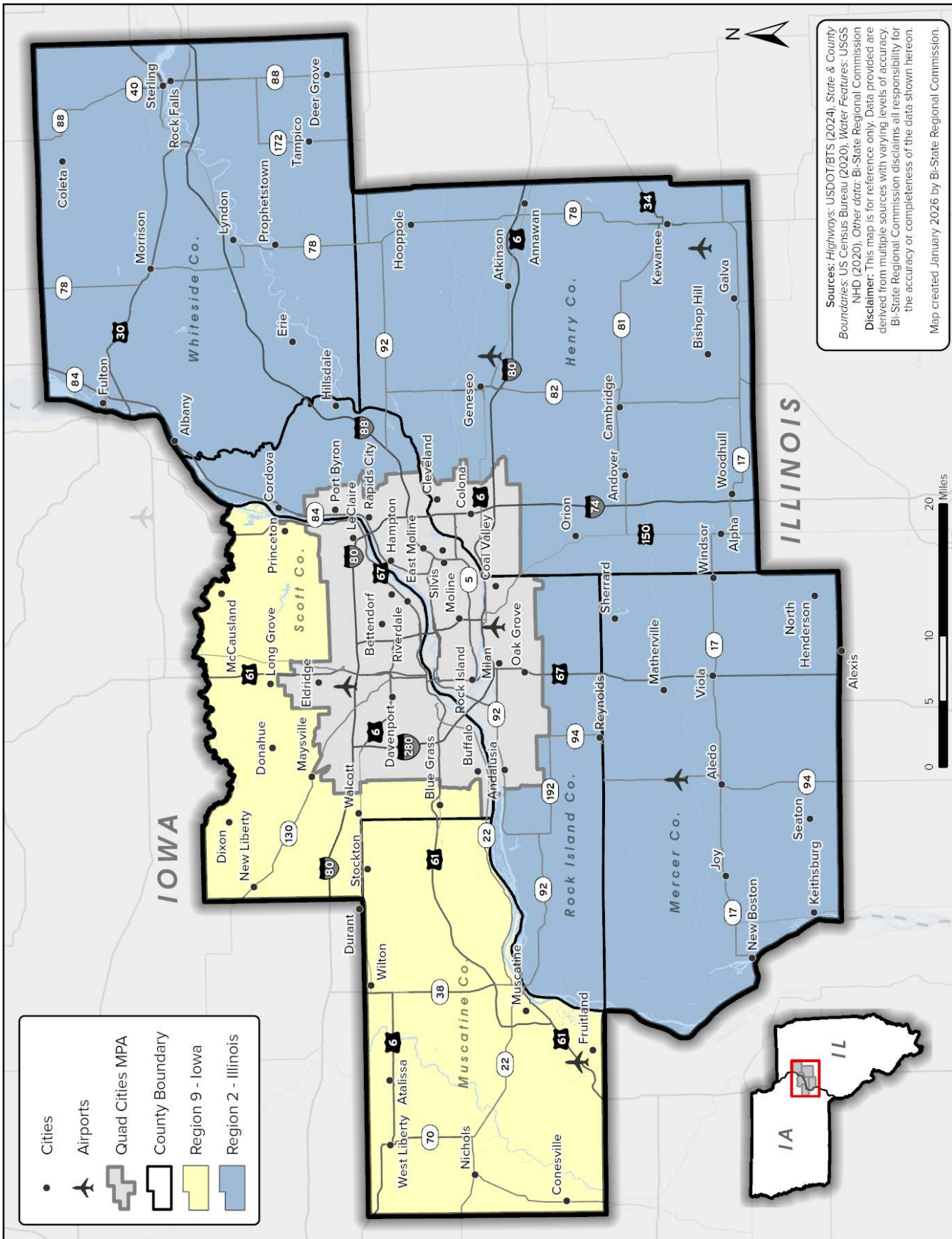
In Iowa, there are State Transit Assistance (STA) and the Public Transit Infrastructure Grant (PTIG) Programs. STA funds are derived from four percent of the fees for new registration collected on sales of motor vehicles and accessory equipment. STA funds can be used for transit capital improvements, operating assistance, planning, and to support coordination activities. STA funds are distributed by a formula based on performance regarding rides,

miles, and local funding support. PTIG is a program in Iowa that includes new construction projects, reconstruction/major renovation, and relocation of facilities. Projects may include, but are not limited to, facilities for the administration of public transit operations; facilities for servicing, maintenance, or storage of public transit vehicles; transit vehicle fueling facilities; passenger waiting facilities; and reconstruction/major renovations or relocation of existing administrative or maintenance facilities to correct violations of safety or design standards. Projects may include all associated design, land acquisition, grading, and foundation work. No single transit agency may receive more than 40% of PTIG funds in a given year.

Locally, transit funding is obtained in several ways. For example, the City of Bettendorf and the City of Davenport have imposed a transit levy to generate operating revenues, and MetroLINK serves as a taxing district for eight communities in the Illinois Quad Cities. Local match funding for human service agencies and non-profit organizations is often obtained from non-DOT federal and state programs.

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





Chapter 2: Regional Profile

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

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

Datasets from the 2020 Census and the 2023 ACS (2019-2023 5-year estimates) will be used in this document to incorporate all six counties within the Greater Bi-State Region unless otherwise noted. The MPA data is only available from a spatial data analysis program in ArcGIS Business Analyst. The MPA follows census block geographies, and ACS data is generally only available down to census tract level. Currently, 2016-2020 5-year ACS data is available for county-to-county commuting flow patterns.

Planning Area Description

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

Regional Demographic and Socio-Economic Profile

Information on backgrounds and trends will be analyzed for the region and MPA geographic areas. This includes information on population, households, income, employment, and commuting patterns. This regional profile is based on data derived from the 2020 decennial census, the 2019-2023 ACS 5-year estimates, and the 2025 ArcGIS Business Analyst estimates, unless otherwise noted.

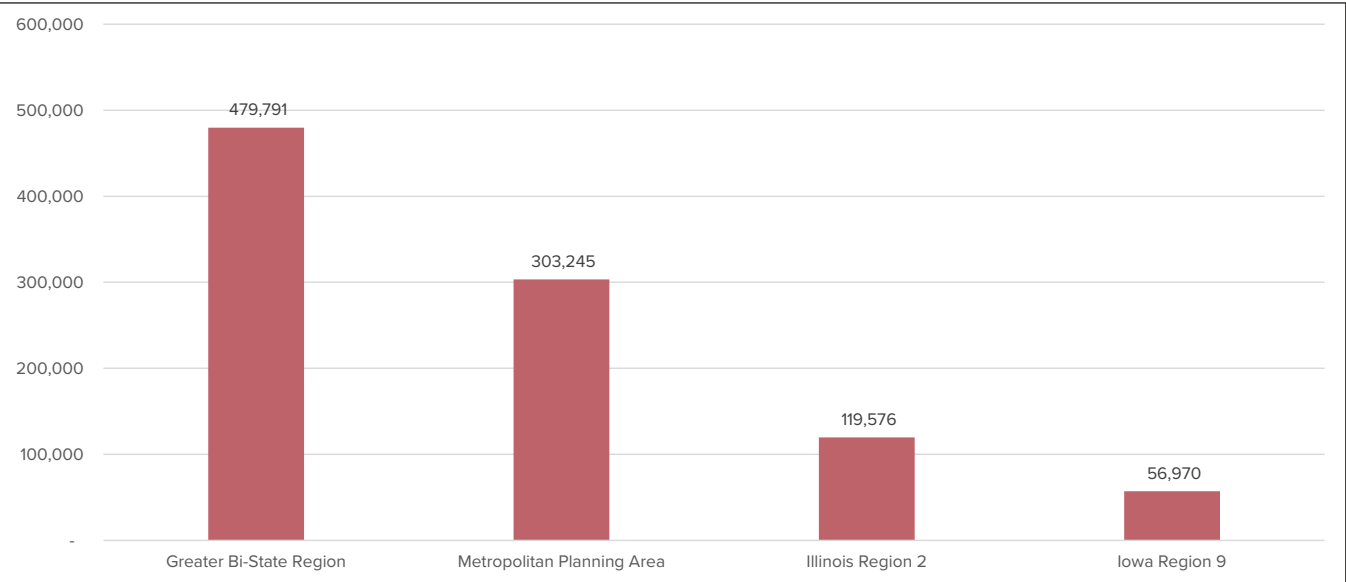
To show the relevance and significance of the data presented, comparisons are made between the region and the MPA. Table 2.7 depicts the language spoken at home for the population 5 years and over. Table 2.8 provides a comprehensive listing of socio-economic data for the Greater Bi-State Region, and Table 2.9 provides a comprehensive listing of socio-economic data for the MPA based on Census data. In addition, socio-economic data for the six individual counties can be found in Appendix A. Having a regional profile can aid in the development of mobility options and patterns by understanding the regional background and trends.

Population

The Greater Bi-State Region is an area with a population of 479,791 according to 2023 ACS 5-Year Estimates. The Quad Cities Metropolitan Planning Area (MPA) boundary (a boundary within the Greater Bi-State Region) has a 2025 population of 303,205 according to ArcGIS

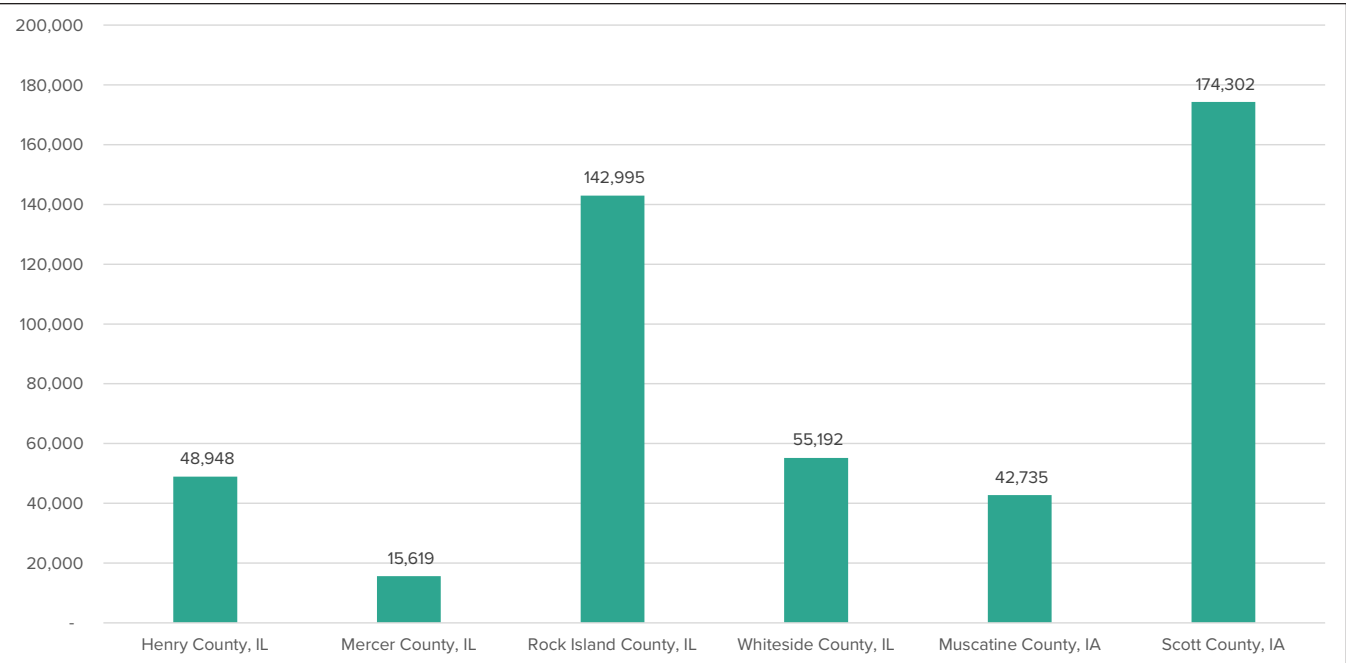
Business Analyst. The MPA makes up approximately 63.2 percent of the population within the Greater Bi-State Region. Figure 2.1 graphically depicts population levels for the Greater Bi-State Region compared to population levels of the MPA, and Figure 2.2 represents population levels for individual counties.

Figure 2.1 – Total Population by Region



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Figure 2.2 – Total Population by County



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

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

According to 2023 ACS 5-Year Estimates, the population of the Greater Bi-State Region was 49.6 percent male and 50.4 percent female.

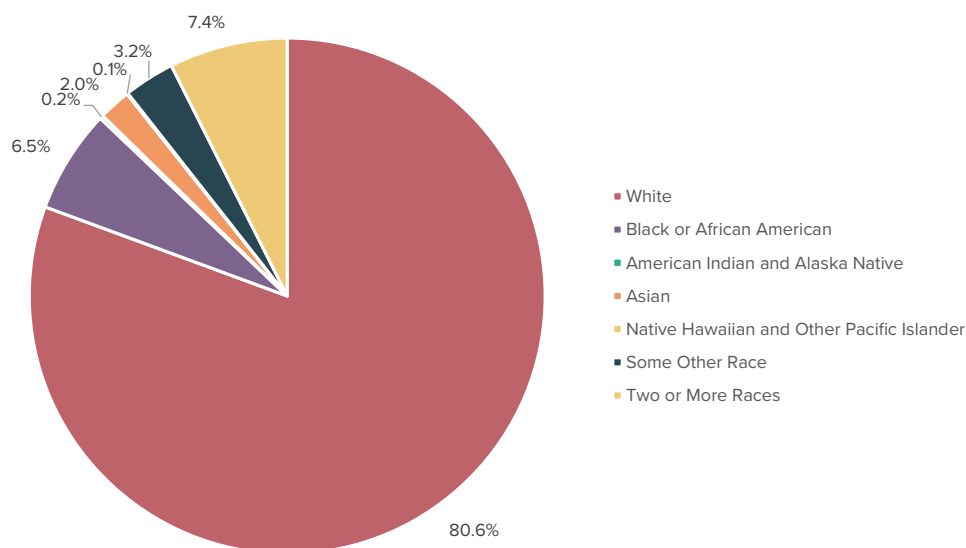
The race ethnicity of a population are determined through self-identification, where respondents choose the race and ethnicity with which they most closely identify. Race data are tabulated into seven main categories:

- White alone
- Black or African American alone

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

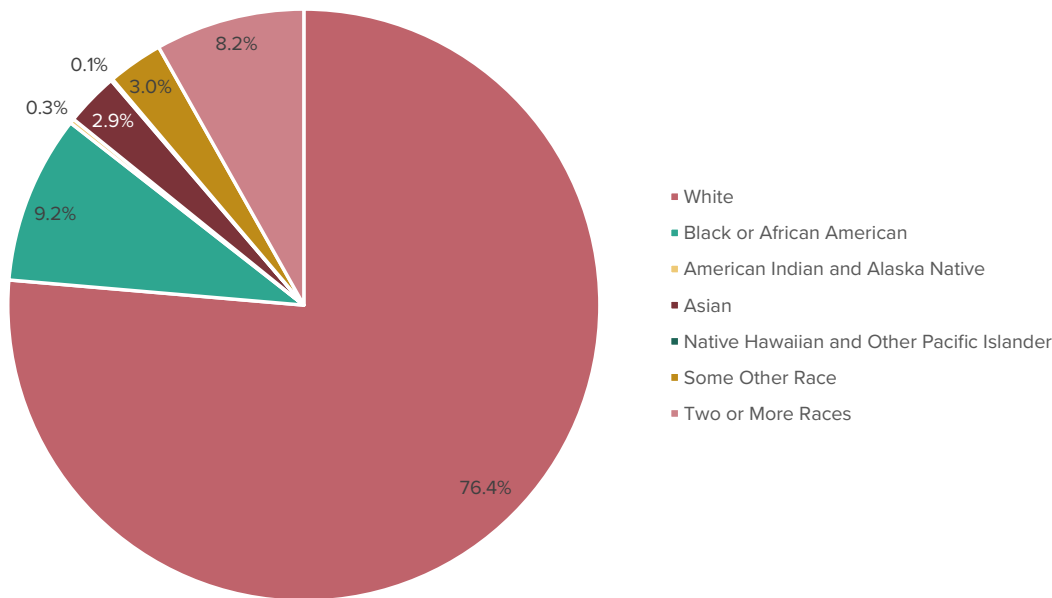
Figures 2.3, 2.4, 2.5, and 2.6 show the racial characteristics of the Greater Bi-State Region, MPA, Illinois Region 2, and Iowa Region 9. Map 2.1 identifies the percent minority population distributed by Census tract.

Figure 2.3 – Racial Makeup of the Greater Bi-State Region



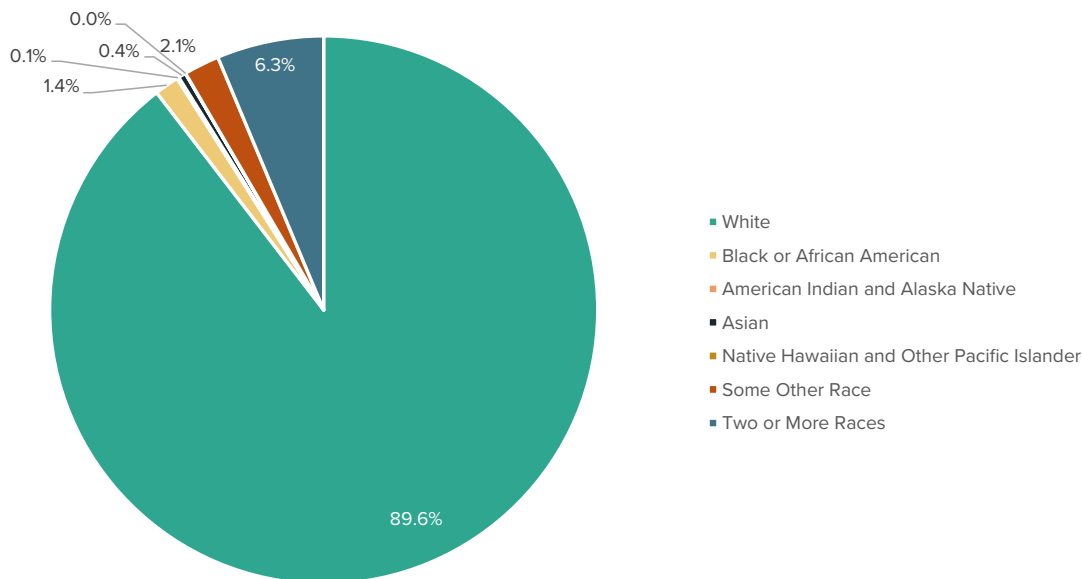
Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Figure 2.4 – Racial Makeup of the MPA

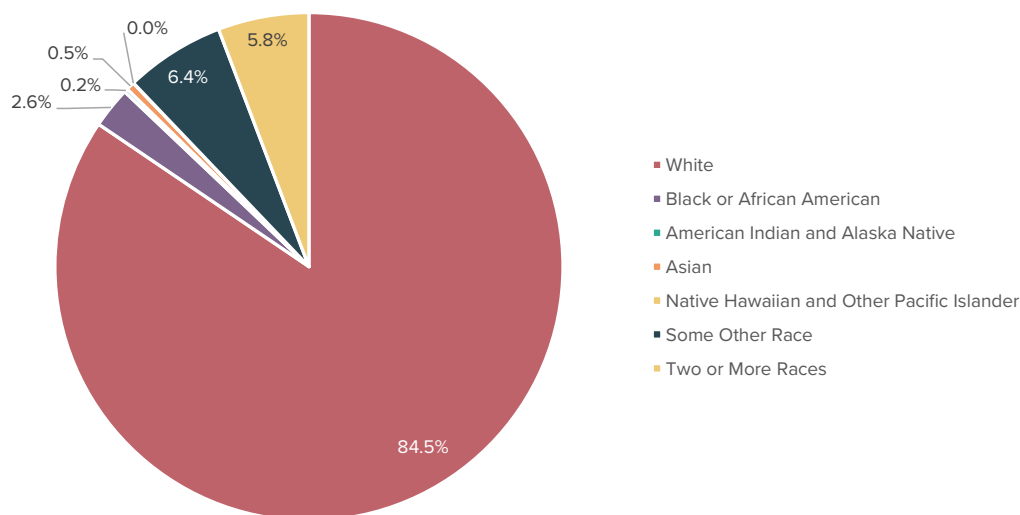


Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Figure 2.5 – Racial Makeup of Illinois Region 2



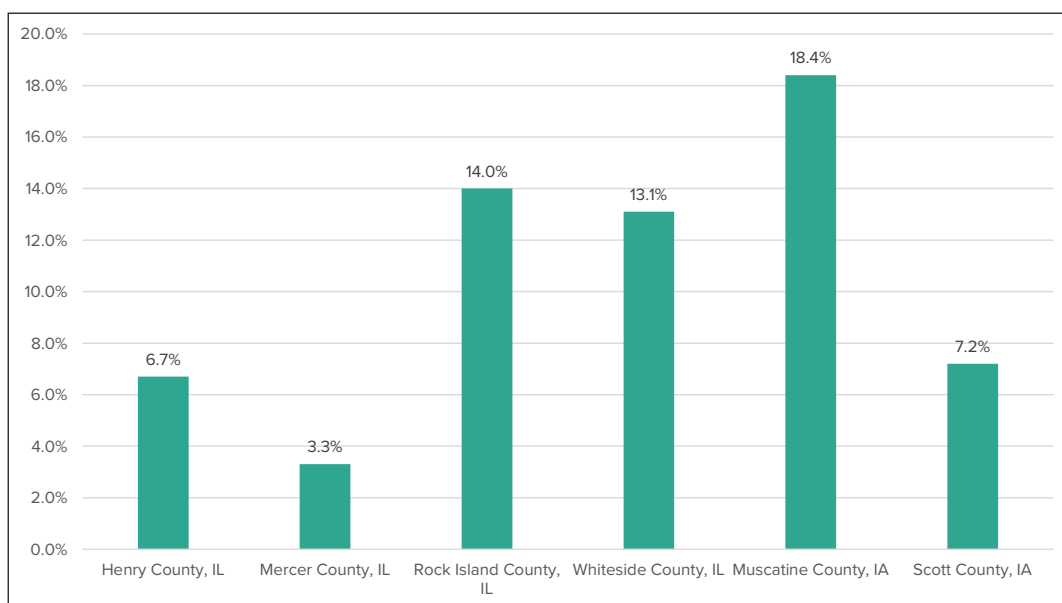
Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Figure 2.6 – Racial Makeup of Iowa Region 9

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

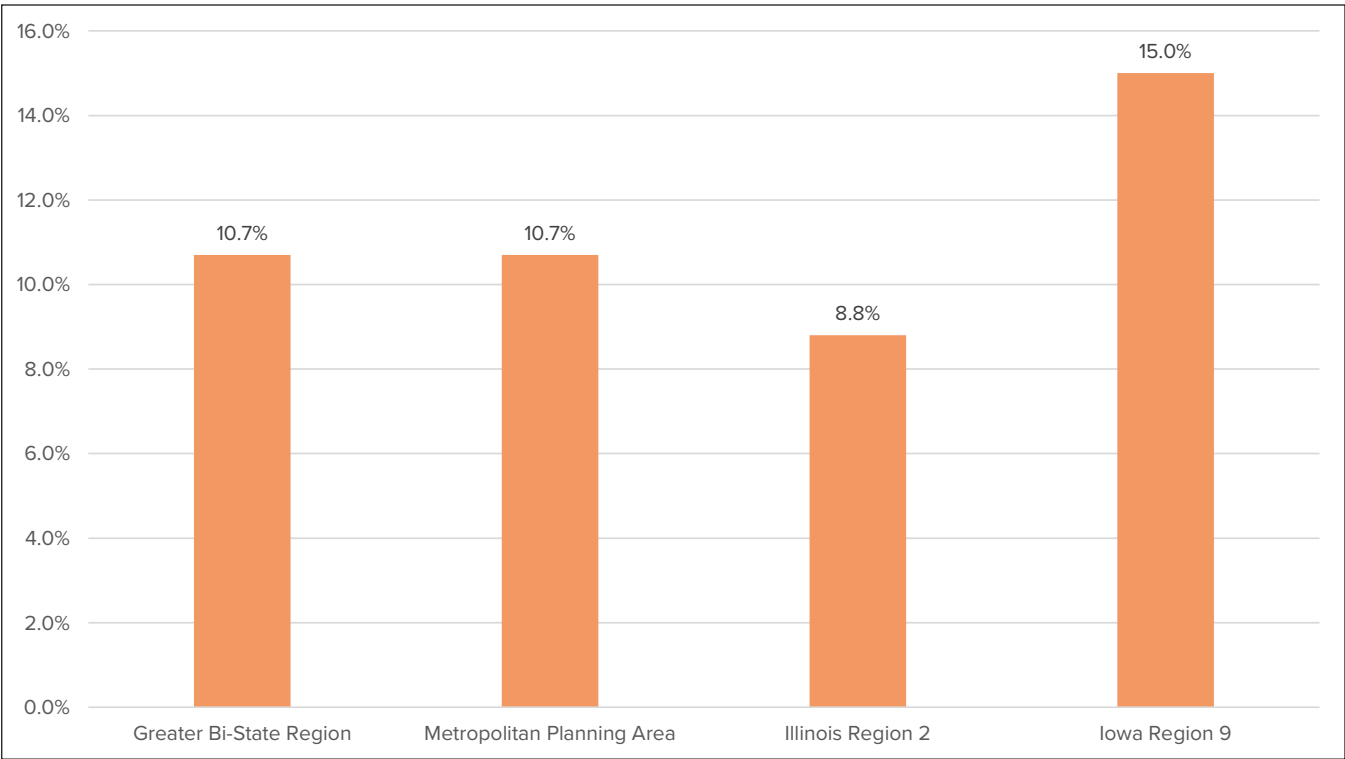
Figure 2.7 displays the number of persons with Hispanic or Latino ethnicity by county in the Greater Bi-State Region. In 2023 ACS 5-Year Estimates, 10.7% of the Greater Bi-State Region was Hispanic or Latino ethnicity. Figure 2.8 displays the percentage of persons with Hispanic or Latino ethnicity for the MPA, in rural regions 2 and 9, and the Greater

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

Figure 2.7 – Hispanic or Latino Ethnicity Population by County

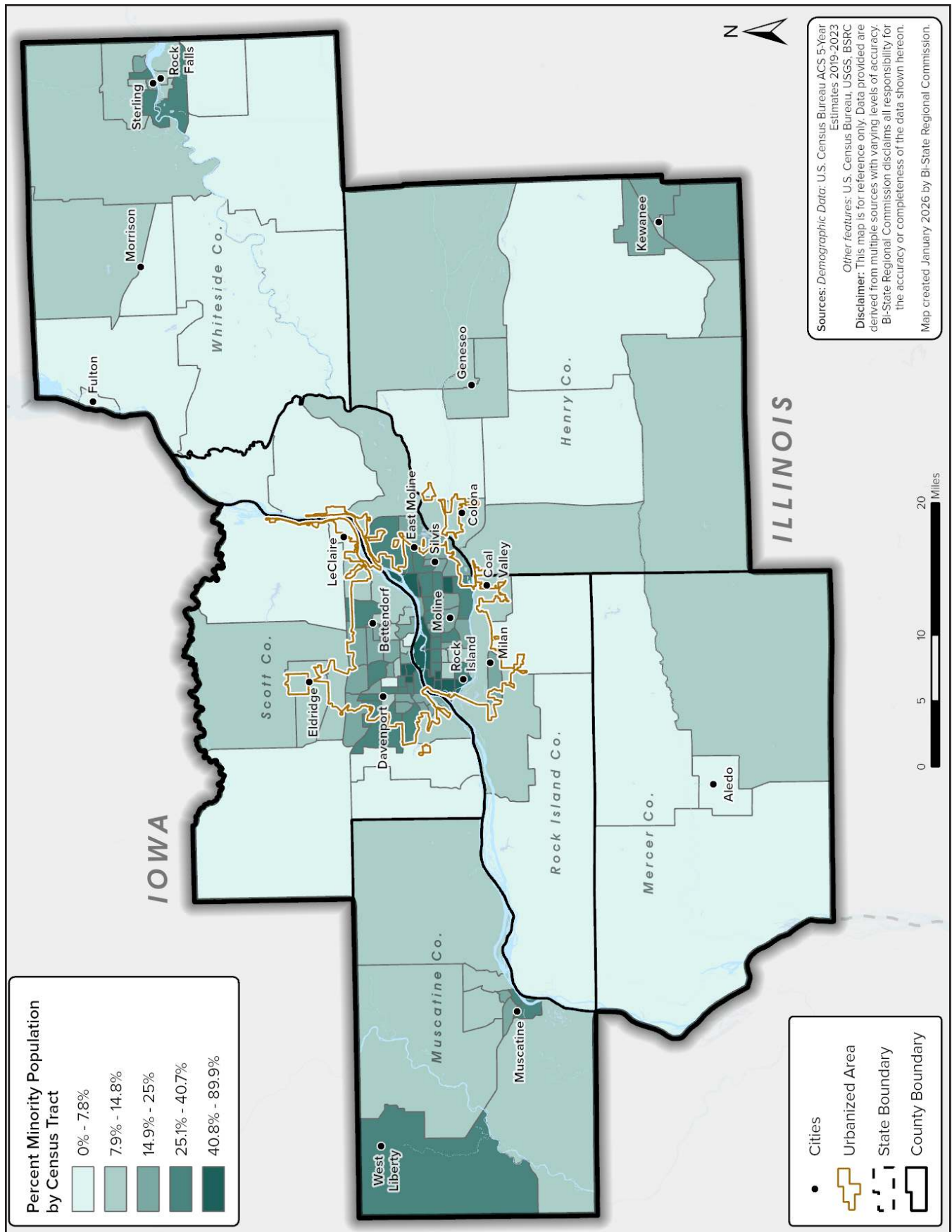
Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

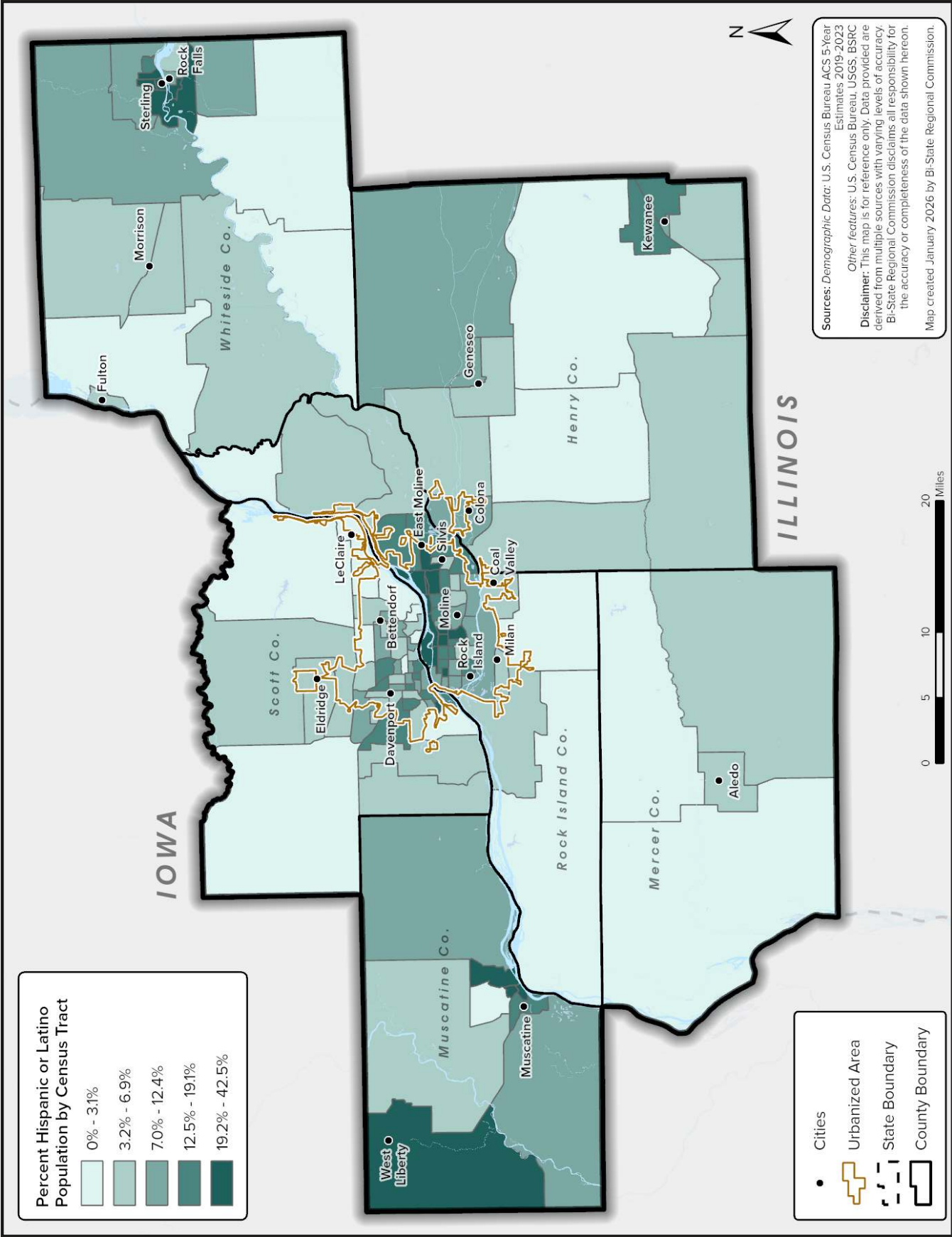
Figure 2.8 – Hispanic or Latino Ethnicity by Region



Source, U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

The median age of a population provides indication of a particular population’s overall age. At the time of the 2023 ACS 5-Year Estimates, the most populous age cohort in the Greater Bi-State Region was 60-64 years at 7.0%, followed by the 10-14 years age cohort at 6.7%. The age group of 80-84 was the smallest at 2.2%. Map 2.3 illustrates the concentration of population 65 and older within the region. Figure 2.9 depicts the population of the Bi-State Region as it relates to age. A population pyramid is an important tool for making informed decisions about the needs of the population for the present and the future. Specifically, Figure 2.9 illustrates the growing population of the Bi-State region’s Baby Boomer generation, allowing transit providers to recognize the potential increase in demand for public transit by seniors in the near future.





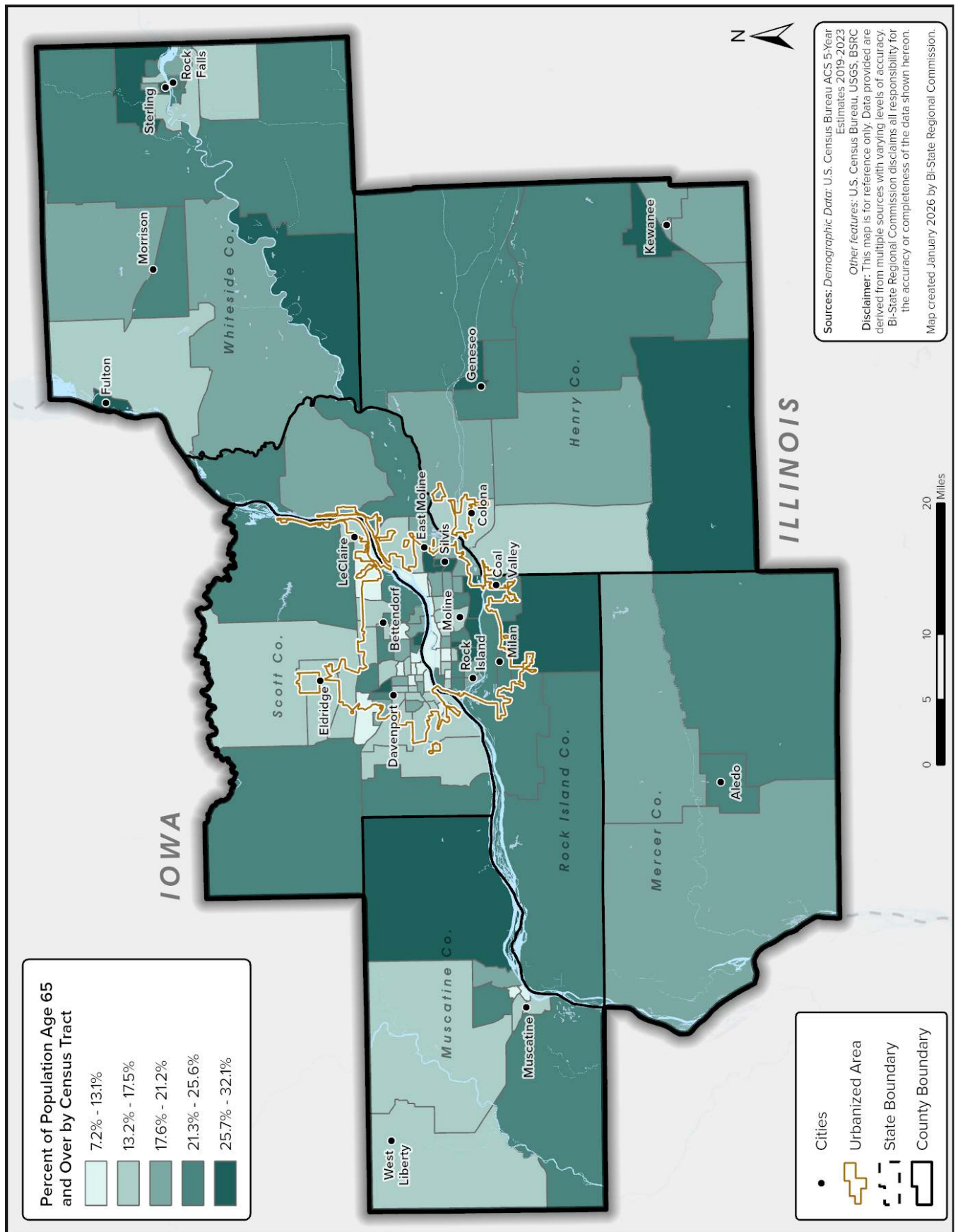
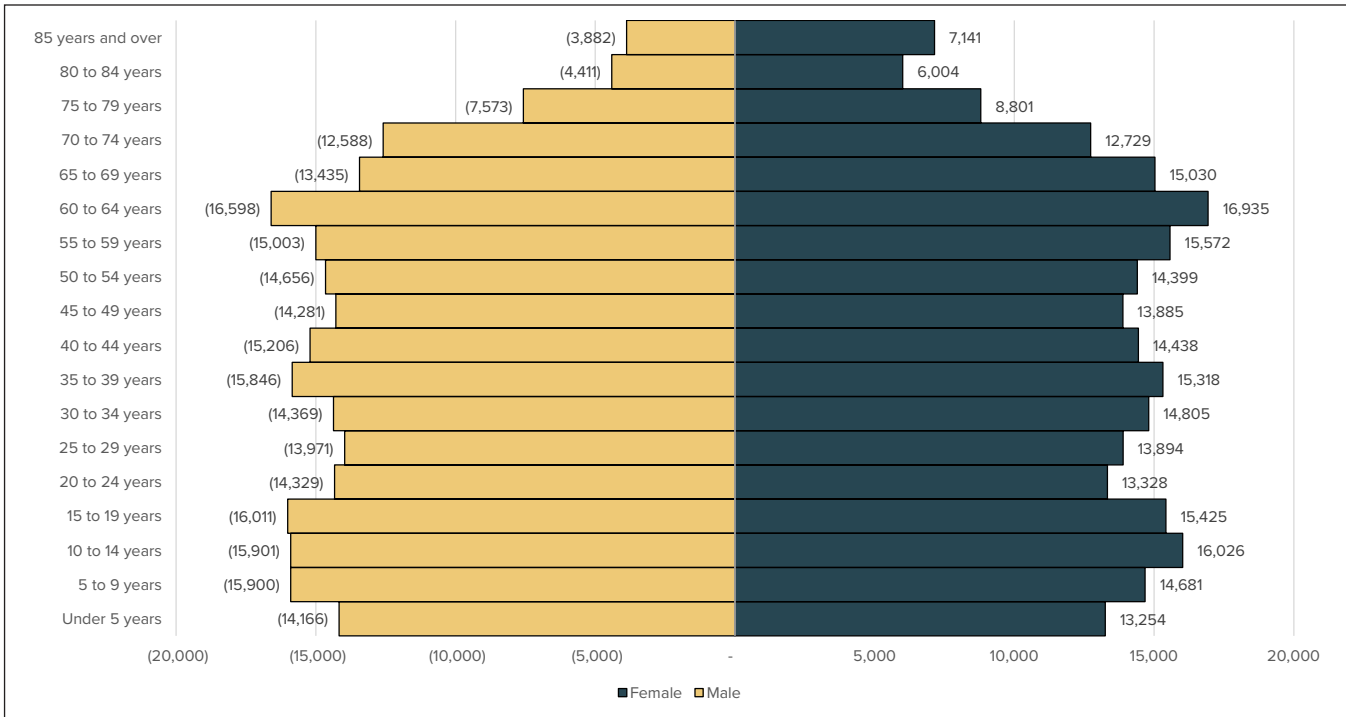


Figure 2.9 – Greater Bi-State Region – Population Pyramid



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Disability

The 2019-2023 ACS 5-Year Estimates show that within the Greater Bi-State Region there are approximately 64,666 persons or 13.7 percent of the civilian population with a disability. Additionally, of those who are in the labor force, which is those employed and those unemployed, but actively seeking work (ages 18-64), approximately 7.0 percent report having a disability. Table 2.1 shows the population by disability in more detail.

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

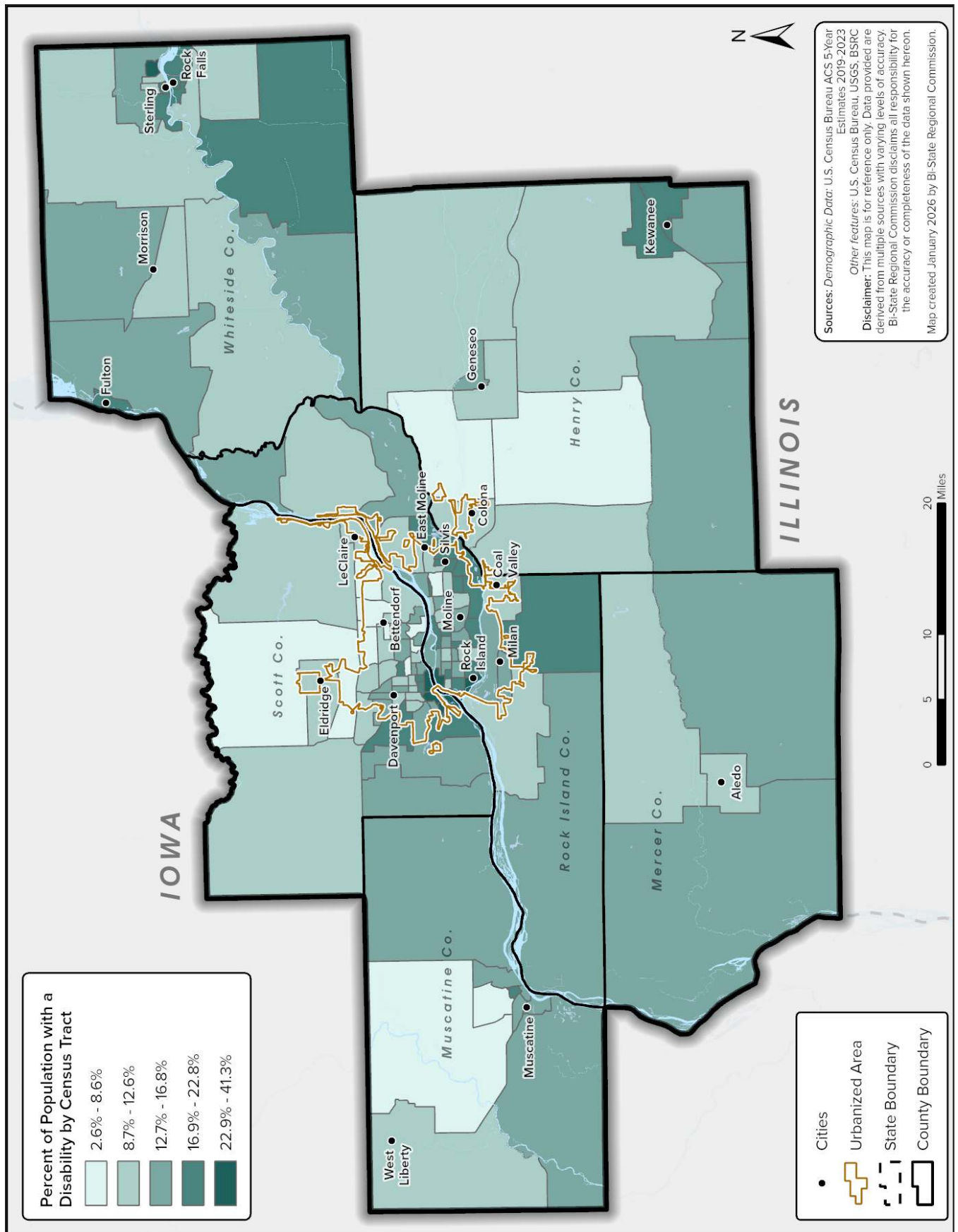


Table 2.1 – Total Civilian Population with a Disability in the Greater Bi-State Region

	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa
Total Civilian Population	48,247	15,448	140,477	54,412	41,955	172,594
Civilians with a Disability	6,549	1,971	21,267	8,341	5,605	20,933
Under 5 years	0	8	127	76	21	152
5 to 17 years	370	56	2,373	430	518	1,908
18 to 34 years	688	103	2,574	917	547	2,749
35 to 64 years	2,355	743	7,148	2,894	2,112	7,658
65 to 74 years	1,373	364	3,789	1,618	1,189	3,776
75 years and over	1,763	697	5,256	2,406	1,218	4,690

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Note: Civilian population does not include institutionalized individuals.

Table 2.2 – Employment and Disability Status (ages 18-64)

	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa
In the Labor Force	22,432	7,012	64,294	25,219	20,252	83,805
Employed	21,570	6,797	60,636	24,044	19,544	80,725
With a disability	1,344	323	4,669	1,653	1,311	4,894
No disability	20,226	6,474	55,967	22,391	18,233	75,831
Unemployed	862	215	3,658	1,175	708	3,080
With a disability	195	25	353	227	66	515
No disability	667	190	3,305	948	642	2,565
Not in the Labor Force	4,964	1,855	16,123	5,496	4,235	19,074
With a disability	1,504	498	4,700	1,931	1,282	4,998
No disability	3,460	1,357	11,423	3,565	2,953	14,076

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Table 2.3 – Households by Type

	Henry County	Mercer County	Rock Island County	Whiteside County	Muscatine County	Scott County
Total households	20,261	6,413	61,192	23,215	17,170	72,675
Female householder, no spouse/partner present	4,636	1,211	18,493	6,192	3,939	19,125
With children of the householder under 18 years	829	212	3,923	1,100	876	3,604
Male householder, no spouse/partner present	3,597	1,011	11,966	4,857	3,461	13,503
With children of the householder under 18 years	163	115	811	405	343	1,106

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Households Profile and Income

According to the 2019-2023 ACS 5-Year Estimates, there are approximately 200,926 households within the Greater Bi-State Region. Approximately 15.9 percent of the total households have a household income of less than \$25,000. Single-headed households account for approximately 45.8 percent of all households. There are approximately 53,596 (26.7 percent) female-headed households with no spouse or partner present; comparatively there are approximately 38,395 (19.1 percent) male-headed households with no spouse or

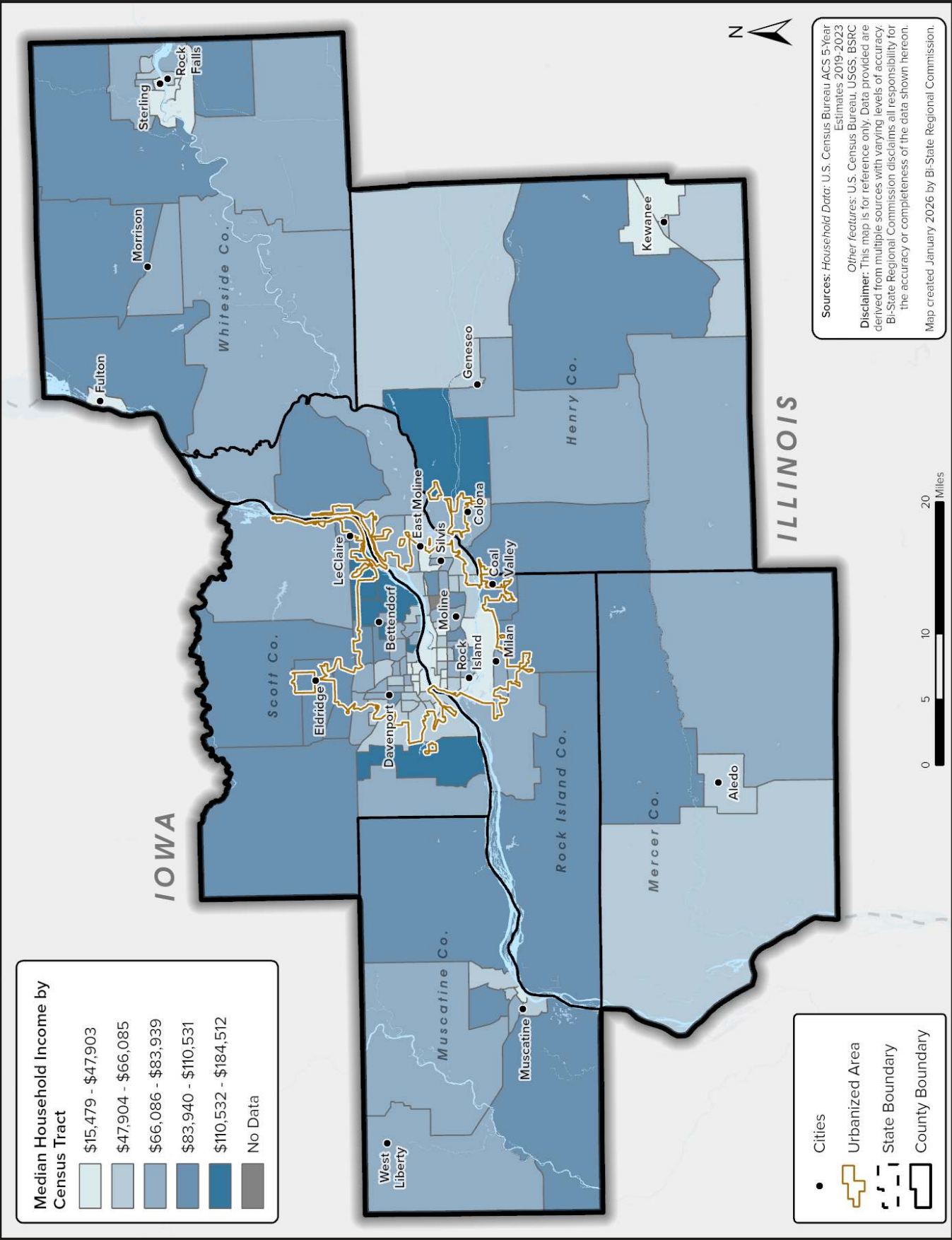
partner present. Among the female-headed households, 19.7 percent have children present under the age of 18, compared to 7.7 percent of male-headed households. The availability of transit services is important to low-income households that may not have the necessary funds to purchase and/or maintain a personal vehicle to access employment or social services. Without accessibility and expanded hours of service, it often times becomes even harder for low-income individuals to utilize public transit.

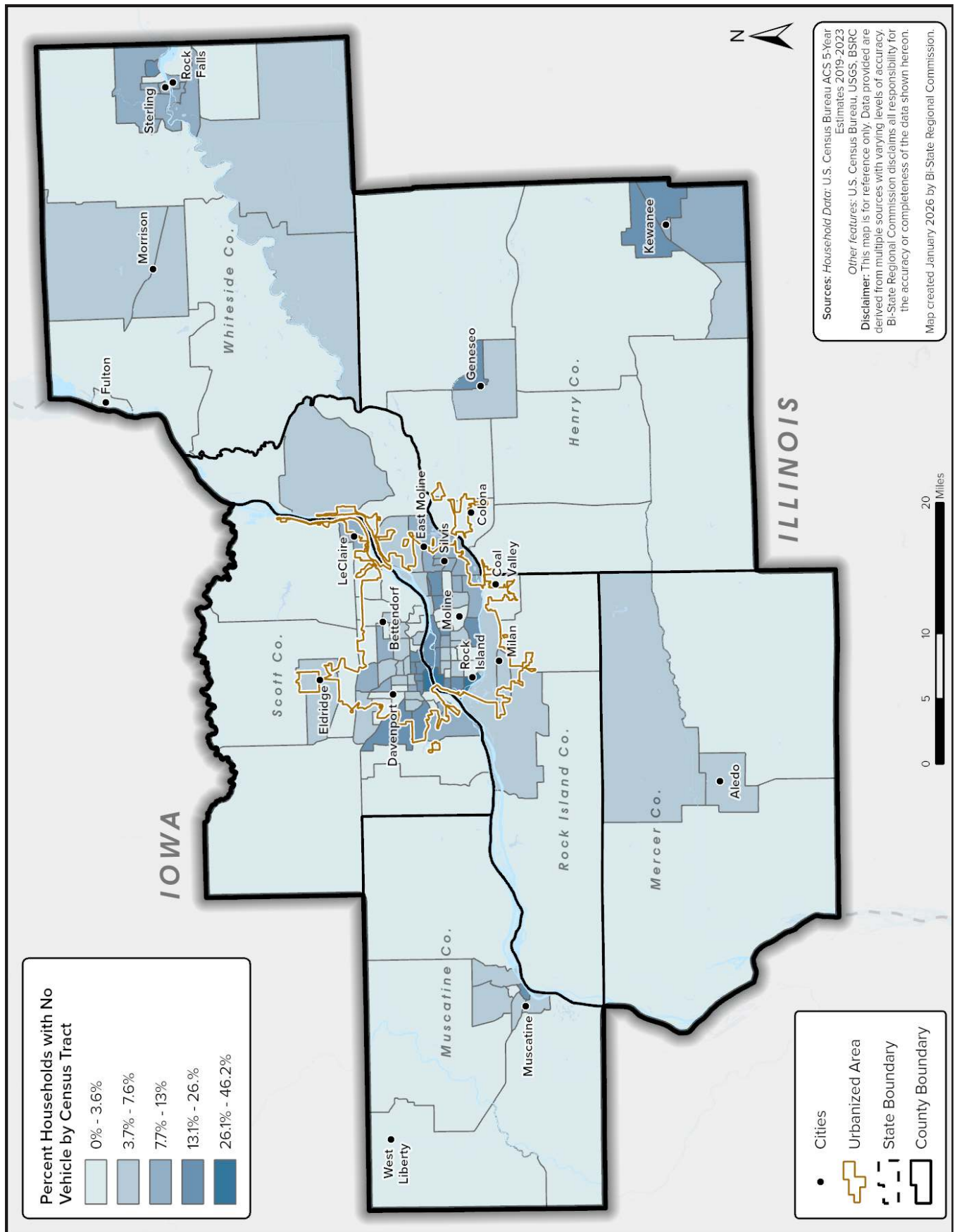
Table 2.4 – Households with No Vehicles Available

	Henry County	Mercer County	Rock Island County	Whiteside County	Muscatine County	Scott County
Occupied housing units	20,261	6,413	61,192	23,215	17,170	72,675
No vehicle available	1,312	236	5,442	1,330	780	4,707
Percentage	6.5%	3.7%	8.9%	5.7%	4.5%	6.5%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Of all occupied housing units surveyed in the Greater Bi-State Region, 13,807, or about 6.9 percent of the total had no vehicles available. Maps 2.5 and 2.6 identify concentrations of households by income and those without a vehicle, respectively.





Employment

According to the 2019-2023 ACS 5-Year Estimates, the total civilian labor force for the population of 16 years and over in the Greater Bi-State Region was 243,364. The most common industry sectors identified in the region include education, health, and social service, which employ approximately 22.8 percent, followed by manufacturing, (18.0 percent) and retail trade (11.2 percent). Table 2.10 lists the largest employers by county in the region. Map 2.8 and Map 4.1 illustrate the concentration of labor force employees and access to employment in the region. It appears that most of the large employers in the MPA are served by fixed-route transit operations, but many of

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

Commuting Patterns

Currently, 2016-2020 5-year ACS data is available for county-to-county commuting flow patterns. Table 2.5 shows the commuting flows within and out of the six-county Transit Planning Area. Table 2.6 identifies commuting flows among counties within the six-county Transit Planning Area. Map 2.7 shows the commuting flows throughout the Greater Bi-State Region.

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

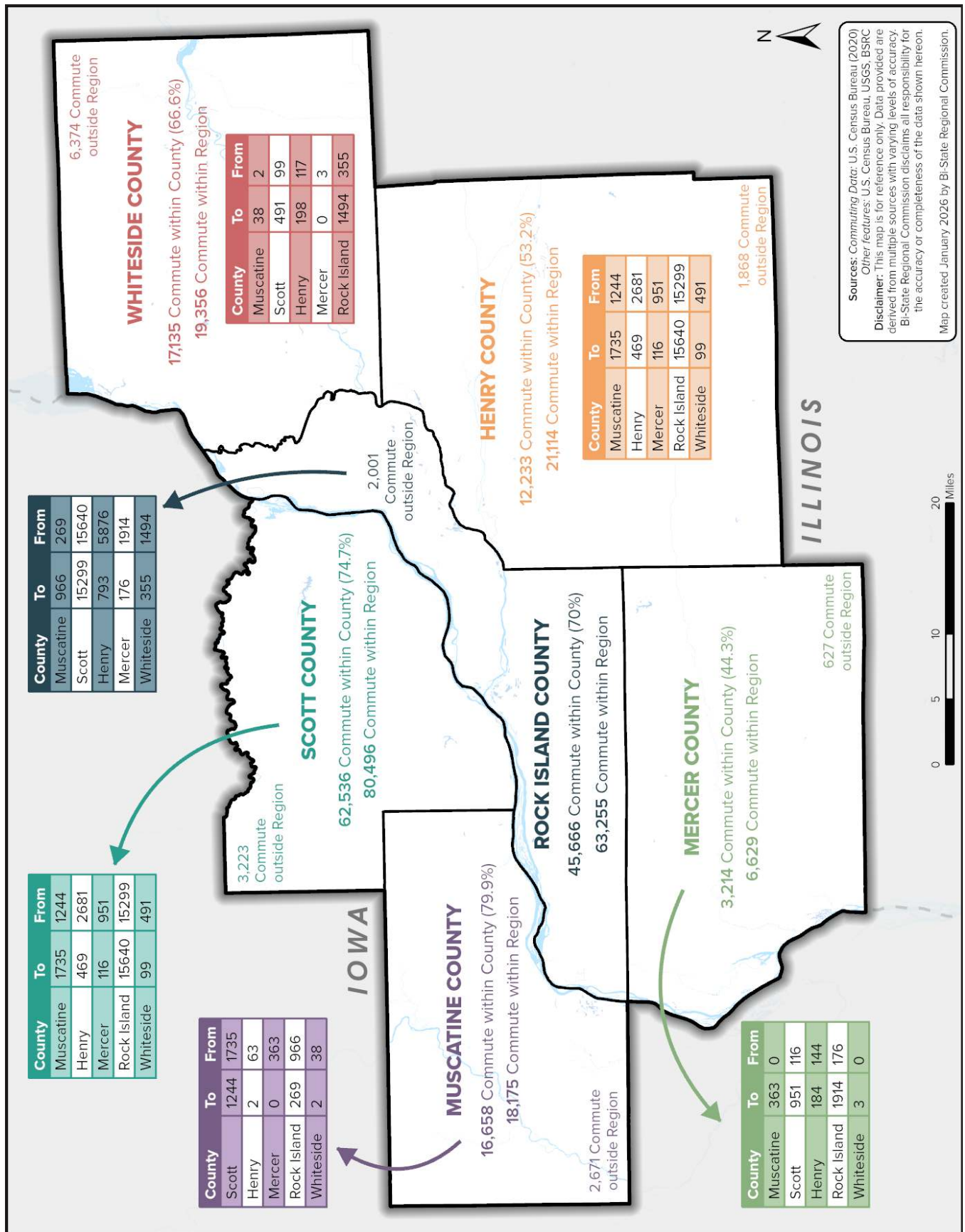
	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA
Residents who commute within the 6 County Area	21,114	6,629	63,255	19,356	18,175	80,595
Residents who commute outside the 6 County Area	1,868	627	2,001	6,374	2,671	3,124
Total Residents who commute	22,982	7,256	65,256	25,730	20,846	83,719

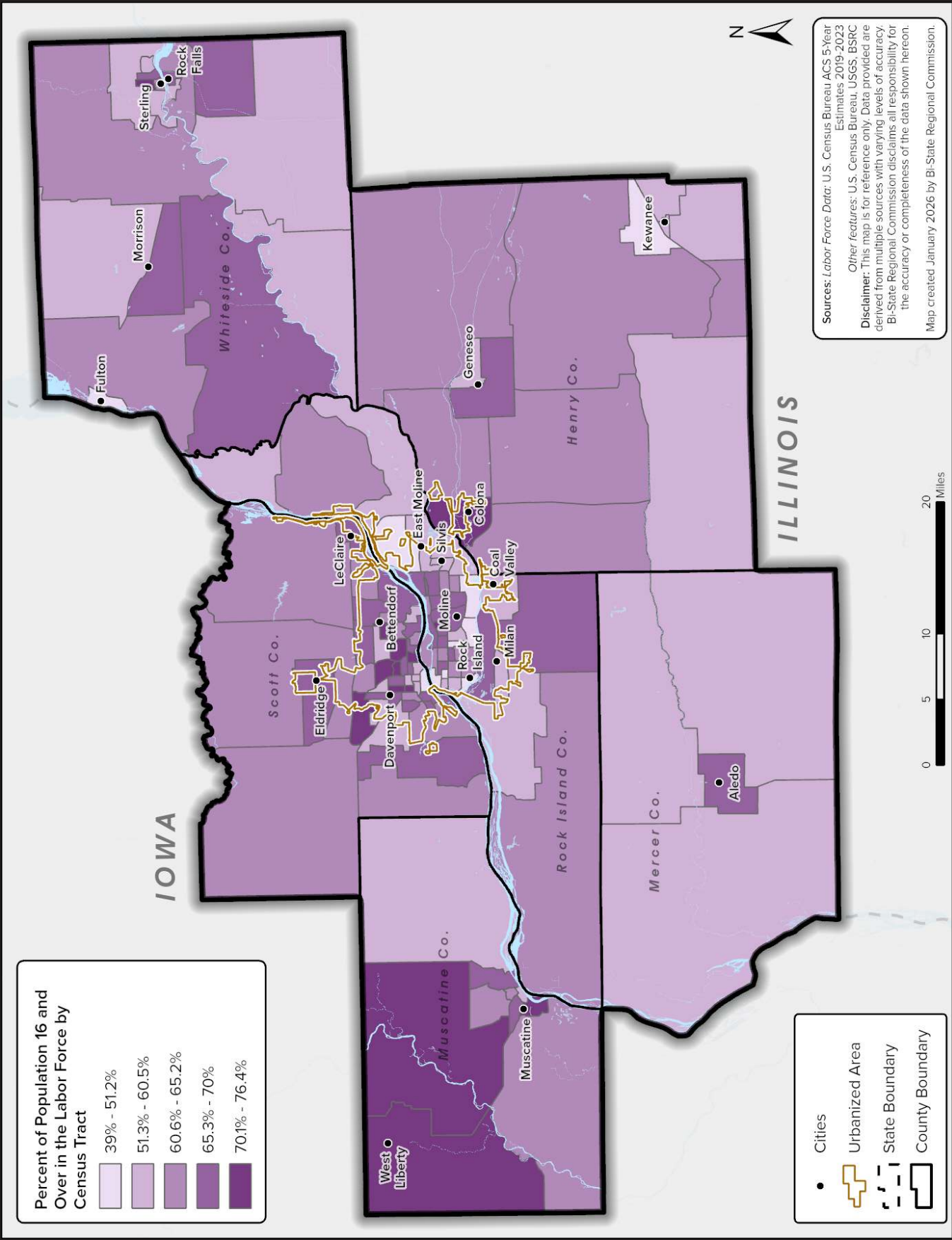
Source: U.S. Census Bureau, ACS 5-Year Estimates, 2016-2020, Commuting Flows.

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

Residents of → Commuting to ↓	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA
Henry County, IL	12,233	184	793	198	2	469
Mercer County, IL	144	3,214	176	0	0	116
Rock Island County, IL	5,876	1,914	45,666	1,494	269	15,640
Whiteside County, IL	117	3	355	17,135	2	99
Muscatine County, IA	63	363	966	38	16,658	1,735
Scott County, IA	2,681	951	15,299	491	1,244	62,536

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2016-2020, Commuting Flows.





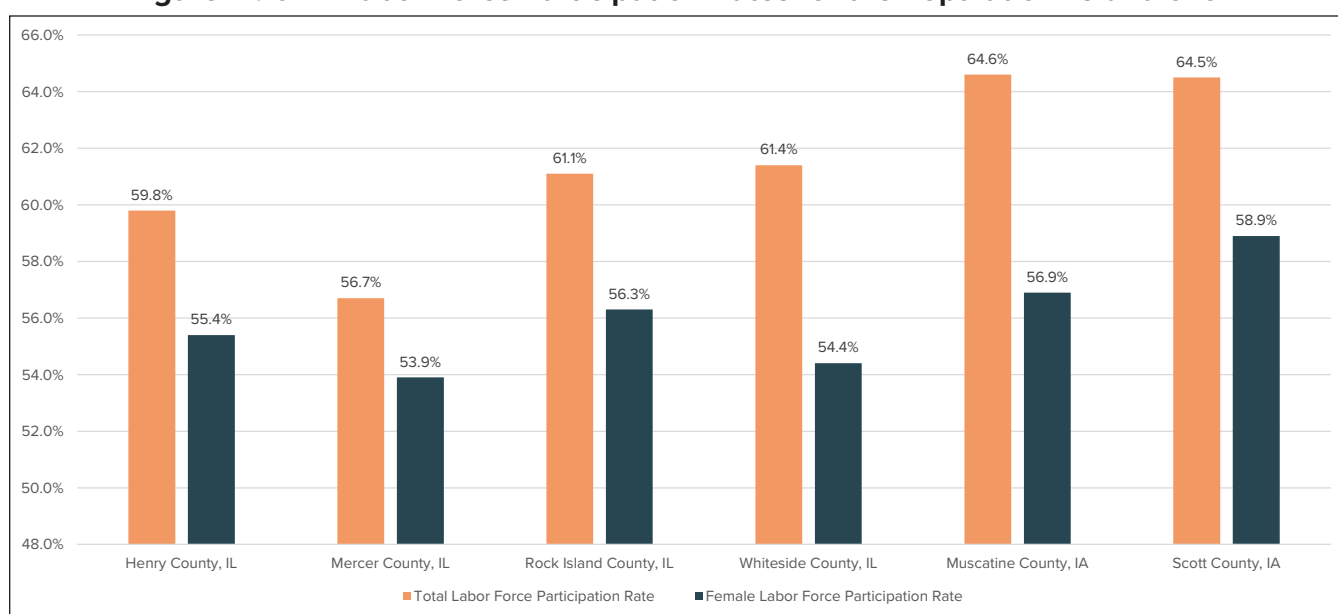
Workforce Trends

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

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

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

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



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Following global market disruptions caused by COVID-19 and its aftermath, many regions around the country describe a labor shortage, where employers cannot find people to fill open positions. This is in addition to the Baby Boomer generation, those born between 1946 and 1964, reaching retirement age. Increased automation and remote work capabilities will affect transportation and commuting patterns in years to come. The economy must adapt to the evolving conditions, as the Greater Bi-State Region must, too. Drawing people to the community who have technical expertise will be important to compete on a global scale. Transportation plays a major role in global competition, as the movement of people and

goods can help or harm a region depending on its ease of access.

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

Regional Profile

providers' abilities to communicate between systems and/or regions as well as with their customers.

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

Aging and Mobility

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

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

The change in population is coming quickly. The first of the Baby Boomer generation began to turn 65 years old in 2011. By 2030, all baby boomers will be older than age 65. With-

in the Greater Bi-State Region, those within the ages of 45 to 64, according to the 2023 ACS 5-Year Estimates, accounted for 25.3 percent of the total population, representing 121,329 people. In addition to population numbers, there are other characteristics of this age group that may have bearing on their transportation choices as they age. Compared to previous generations, the upcoming age wave is characterized by improved health, increased education levels, greater income, and vehicle dependence.

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

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

Regional Economic and Service Centers

The Greater Bi-State Region offers a variety of employment and housing opportunities within the six-county area. However, there are additional opportunities in neighboring regions that are attractive for employment, medical, retail, or social service needs. Some of these extra-regional needs, especially transportation to medical facilities, have been identified in surveys of human services providers and transportation providers. Others are identified using commuting patterns.

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

Language Accessibility Analysis The purpose of this Language Accessibility analysis is to outline how the Bi-State Regional Commission and area transit systems identify persons who

may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify persons that need language assistance that help is available. For the purposes of this analysis, persons who speak another language at home and speak English less than “very well” are considered to need language assistance. According to the 2023 ACS 5-Year Estimates, approximately 40,817 people, or 9.0 percent of the population, 5 years and older in the Greater Bi-State Region speak a language other than English at home, with 1.3 percent speaking English less than “very well.” The counties with the largest populations that need language assistance are Rock Island (2.1 percent), Muscatine (2.3 percent), and Scott (1.1 percent). Table 2.7 provides data on English speaking abilities by county. Transit systems have taken measures, such as translating key rider information, educating drivers and dispatching staff on the awareness of language services, maintaining communication with community-based organizations that commonly work with persons that need language assistance, and in some cases, developing transit brochures in Spanish to cater to the Spanish-speaking population. Demographic data and the frequency of requests for language assistance are monitored to determine when additional services are needed. A detailed Four-Factor Language Accessibility Analysis for the Greater Bi-State Region is provided in Appendix D.

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

	Henry	Mercer	Rock Island	Whiteside	Muscatine	Scott
Population 5 years and over	46,428	14,862	134,591	52,264	40,194	164,032
English only	44,547	14,435	116,471	48,300	34,173	153,628
Language other than English	1,658	361	15,340	3,620	5,105	8,680
Speak English less than “very well”	223	66	2,780	344	916	1,724

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Table 2.8 – Regional Profile – Greater Bi-State Region

2000 Total Population	478,394	Median Home Value	
2010 Total Population	480,933	2020	\$143,166
2020 Total Population	482,720	2025	\$187,379
2020 Group Quarters Population	10,453	Per Capita Income	
2025 Total Population	474,570	2020	\$30,923
2020-2025 Annual Rate	-1.7%	2025	\$39,901
2025 Total Daytime Population	475,237	Median Age	
Workers	230,851	2010	39.5
Residents	244,386	2020	40.7
Household Summary		2025	41.4
2000 Households	189,257	2010 Population by Race/Ethnicity	
2000 Average Household Size	2.47	Total	480,933
2010 Households	195,327	White Alone	87.0%
2010 Average Household Size	2.41	Black Alone	5.7%
2020 Households	197,612	American Indian Alone	0.3%
2020 Average Household Size	2.39	Asian Alone	1.4%
2025 Households	200,719	Pacific Islander Alone	0.0%
2025 Average Household Size	2.31	Some Other Race Alone	3.0%
2020-2025 Annual Rate	0.02	Two or More Races	2.6%
2010 Families	127,864	Hispanic Origin	8.8%
2010 Average Family Size	2.95	Diversity Index	36.1
2020 Families	127,059	2020 Population by Race/Ethnicity	
2020 Average Family Size	2.94	Total	482,720
2025 Families	122,943	White Alone	83.4%
2025 Average Family Size	2.95	Black Alone	6.9%
2020-2025 Annual Rate	-0.03	American Indian Alone	0.3%
Housing Unit Summary		Asian Alone	2.4%
2000 Housing Units	200,328	Pacific Islander Alone	0%
Owner Occupied Housing Units	68.4%	Some Other Race Alone	3.6%
Renter Occupied Housing Units	26.1%	Two or More Races	3.3%
Vacant Housing Units	5.5%	Hispanic Origin	10.5%
2010 Housing Units	210,790	Diversity Index	43.1
Owner Occupied Housing Units	66.6%	2025 Population by Race/Ethnicity	
Renter Occupied Housing Units	26.0%	Total	474,570
Vacant Housing Units	7.3%	White Alone	77.6%
2020 Housing Units	216,004	Black Alone	7.5%
Owner Occupied Housing Units	64.6%	American Indian Alone	0.4%
Renter Occupied Housing Units	26.9%	Asian Alone	2.2%
Vacant Housing Units	8.5%	Pacific Islander Alone	0.0%
2025 Housing Units	220,709	Some Other Race Alone	4.0%
Owner Occupied Housing Units	71.8%	Two or More Races	8.3%
Renter Occupied Housing Units	28.2%	Hispanic Origin	11.4%
Vacant Housing Units	9.1%	Diversity Index	50.8
Median Household Income			
2020	\$55,929		
2025	\$73,314		

Sources: U.S. Census Bureau, Decennial Census, 2000, 2010 and 2020. ArcGIS Business Analyst, 2025 Estimates.

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

2000 Total Population	293,732	Average Home Value	\$248,854
2010 Total Population	297,986	2020 Population by Race/Ethnicity	
2020 Total Population	302,452	Total	302,452
2020 Group Quarters	7,962	White Alone	78.90%
2025 Total Population	301,070	Black Alone	9.90%
2020-2025 Annual Rate	-0.5%	American Indian Alone	0.30%
2025 Total Daytime Population	313,530	Asian Alone	3.40%
Workers	158,749	Pacific Islander Alone	0.10%
Residents	154,781	Some Other Race Alone	3.50%
Household Summary		Two or More Races	3.90%
2000 Households	117,910	Hispanic Origin	10.60%
2000 Average Household Size	2.43	Diversity Index	48.7
2010 Households	122,350	2025 Population by Race/Ethnicity	
2010 Average Household Size	2.37	Total	301,071
2020 Households	124,928	White Alone	73.0%
2020 Average Household Size	2.36	Black Alone	10.6%
2025 Households	127,821	American Indian Alone	0.4%
2025 Average Household Size	2.30	Asian Alone	3.1%
2020-2025 Annual Rate	2.3%	Pacific Islander Alone	0.0%
2010 Families	77,097	Some Other Race Alone	3.9%
2010 Average Family Size	2.96	Two or More Races	8.9%
2020 Families	77,264	Hispanic Origin	11.3%
2020 Average Family Size	2.95	Diversity Index	55.6
2025 Families	75,674	2010 Population by Relationship and Household Type	
2025 Average Family Size	2.98	Total	297,986
2020-2025 Annual Rate	-2.1%	In Households	97.40%
Housing Unit Summary		In Family Households	79.00%
2000 Housing Units	124,716	Householder	25.90%
Owner Occupied Housing Units	65.80%	Spouse	18.80%
Renter Occupied Housing Units	28.70%	Child	29.40%
Vacant Housing Units	5.50%	Other relative	2.40%
2010 Housing Units	131,356	Nonrelative	2.40%
Owner Occupied Housing Units	64.20%	In Nonfamily Households	18.50%
Renter Occupied Housing Units	29.00%	In Group Quarters	2.60%
Vacant Housing Units	6.90%	Institutionalized Population	1.30%
2020 Housing Units	135,525	Noninstitutionalized Population	1.20%
Owner Occupied Housing Units	62.60%	2020 Population 25+ by Educational Attainment	
Renter Occupied Housing Units	29.60%	Total	209,749
Vacant Housing Units	7.80%	Less than 9th Grade	2.90%
2025 Housing Units	140,502	9th - 12th Grade, No Diploma	5.90%
Owner Occupied Housing Units	68.1%	High School Graduate	24.60%
Renter Occupied Housing Units	31.9%	GED/Alternative Credential	4.70%
Vacant Housing Units	9.1%	Some College, No Degree	22.50%
Median Age		Associate Degree	10.50%
2010	38.4	Bachelor's Degree	18.40%
2020	39.7	Graduate/Professional Degree	10.60%
2025	40.3	2020 Population 15+ by Marital Status	
		Total	246,797

Regional Profile

		Never Married	32.20%
		Married	48.50%
		Widowed	6.60%
		Divorced	12.70%

Sources: U.S. Census Bureau, Decennial Census, 2000, 2010 and 2020. ArcGIS Business Analyst, 2025Estimates.

Table 2.10 – Largest Employers by County

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

Sources: Data Axle Reference Solutions, Reference USA Gov, 2025.

Table 2.11 – Employment by Industry Sector

INDUSTRY	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa	TOTAL	PERCENT OF TOTAL
Civilian employed population 16 years and over	23,624	7,398	66,223	26,390	21,242	87,119	231,996	100.0%
Agriculture, forestry, fishing and hunting	725	338	652	683	558	779	3,735	1.6%
Mining, quarrying, and oil and gas extraction	47	7	35	64	25	231	409	0.2%
Construction	1,873	807	4,169	1,477	1,133	6,253	15,712	6.8%
Manufacturing	3,888	999	10,719	5,113	5,955	15,144	41,818	18.0%
Wholesale trade	706	215	1,505	573	529	2,137	5,665	2.4%
Retail trade	2,884	1,026	7,668	3,179	1,908	9,396	26,061	11.2%
Transportation and warehousing	1,161	399	4,059	1,375	799	3,701	11,494	5.0%
Utilities	200	78	662	470	493	972	2,875	1.2%
Information	299	65	856	138	127	1,323	2,808	1.2%
Finance and insurance	1,192	351	2,695	833	521	3,648	9,240	4.0%
Real estate and rental and leasing	246	49	1,041	165	136	1,217	2,854	1.2%
Professional, scientific, and technical services	616	187	2,491	810	586	3,914	8,604	3.7%
Management of companies and enterprises	27	0	27	26	0	191	271	0.1%
Administrative/Support/Waste management services	553	190	3,210	877	712	3,239	8,781	3.8%
Educational services	2,139	568	5,716	2,210	1,913	7,235	19,781	8.5%
Health care and social assistance	2,940	950	9,217	4,387	2,852	12,658	33,004	14.2%
Arts, entertainment, and recreation	301	105	1,018	282	328	1,637	3,671	1.6%
Accommodation and food services	1,322	328	4,889	1,408	1,003	5,621	14,571	6.3%
Other services, except public administration	1,141	390	2,509	1,058	994	3,602	9,694	4.2%
Public administration	1,364	346	3,085	1,262	670	4,221	10,948	4.7%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

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 (IDOT) 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.

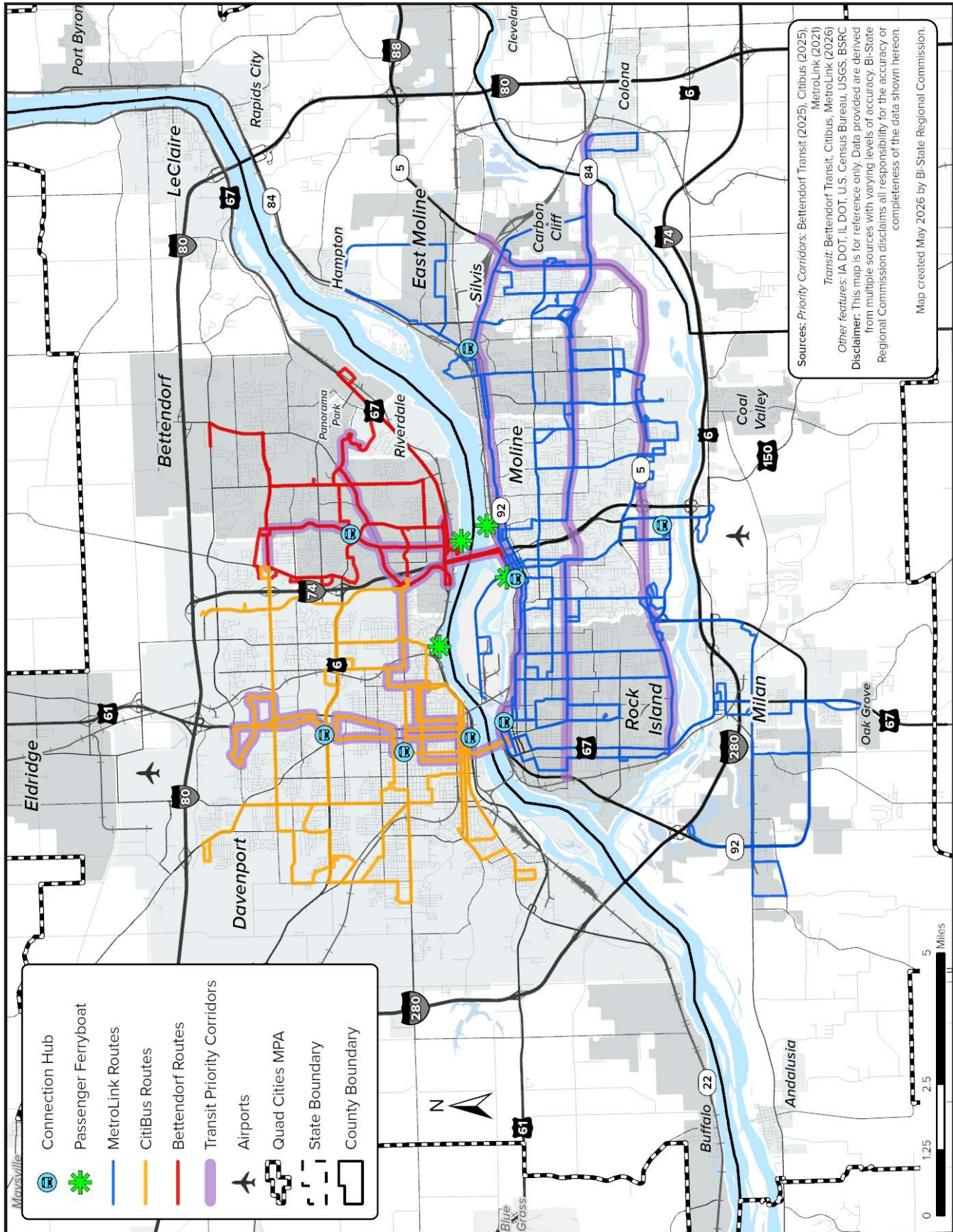
In addition to the survey responses, staff from Bi-State Regional Commission discussed the most frequently traveled destinations with the rural public transit providers in the region. Data collected was then mapped for each county, and used to determine where service needs and may exist for each of the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

Map 3.1 – Existing Transit Routes in QC & Priority Corridors



Map 3.2 – Existing Transit Routes in Muscatine

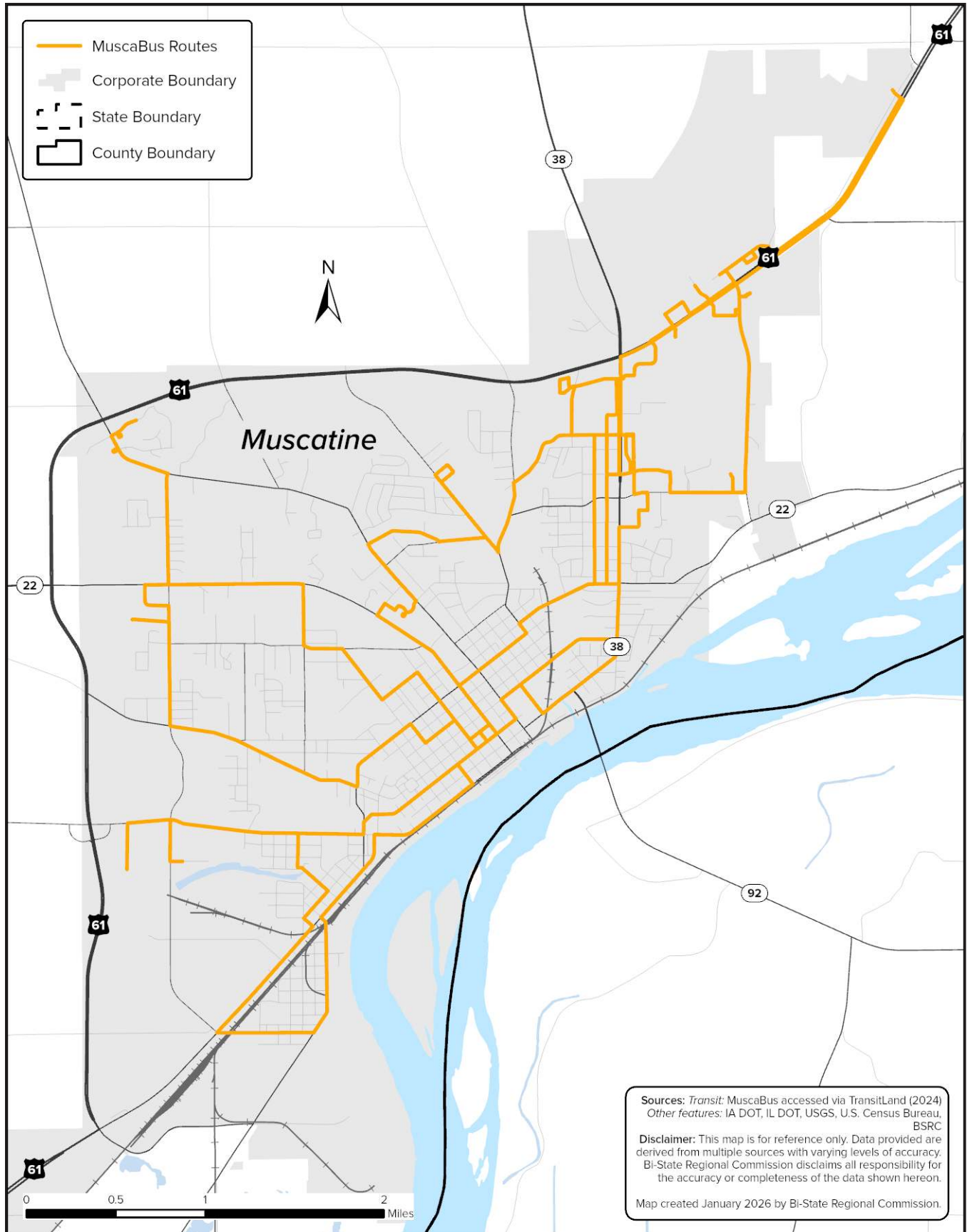


Table 3.1 – Public Transit Systems Fixed-Route Information

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 7:00 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

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

The City of Davenport operates a fixed-route system known as Davenport Transit. Davenport Transit operates ten routes that are largely oriented in a grid pattern, with seven serving the Ground Transportation Center (GTC) located in the heart of downtown Davenport on River Drive between Ripley and Harrison Streets. The approximate service hours for most routes are 6:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 7:00 p.m. on Saturday. Headways vary by route and time of day, but are generally 30 or 60 minutes. The Davenport Transit service area encompasses much of the city, approximately 26 square miles. Numerous schools, shopping centers, hospitals, businesses, and several local tourist

attractions are within short walking distances of Davenport Transit routes.

Davenport Transit reaches out to the other two fixed-route transit systems of the Quad Cities. It connects to Bettendorf Transit at a transit hub at Lincoln and Kimberly Roads and at 53rd Street by the Northridge Shopping Center, and crosses into Illinois by traveling to the MetroLINK Rock Island transfer hub via Davenport Transit Route 7. Davenport Transit provides service to the growing Eastern Iowa Industrial Center north of Interstate 80 during peak hours for the businesses located in this area.

The City of Davenport contracts this service, along with their complementary ADA paratransit service and other demand-response services, to River Bend Transit, the regional demand-response transit provider. Paratransit service is available during the hours that fixed-route service operates. Demand-response service is available on Saturday mornings for work-related trips, from 6:00 a.m. to 9:00 a.m., before regular fixed-route service begins. Davenport also has a late night demand response service that runs Monday through Saturday from 7:00 p.m. to midnight that is primarily used by persons going from or to second or third shift work. All of these services are operated by River Bend Transit. Late night one-trip fares are \$6.00, with special reduced fares available for seniors, individuals with disabilities, unemployed individuals, students, and children.

Davenport Transit has an unlimited monthly pass for \$23.00, which allows unlimited rides and transfers on any routes within the Davenport system for 30 days. Davenport also sells and honors the QC Passport, which is sold for \$30.00, that allows unlimited rides on Davenport, Bettendorf, and MetroLink's systems for an entire month. Davenport Transit has transit agreements with Scott Community College, Palmer College of Chiropractic, and Saint Ambrose University enabling students, faculty, and staff to ride without incurring any additional cost. Saint Ambrose University utilizes

Transit Profile

three Davenport Transit routes to enhance student access to and from its Health Sciences Building at Genesis West. The City of Davenport and the Davenport Public Schools System partnered to provide free transit service to schoolchildren between kindergarten and grade 12 upon presentation of their school ID.

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

Construction of an addition to the Davenport Public Works building was completed in 2014. Davenport Transit management/administrative staff relocated to the new addition, which houses new administrative offices, a large conference area, multiple workstations, and driver accommodations. Dispatch services are coordinated out of the Public Works building.

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. Transit Profile 42 61 corridor, offers the City of Davenport and Davenport Transit numerous opportunities to increase residential and commercial density to appeal to more transit-oriented development.

Likewise, throughout the Quad Cities Region, corridor planning has indicated the demand and potential of transit service in providing for a more livable community in the future.

Davenport Transit and other fixed-route transit routes are depicted in Map 3.1. Input indicated high concentrations of riders along the U.S. 61 corridor and along and south of Locust Street. The area south of Locust Street includes downtown Davenport and older neighborhoods with higher population densities and concentrations of low-income residents, minority populations, and LEP3 groups.

Similar to Bettendorf, Davenport Transit felt the impacts of the COVID-19 Pandemic through increased efforts to clean and sanitize vehicles and facilities. Davenport's ridership fell to about 60% of normal, pre-pandemic levels. The city implemented free fares for three months and closed the GTC during that time in an effort to promote social distancing to slow the spread of the virus. Davenport's level of service remained constant, and staff levels were not affected during the pandemic. By 2026, ridership had returned to pre-pandemic levels.

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.

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 micro-transit services; and operates a passenger ferry, locally known as the Channel Cat Water Taxi.

MetroLINK's fixed-route services, referred to

Headway

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

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.

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

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]

Transit Profile

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.

Transit Profile

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

Rider fares are \$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 disabili-

ties, 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 employ-

ees 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 72 vehicles including 65 Cutaways, 5 Ford Transits, and 2 mini-vans. 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, 45,000 square-foot bus storage facility is expected to be completed in 2026. This facility will include two 35-watt solar arrays, and will be funded by a combination of funds from River Bend and the FTA, Iowa DOT, Scott County Regional Authority, and Regional Development Authority funds.

Transit Profile

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.

Transit Profile

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 service 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

Transit Profile

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						
AlWood 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.

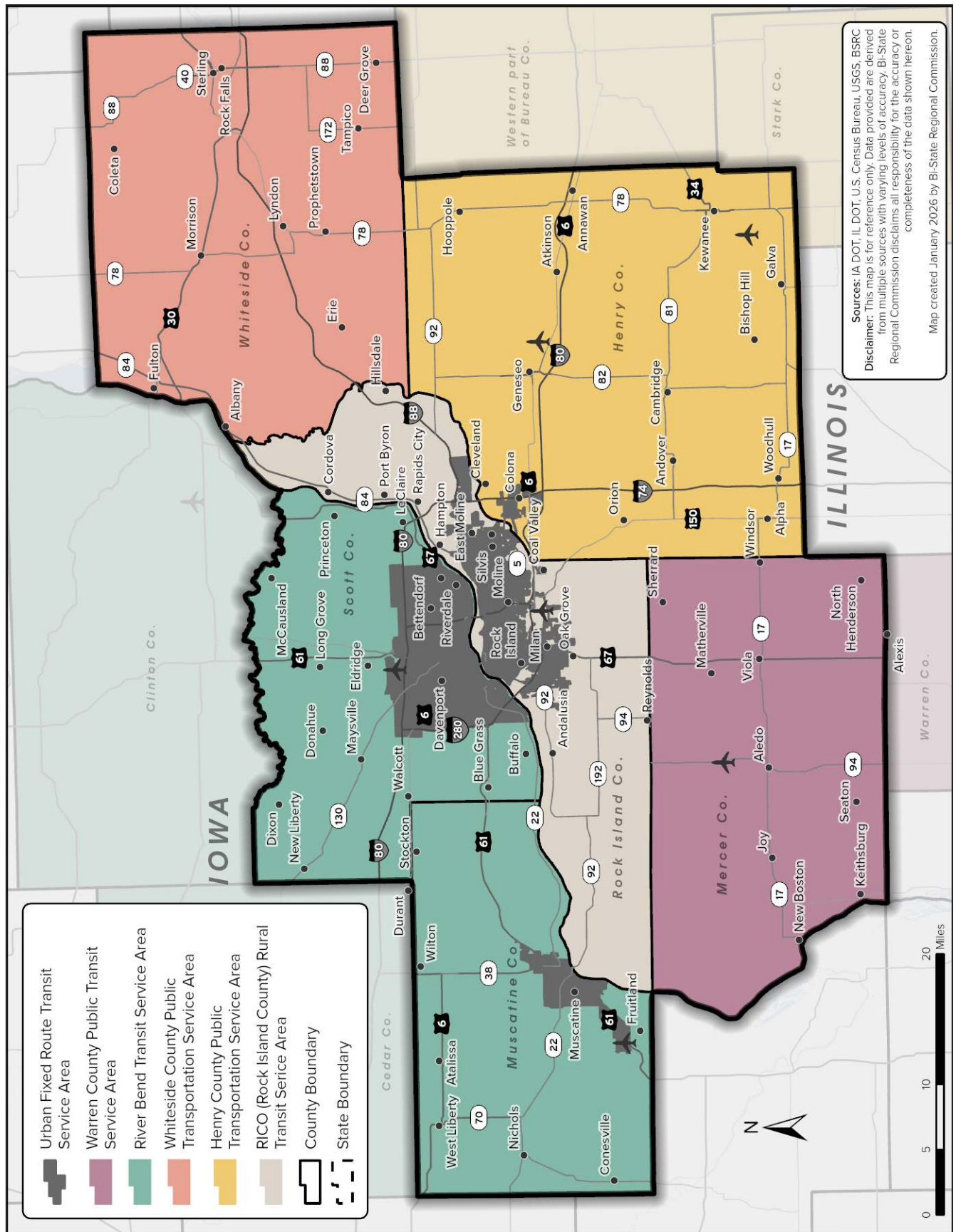
Coordination among the various systems takes place as participants of the Region 2 Transit Advisory Committee. The committee is staffed by the Region 2 Human Services Transportation Plan (HSTP) Coordinator. The HSTP planning and implementation process was developed to cater to the "transportation disadvantaged" 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

Transit Profile

- Identification of the transportation needs of persons with disabilities, older adults, and persons with limited incomes
- Strategies for meeting these needs
- Prioritization of existing and planned services
- Identification of projects to be included in the Regional Plan of Projects (RPOR) that are then submitted to the State Oversight Committee, which in turn recommends projects for inclusion in the State Plan of Projects (SPOP)

HSTP Coordinators are in charge of developing a Human Service Transportation Plan and maintaining the inventory of human service transportation providers and vehicle data. Illinois requires the plan to go through a full update every three years, and Iowa requires a full update every four years.



Chapter 4: Evaluation of Needs and Policy Direction

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

Review of Efforts

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

Equipment and Facilities

The City of Bettendorf houses administrative, operational, and maintenance functions of the Transit Division at their Public Works facility. Bus maintenance is completed by city mechanics, and dispatch functions are handled

by Public Works Operations Coordinators. The facility also includes a fueling island, a vehicle wash, and indoor parking for the fleet of 5 buses that was replaced in July 2024.

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

MetroLINK operates a 110,000-square-foot Operations and Maintenance Center that houses fleet maintenance, operations, and administrative functions in a single integrated facility. The building, which was completed in 2014, was designed to support efficient day-to-day operations and accommodate the needs of a modern transit fleet. The building layout prioritizes workflow and safety, including a counter-clockwise bus circulation pattern that reduces unnecessary vehicle movements and radiant in-floor heating in the maintenance area to maintain consistent working conditions during colder months. The facility also incorporates design features intended to improve long-term operational performance and reduce ongoing facility costs. These include on-site solar generation that offsets a portion of the building's electrical demand, a water reclamation system that reduces potable water use in the bus wash process, and stormwater management infrastructure that helps control runoff on the site. Durable roofing materials, high-efficiency mechanical systems, and thoughtful facility layout were selected to support long-term

Evaluation of Needs and Policy Direction

reliability and reduce maintenance needs over the life of the building.

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

MuscaBus, although an urban fixed-route system, does not have all the capabilities that the urban Quad Cities fixed-route systems do. MuscaBus' system is equipped with AVL technology, which is used internally for tracking and operational efficiency. However, a public-facing smartphone application for riders to view real-time bus locations is currently under development, but not yet available. As for other equipment and facility items, MuscaBus is located within the Muscatine Public Works building. The facility houses bus storage, a maintenance shop, an administrative office, and the dispatching center.

Management, Training, and Marketing of Services

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

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

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

Bi-State staff also attends and hosts human services coordination meetings to gauge needs from underserved populations. Bi-State Regional Commission's Human Services Transportation Plan (HSTP) Coordinator will continue to work with both the urban and regional transit systems on public education and outreach efforts. For more information on the HSTP Coordinator's role, refer to Chapter 3.

Services

Whiteside County Public Transportation has established several service contracts for transportation services including with the local Regional Office of Education, CGH Hospital, Northern Illinois Cancer Treatment Center, Sinnissippi Mental Health, Tri-County Foster Grandparents Program, and Sterling Township. Due to the merger of Whiteside County Public Transportation with Reagan Mass Transit, it is uncertain if these service contracts will resume. Expanding transit service to underserved peripheral areas presents inherent tradeoffs, as lower-density development patterns typically result in higher operating costs and lower ridership productivity. As a result, any service expansion must be grounded in a

Careful evaluation of costs, anticipated demand, and long-term sustainability. Key considerations include the type and intensity of planned growth, projected population density, and the locations of existing and planned trip generators. MetroLINK has begun to explore flexible service models as one approach to addressing these challenges. Since 2019, the agency has operated a microtransit service in the Village of Milan, providing an on-demand, shared-ride option that complements the existing fixed-route network. This service allows for more efficient coverage in lower-density areas by dynamically grouping passengers and tailoring service to real-time demand within a defined zone.

Building on this experience, MetroLINK will soon undertake a comprehensive transit system study to evaluate the overall structure and performance of the network. This effort will assess the feasibility of alternative service designs, including grid-based networks and feeder services that connect residential areas to key transfer points and activity centers. The study will identify opportunities to improve connectivity, better align service with existing and future travel patterns, and ensure that any expansion strategies are both operationally efficient and responsive to community needs. Other types of service, such as commuter and “feeder” routes, could be provided through a variety of methods, such as Specialized Transportation Services (STS), taxi services, or volunteer driver services. These services are viable alternatives for connecting residential areas to transfer points. Potential trips could connect to Centre Station, East Pointe, and the Rock Island District Station via major rural-designated corridors.

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

of providing medical-specific trips.

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

The Iowa DOT also established the Iowa Ride-share website to match ride seekers with potential drivers. All Iowa public transit providers are in the Iowa Rideshare program, but public transit providers outside of Iowa would need to enroll in the program.

Public Input

Public input for the 2026 *Bi-State Region Transit Development Plan* has been provided through the following activities:

- 2025 Update of the Specialized Transportation Service Inventory
- Ongoing informational meetings in Mercer, Rock Island, and Whiteside Counties
- Monthly meetings of the Urban Transportation Technical and Policy Committees
- Quarterly meetings of the MPA Transit Managers
- Quarterly meetings of the Region 9 Transportation Technical and Policy Committees
- Quarterly meetings of the Region 2 Transit Advisory Committee
- Quarterly meetings of the RICO Rural Transit Advisory Board
- Public input meetings for the 2055 Long Range Transportation Plan
- Regional Transit Summits
- April 25, 2024 – East Moline Public Library
- April 17, 2024 – Muscatine Consortium Group

Evaluation of Needs and Policy Direction

- June 2, 2025 – Davenport Main Library
- June 30, 2025 – Virtual
- March 26, 2026 – Centre Station
- June 15, 2026 – Pearl City Station

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

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

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

Common Transit Issues

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

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

In 2013, Whiteside County expanded its service hours from 8:00 a.m. to 4:00 p.m. Monday through Friday to 6:00

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

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

- 2. Greater geographic coverage** – This item directly correlates with coordination efforts made within the region. In some cases, a greater geographic area can be covered through more extensive coordination between different transit services. There is a gap in service between urban and rural areas where trips are often needed for medical or human service appointments, as well as service to major employment sites. Map 4.1 depicts employers with more than 100 employees with areas of higher concentrations of households with no vehicle, low household income, and population in the labor force. Coordination efforts between the rural and urban parts of the region have significantly increased, allowing riders to commute efficiently from outlying areas into the urban area. Medical visits to larger health facilities in Iowa City, Peoria, or

Rockford are difficult for riders due to the extended services areas of regional transit systems. These services are often only offered weekly or monthly.

Local and state jurisdictional boundaries also serve as a barrier to covering a larger geographic coverage for some transit services. Consumers shared their concern and confusion about not being able to cross state or county borders using one transit service. However, due to state funding, in some instances transit systems are unable to travel into other state's jurisdiction. Davenport Citi-Bus provides a cross-boundary service between Davenport and Bettendorf and Rock Island, allowing riders to go from the origin in one city to a destination in the other city without having to transfer at the city boundaries. Bettendorf Transit also serves Centre Station in Moline.

3. Funding and resources for providers

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

These funds will help address the backlog of maintenance issues, ensuring a state of good repair for years to come. However, challenges remain due to supply chain issues and inflation. Deliveries of new buses and other equipment can be delayed months or even years. Agencies must continue utilizing ageing vehicles running up against

their useful life benchmarks until the new vehicles are delivered. Inflation, likewise, has had a large impact on rolling stock. The cost of new vehicles has increased dramatically since the COVID-19 pandemic, resulting in agencies struggling to afford to replace ageing vehicles. The effect is that the vehicle fleets are running longer and increasing maintenance costs that are imposed by the delayed deliveries and inflation. In a survey of transportation providers conducted for the 2026 TDP, half of the agencies surveyed indicated that a lack of adequate funding, especially for specialized services, was among the biggest issues facing public transportation in the region.

4. Non-emergency medical transportation

– Transportation to medical appointments has been identified as a need at public input meetings and survey responses for numerous iterations of the TDP. In a survey conducted for the 2026 TDP, 38% of total respondents indicated that they are currently unable to take public transit to medical appointments. As mentioned, transit providers are also receiving an increasing number of requests for medical trips outside of the Greater Bi-State Region to hospitals and specialists in Iowa City, Peoria, and Rockford. Trips can be lengthy, and there is added difficulty in coordinating trips for multiple passengers with multiple appointment times, lengths, and locations. Whiteside County Public Transportation provides service to medical facilities in Rockford, Illinois upon request. Henry County Public Transportation also provides periodic trips to the Illinois Quad Cities, Galesburg, and Peoria based on demand. These extended trips were paused during the COVID-19 pandemic, but have since restarted. Riders are sometimes unable to access medical

¹ Infrastructure Investment and Jobs Act of 2021

specialists in these extended service areas due to scheduling conflicts between their doctors and the public transit agency.

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

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

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

Efforts have been initiated to make ser-

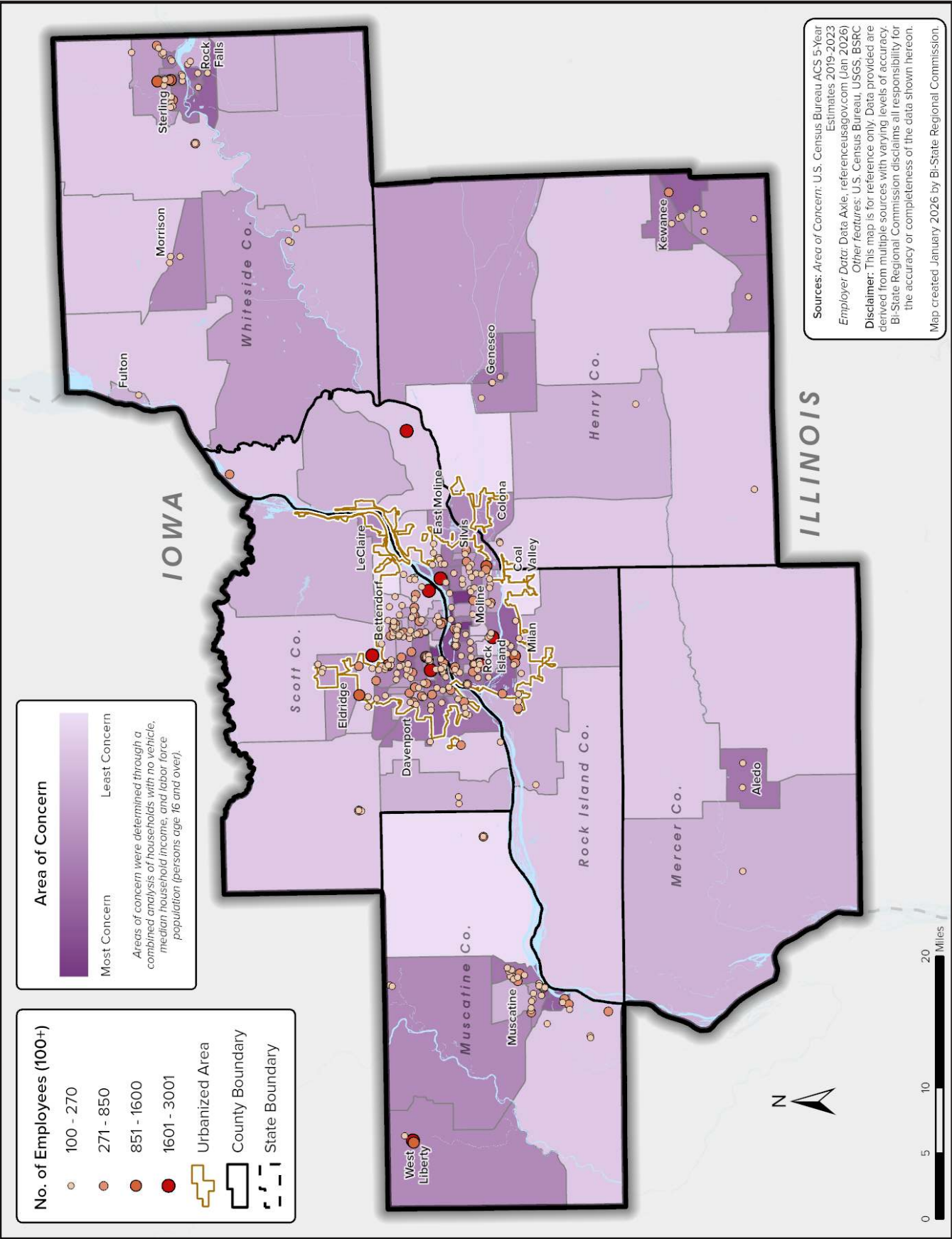
vices more affordable for a wider range of demographics. Contracting with local schools and colleges has encouraged more students to use public transit. Davenport CitiBus has contracted with the Davenport Community School District allowing students to utilize the public transit system year-round for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

- 6. Transit-friendly infrastructure** – As the built environment is indelibly linked to the efficacy of efficient public transportation, it is imperative that development in the Greater Quad Cities region is done with an eye toward sustainability and with infrastructure that is compatible with transit operations. Infrastructure within the region has long been built with little consideration for public transit. Transit systems have expressed concern that public transportation is often not addressed until after a new development is complete. Transit drivers in these developments may be faced with limited turning radii and, in some cases, are not provided access to private properties. Having minimal sidewalk access leading up to a bus stop may also result in fewer riders due to inaccessibility and inconvenience.
- 7. Issues of jurisdiction when crossing city, county, or state boundaries** – Attendees at public input meetings and respondents on input surveys described an invisible barrier created by state and municipal boundaries in the urbanized area and county boundaries in rural areas throughout the region. In rural areas, residents in outlying towns bordering county boundaries

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

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

Map 4.1 – Accessibility to Employment



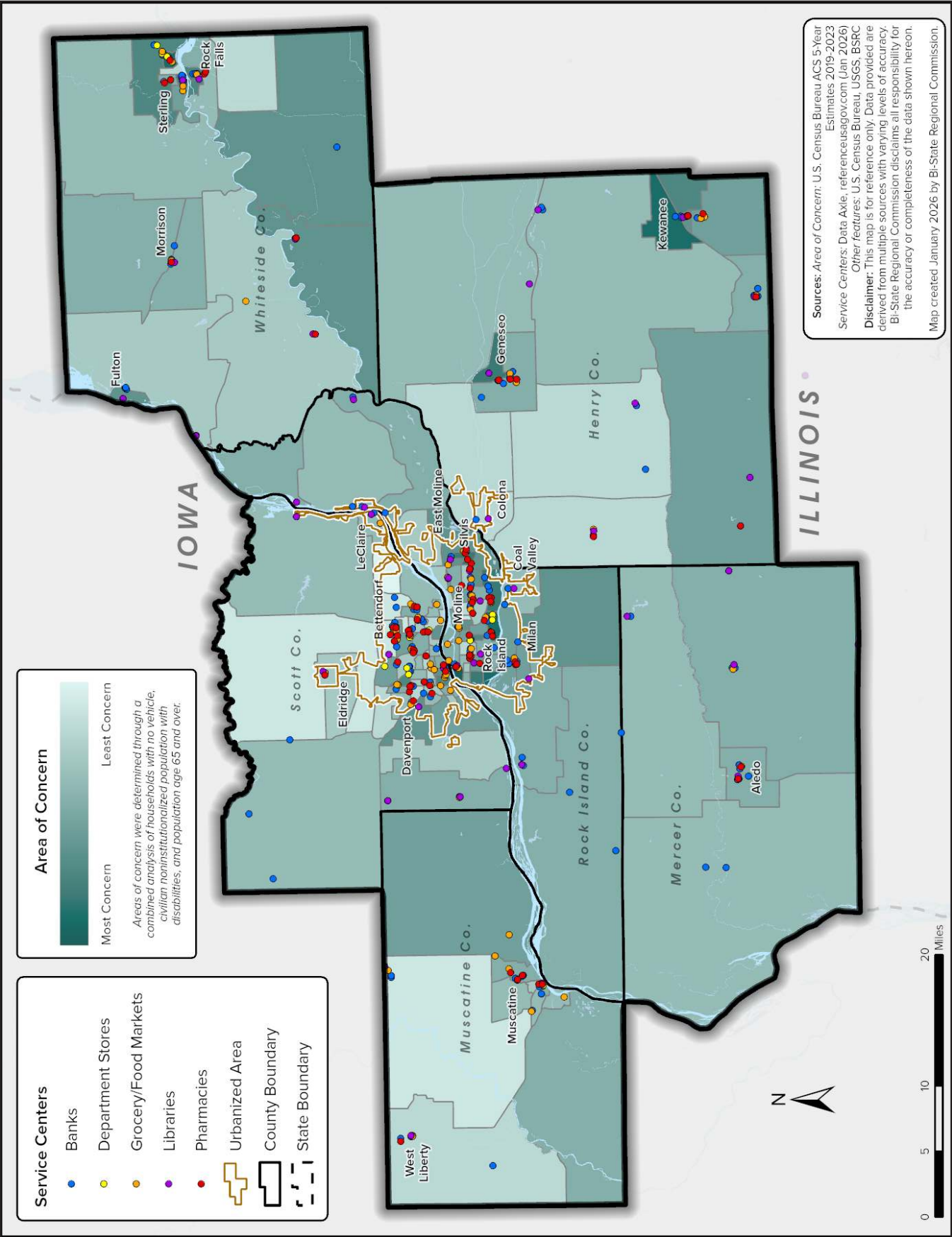
Specialized & Regional Service Needs & Strategies

Seniors and Individuals with Disabilities

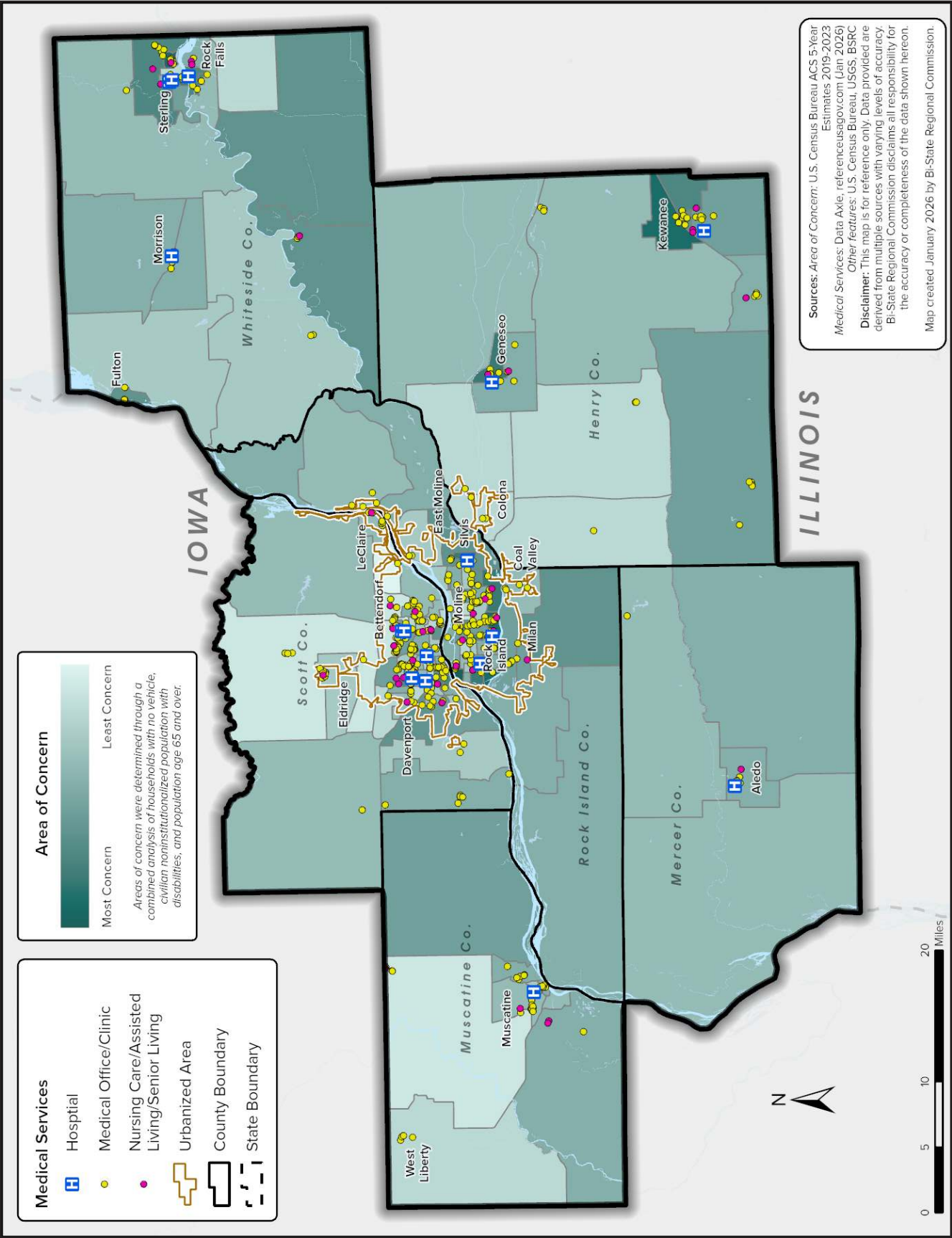
With the passage of the Americans with Disabilities Act (ADA), fixed-route transit providers are required to provide paratransit service for all persons unable to ride the fixed-route system because of a disability. The Cities of Bettendorf and Davenport contract this service with River Bend Transit. Bettendorf offers a dial-a-ride program open to the general public as well as people with disabilities located more than two blocks from a fixed route. The Davenport program requires verification of disability through an application and card identification process. Trips are then requested by reservation once an application is on file. MetroLINK offers similar paratransit service for the Illinois side of the Quad Cities. River Bend Transit upholds the policy not to deny trip requests and will maintain an appropriate number of lift-equipped vehicles to meet the demand. This policy applies to ADA “blue card” holders only; non-ADA rides are accommodated so long as there is “time and space available.” In Muscatine, MuscaBus offers a reservation service for paratransit.

Maps 4.2-4.4 display areas with a higher density of seniors, individuals with a disability, and households without access to a vehicle by census tract, as well as regional service centers, medical providers, and social service centers. Unsurprisingly, the majority of these service centers are located in the urbanized area. However, the maps also indicate that areas such as rural Rock Island County, southwest and eastern Muscatine County, western and northeast Scott County, southern White-side and Henry Counties, and rural areas of Mercer County may be underserved by fixed-route and/or demand-response public transportation. These areas, according to Census data, have a higher density of residents without vehicles, with disabilities, and seniors. In addition, maps included in Appendix B display the most frequently traveled trips of human service agencies and nonprofit organizations by county. Efforts are ongoing to enhance service and/or coordinated services between public transit systems and human service agencies providing client transportation.

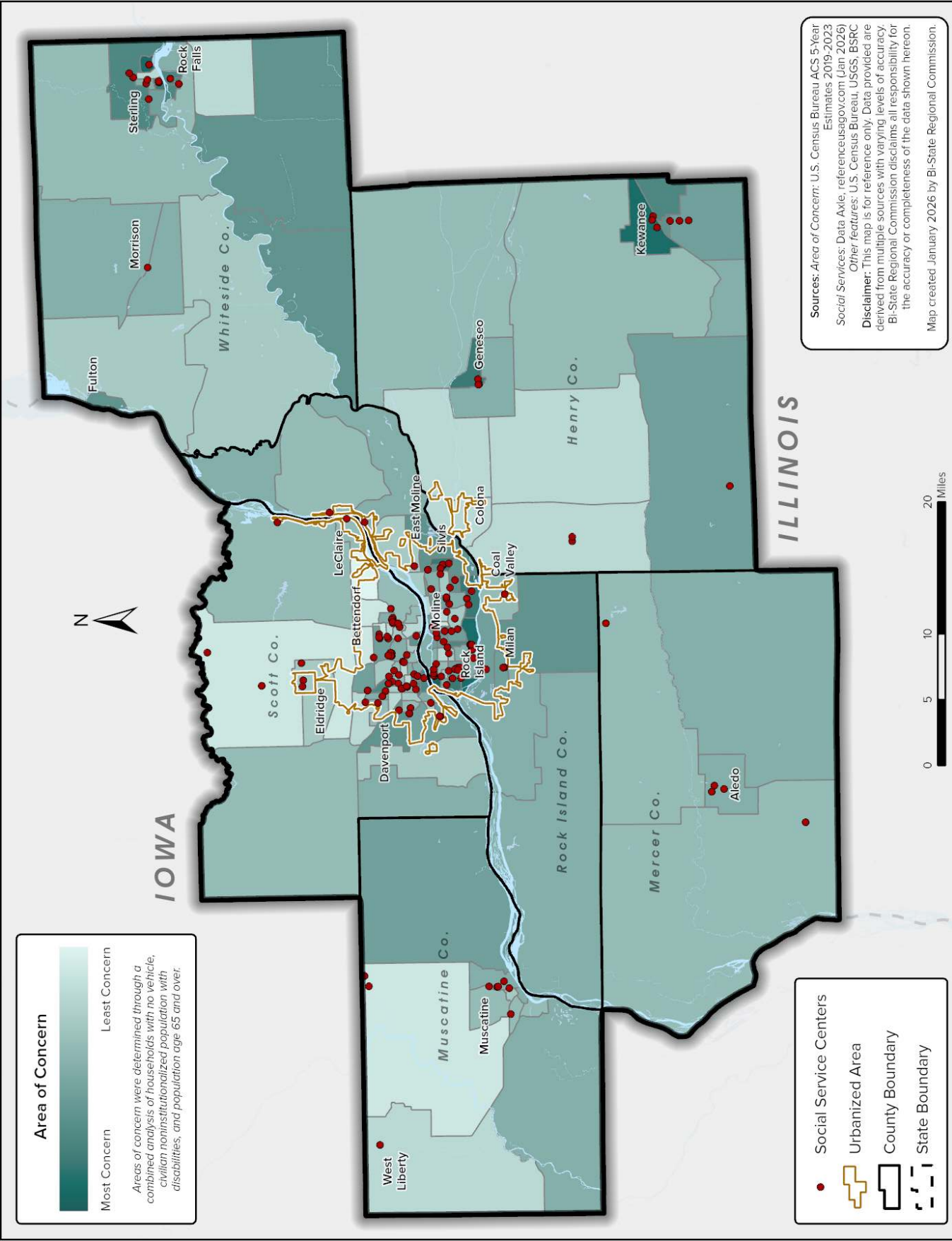
Map 4.2 – Mobility Options with Regional Service Centers



Map 4.3 – Mobility Options with Medical Providers and Services



Map 4.4 – Mobility Options with Social Service Centers



Transit Accessibility Analysis

Between 2023-2026, Bi-State Regional Commission staff collected data from myriad sources detailing various transportation, demographic, and economic information on the Greater Bi-State Region for the purposes of analyzing the regional transit network. As noted elsewhere throughout this plan, mobility in the region can seem to riders like a patchwork of different systems that may not interconnect. Transfers between systems may necessitate advanced forethought and logistics to link multiple vehicles for a single, one-way trip. Education on available transit services will help alleviate some issues of familiarity and what transit service in the region does and can offer.

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

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

Demographic data were largely retrieved from the 2020 U.S. Census and American Community Survey 5-year estimates from 2019-2023. Demographic analysis was conducted on overall population estimates, along with racial and household income estimates at the

census block group level to highlight populations that may depend on public transportation more than the rest of the general public. Three demographic variables—households below the poverty level, households without access to a vehicle, and households with 1+ persons with disability—are weighted to create the composite index, which provides an indication of areas of higher need. Maps 4.5 – 4.12 show the composite index and the results of the three individual variables for the Muscatine and Quad Cities areas.

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

Approximately 9.59% of the urban area population, representing approximately 13,732 residents, is identified in the class with the highest route frequency being under 4 minutes. Another 31.49%, approximately 45,048 residents, are included in the next-highest class with the route frequency being 4 minutes to 8 minutes. Map 4.1 shows the number of people living in each zone, reflecting the degree of accessibility to transit service. High frequency service across multiple routes provides residents with the ability to transfer between the routes more

quickly and conveniently, expanding the number of possible destinations within a certain time-frame. Increased transit frequency is noted under the “Convenience” strategy listed later in this chapter.

Table 4.5 – Population by Transit Accessibility Zones

Geography	Zone	Route Frequency	2022 Total Population	2022 Total Population: Proportion
Quad Cities	5	under 4 minutes	13,723	9.59%
Quad Cities	4	4 minutes - 8 minutes	45,048	31.49%
Quad Cities	3	9 minutes - 20 minutes	21,405	14.96%
Quad Cities	2	21 minutes - 44 minutes	15,374	10.75%
Quad Cities	1	45 minutes or more	47,516	33.21%
Total			143,066	100.00%

Geography	Zone	Route Frequency	2022 Total Population	2022 Total Population: Proportion
Muscatine	5	under 4 minutes	0	0.00%
Muscatine	4	4 minutes - 8 minutes	0	0.00%
Muscatine	3	9 minutes - 20 minutes	159	1.15%
Muscatine	2	21 minutes - 44 minutes	6,799	49.04%
Muscatine	1	45 minutes or more	6,906	49.81%
Total			13,864	100.00%

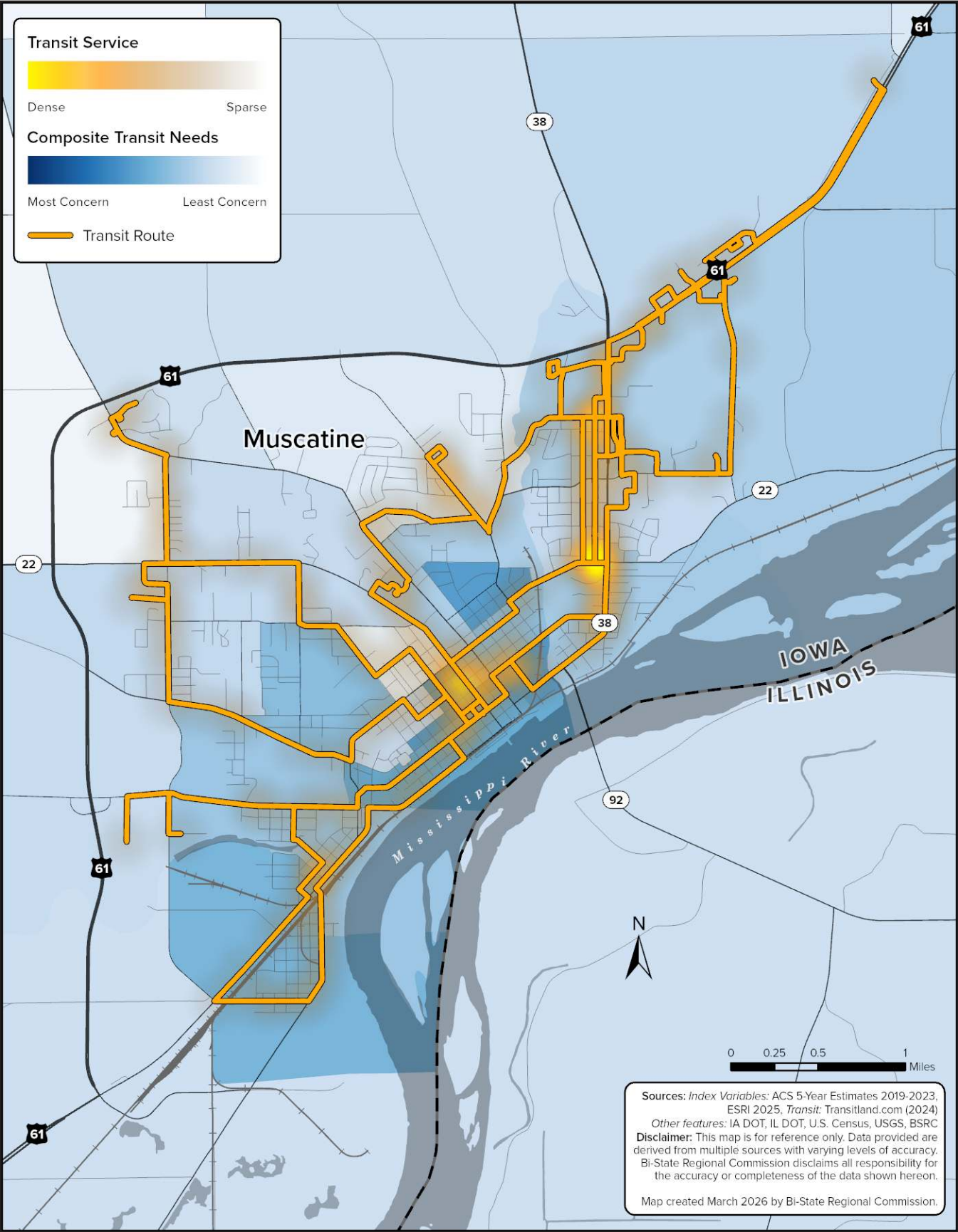
Additional Analysis

Other maps in this chapter include additional analysis to focus on different transit aspects. As illustrated in Map 4.13 and Map 4.14, this analysis looked at five-minute walksheds. Walksheds indicate areas where a bus stop is within a quarter-mile, or a five-minute walk, of a given point. Walksheds are shaded according to the average number of buses that can be boarded at a given stop during a typical 12-hour period on a weekday. The darker areas have a high bus frequency and a short walk to the bus route, meaning those areas are where residents can catch numerous buses from a given point. The lighter areas are where residents do not have direct access or have infrequent access to transit. The analysis indicates numerous areas that are highly served by transit service. The most highly served areas include most downtown areas in the core Quad Cities and Muscatine. In addition, there are numerous outlying areas in both the urban Quad Cities and Muscatine that are served by frequent bus service. Locations include uptown Moline, SouthPark Mall, and a shopping center in East Moline. In Muscatine, the Muscatine Mall area is served by all three routes, resulting in frequent service. Conversely, there are areas of the Iowa Quad Cities that are

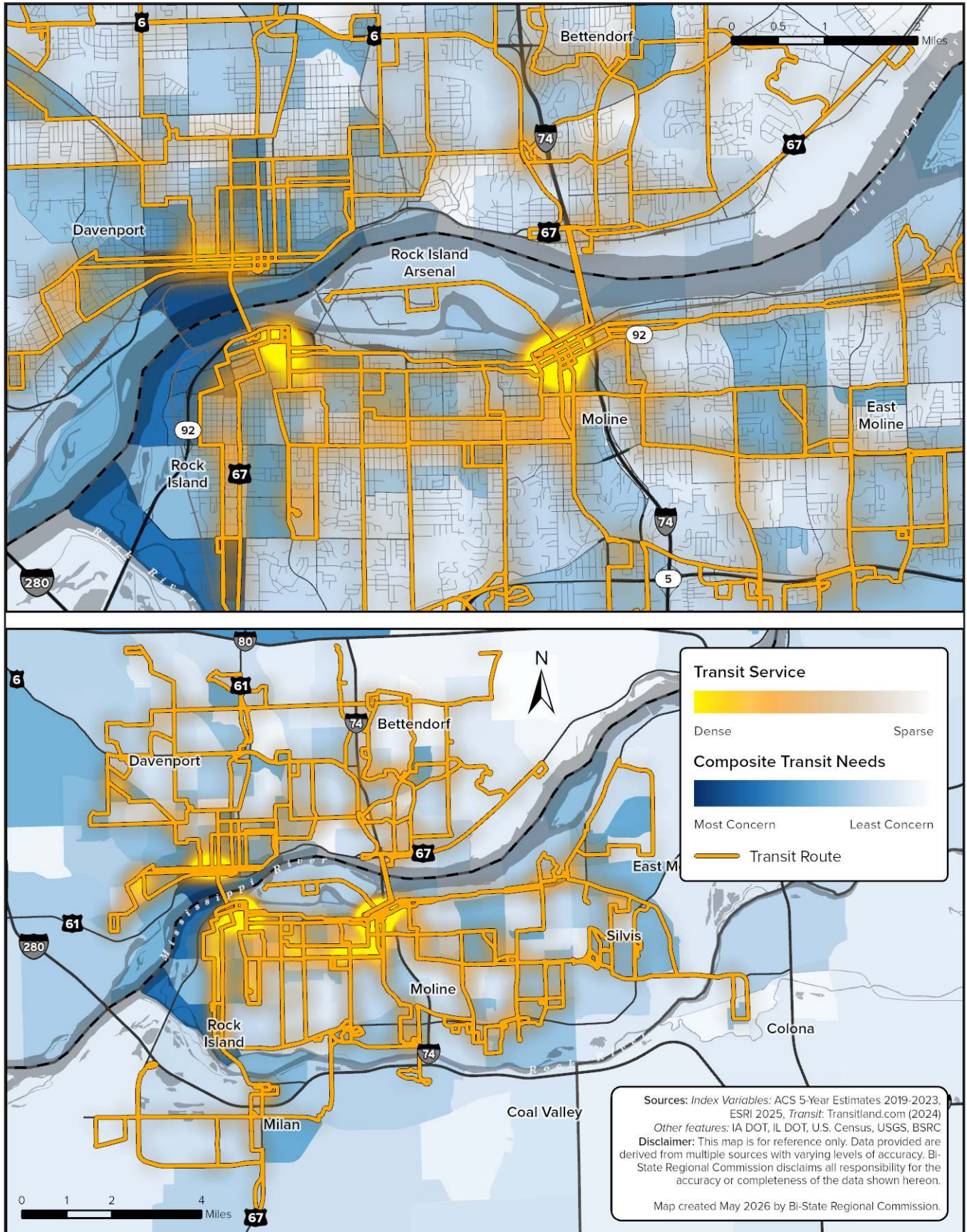
served by comparatively few buses per hour, typically one per hour or none at all. These areas include large portions in Davenport north of Central Park Avenue and in Bettendorf north of Spruce Hills Drive. These areas are characterized by post-war era suburban-style development, which is often difficult to serve efficiently by transit.

Map 4.15 and Map 4.16 display another analysis, transit route coverage, and access to different land uses in Muscatine and the urban Quad Cities. The primary land uses on these maps are residential and commercial areas. The yellow areas on the map are low-density residential, the orange areas are medium/high-density residential, and the red areas on the map are identified as commercial areas. This analysis shows that transit routes provide service to the commercial areas, but there are still gaps in residential areas and some commercial areas. Southwestern Muscatine has several commercial areas with no direct access to the urban transit fixed-route. Similarly, the northern part of Muscatine's residential and commercial areas does not have direct access to the urban transit fixed-route. The urban Quad Cities face similar challenges to the outlying areas.

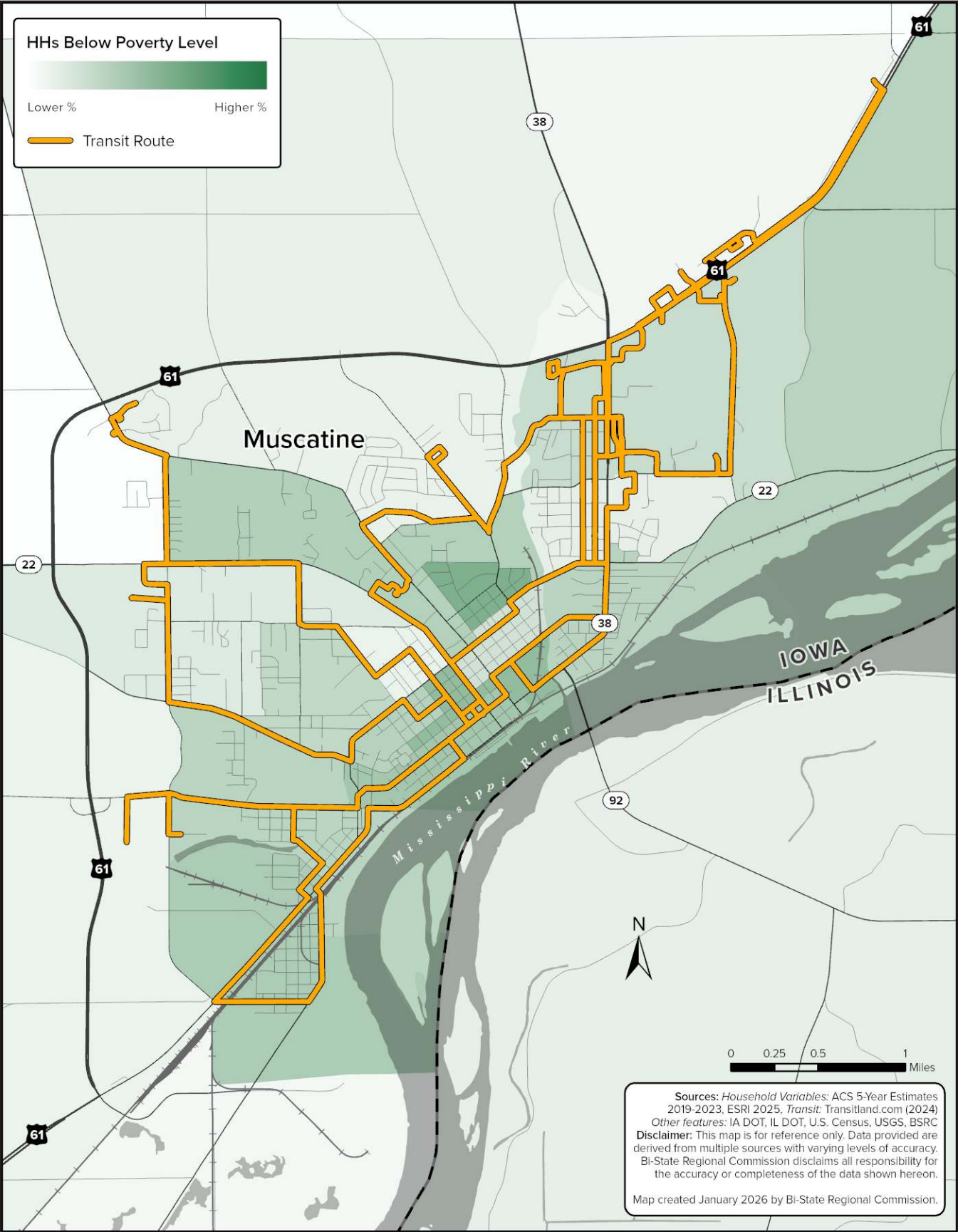
Map 4.6 – Composite Index; Transit Service & Transit Need – Muscatine



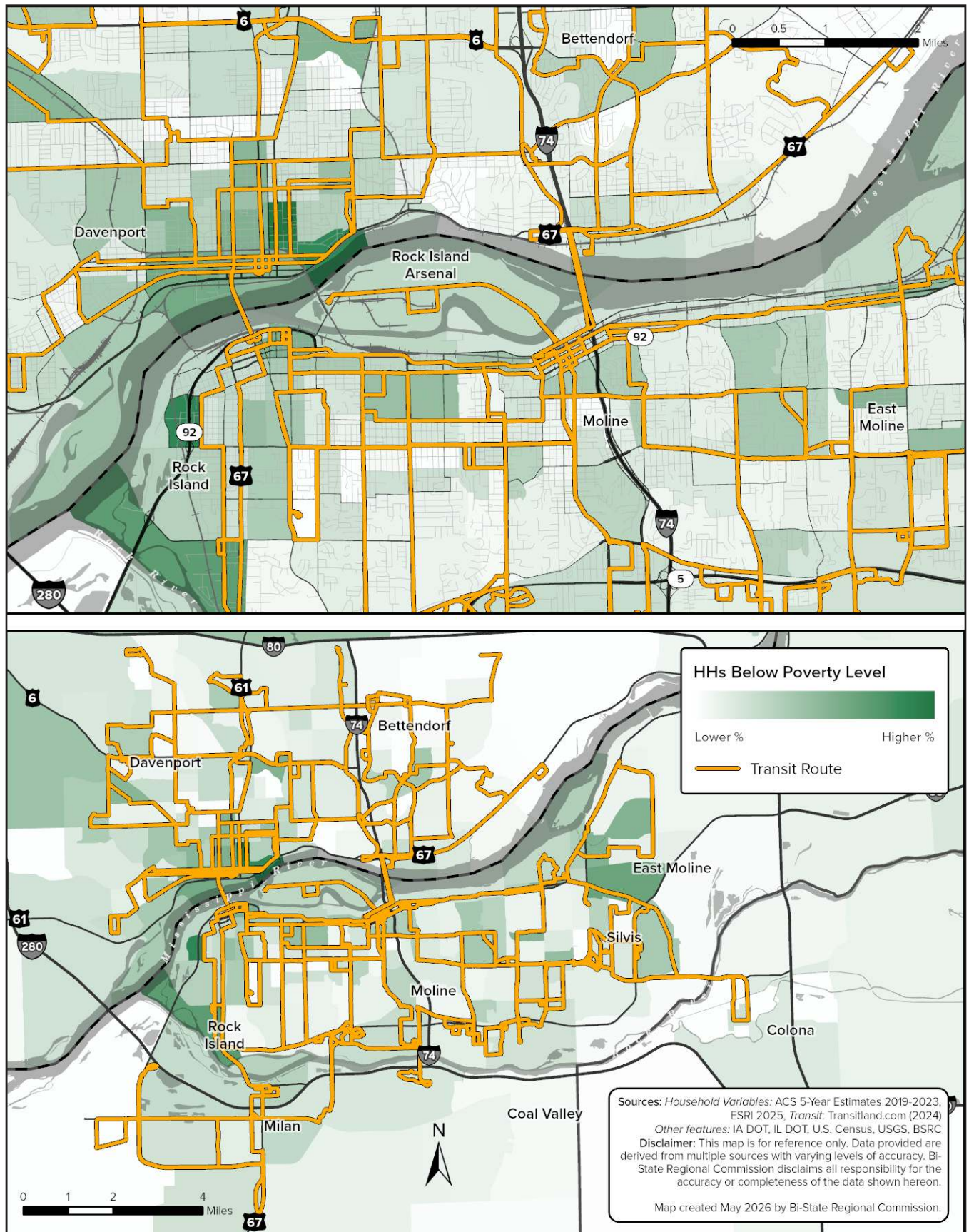
Map 4.7 – Composite Index; Transit Service & Transit Need – QCA



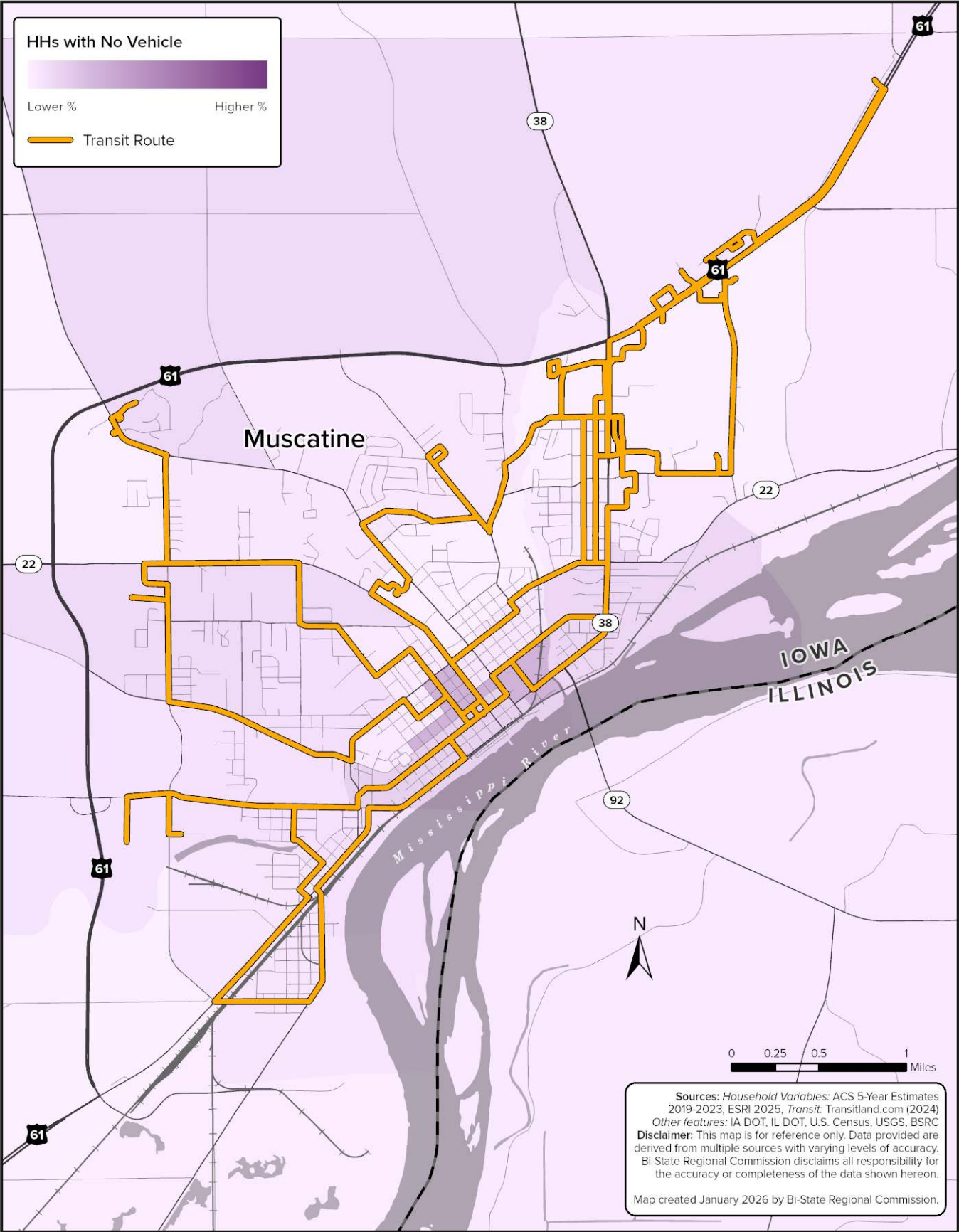
Map 4.8 – Households Below the Poverty Level – Muscatine



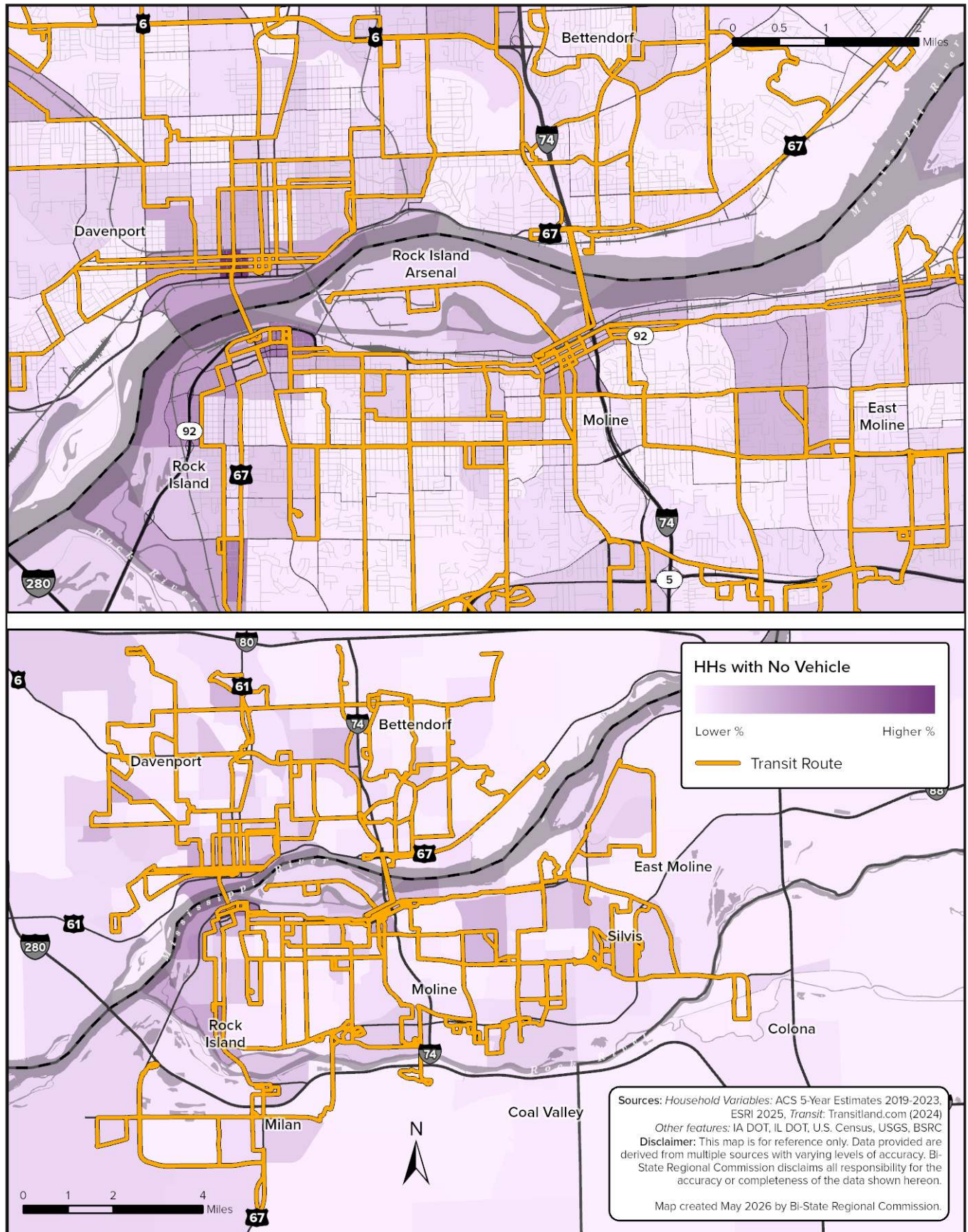
Map 4.9 – Households Below the Poverty Level – QCA



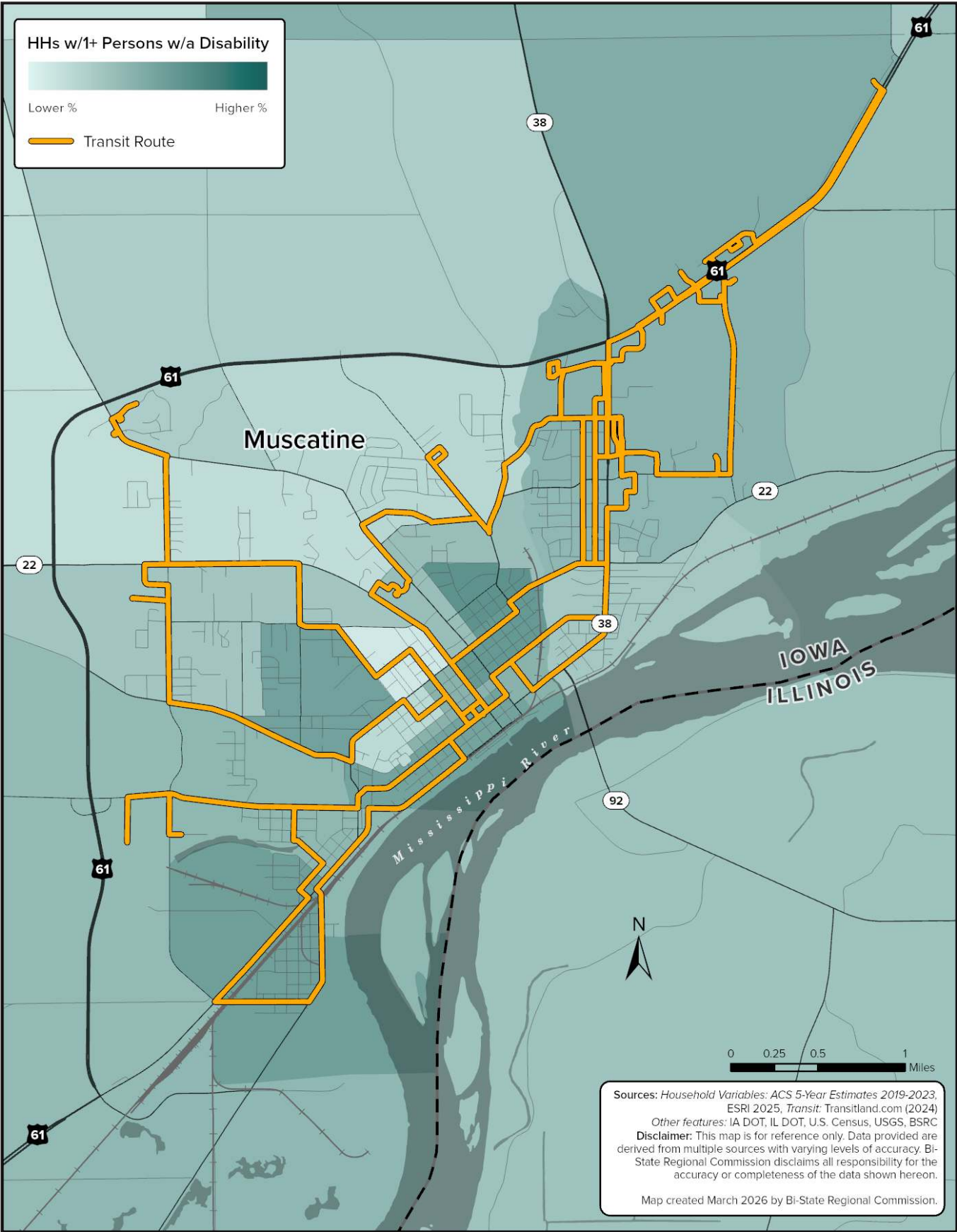
Map 4.10 – Households with 0 Vehicles – Muscatine



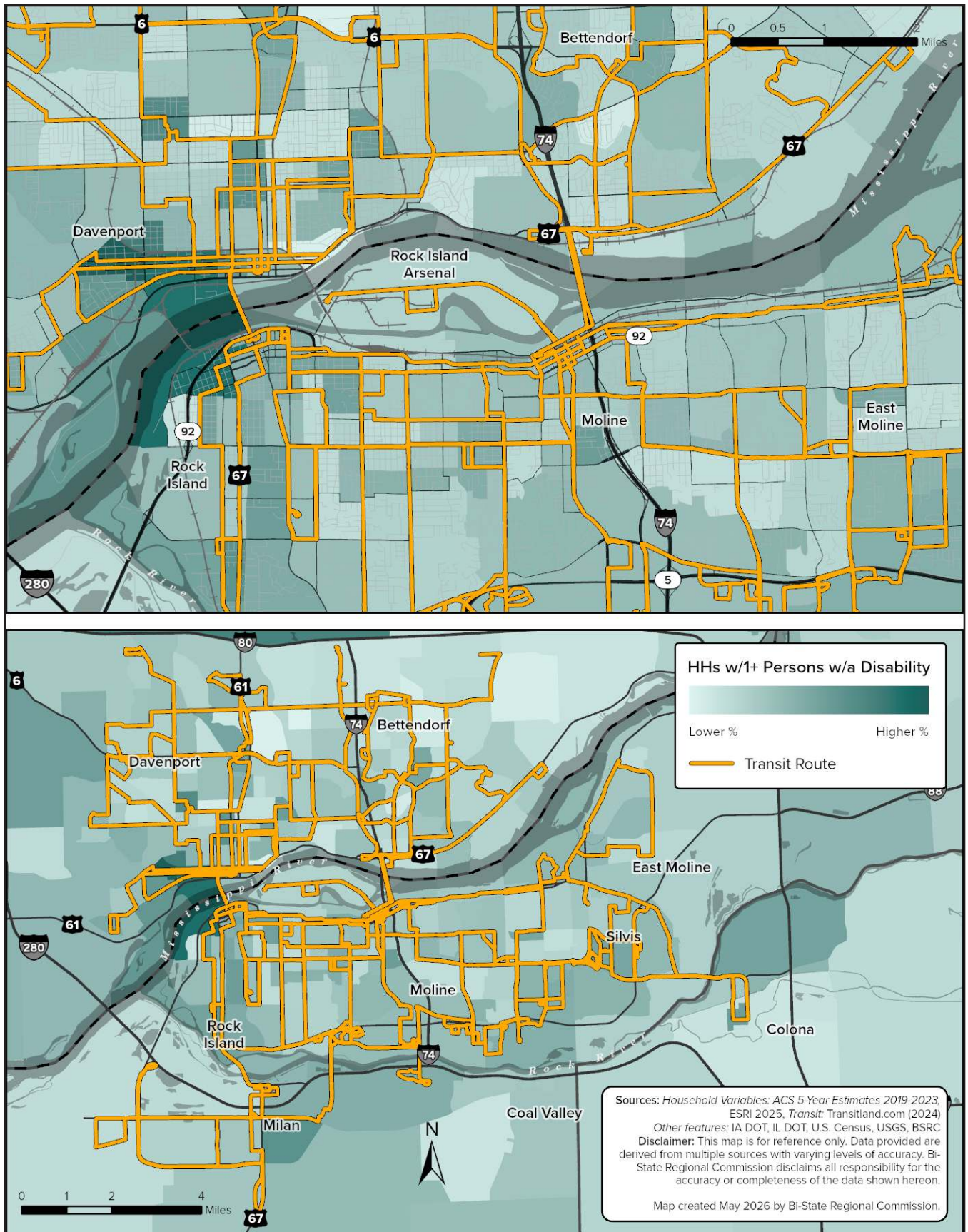
Map 4.11 – Household with 0 Vehicles – QCA



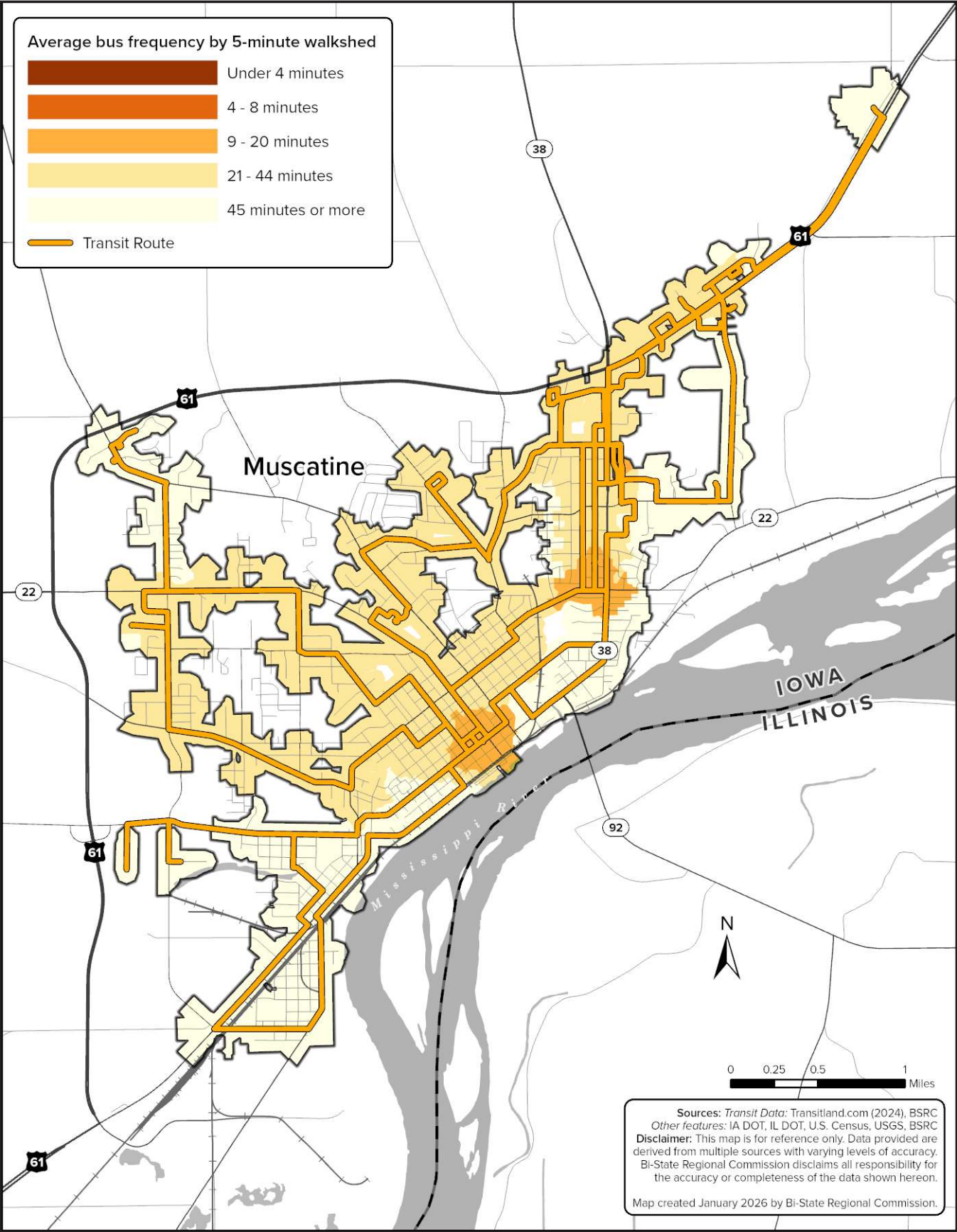
Map 4.12 – Households with a Disability – Muscatine



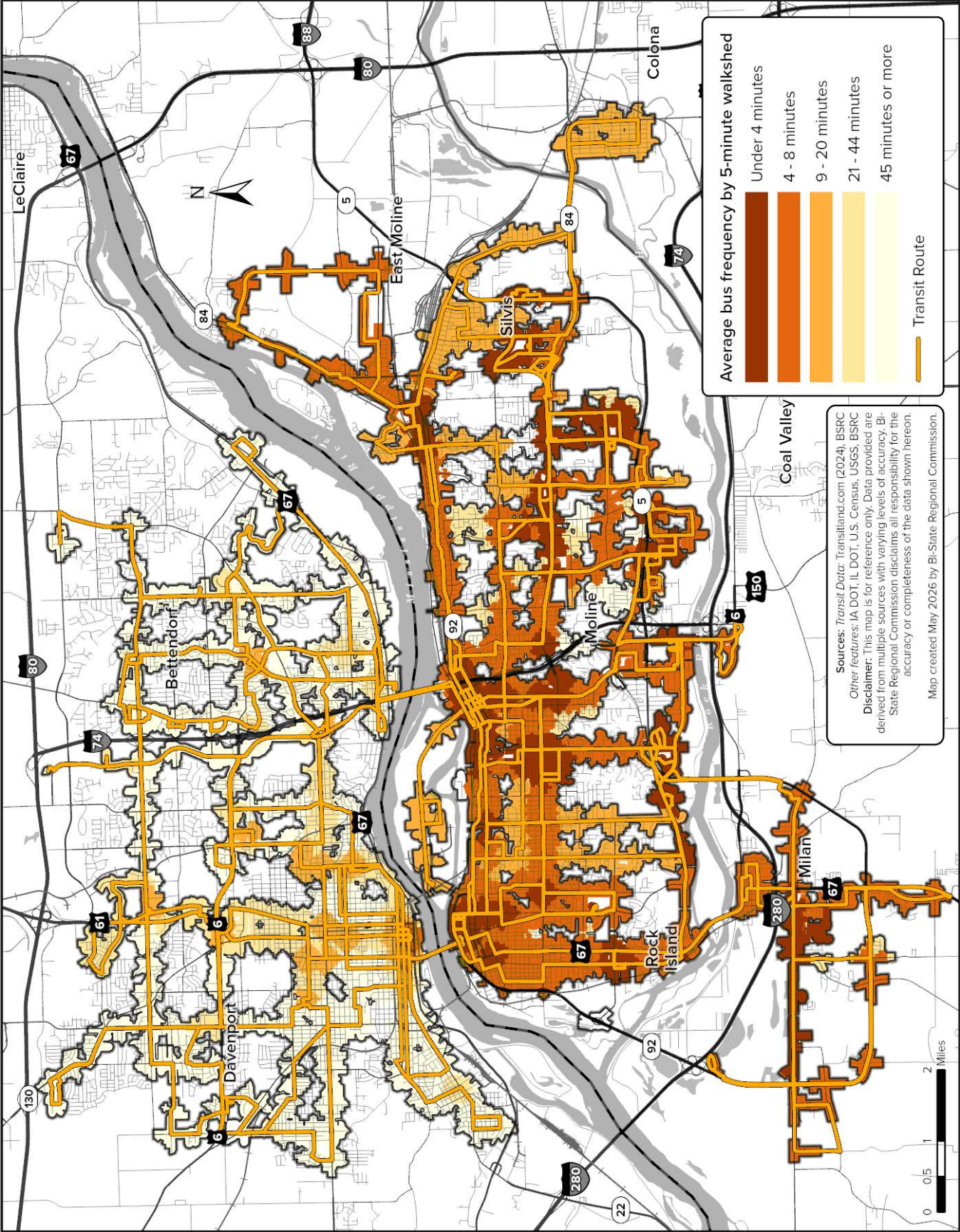
Map 4.13 – Households with a Disability - QCA



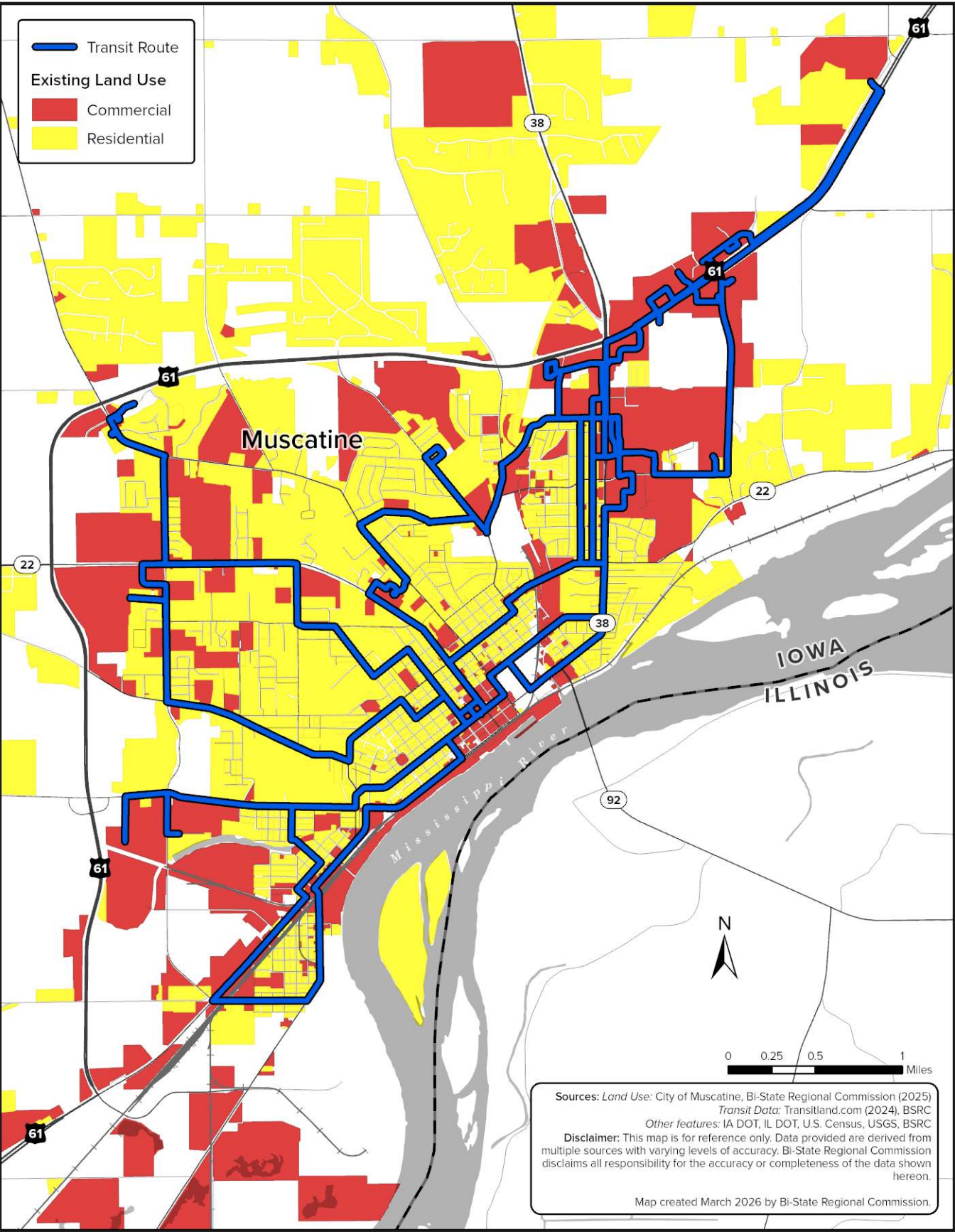
Map 4.14 – Walksheds – Muscatine



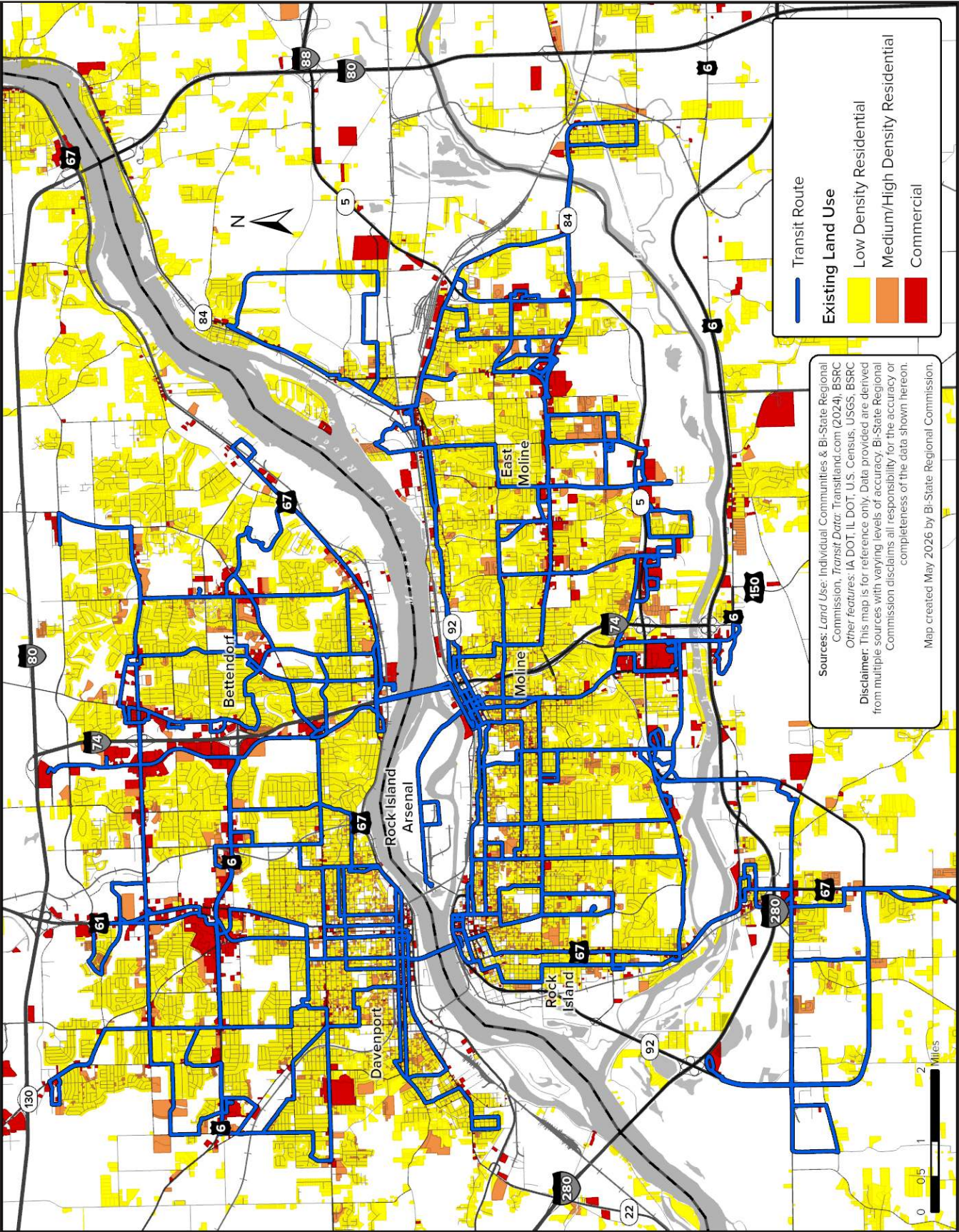
Map 4.15 – Walksheds – QCA



Map 4.16 – Access to Residential and Commercial Land Uses – Muscatine



Map 4.17 – Access to Residential and Commercial Land Uses – QCA



Needs & Strategies within the Urbanized Area

In 2026, Bi-State Regional Commission facilitated four surveys seeking feedback on public transportation in the region and input on transportation mobility issues. One survey each was distributed to transportation providers, human service agencies, current users of public transportation, and the general public. The surveys were disseminated between December 2025 and April 2026. The transportation provider survey received 6 responses, the human service agency survey received 15, the existing rider survey 54, and the general public survey received 37 responses. The surveys were slightly modified versions of surveys that had been created by the Rural Transit Assistance Center at the Institute of Rural Affairs and were originally used for the 2023 TDP. Links to the online survey website were shared through established mailing lists, in addition to direct outreach to human service groups and consortia in the urban area and in Region 9.

In previous updates to the TDP, input was received from the public that service times should be extended for a multitude of reasons, especially on the Iowa side of the Quad Cities. In 2016, as a result of a comprehensive route analysis, Davenport CitiBus extended service hours later in the evening and on weekends. Service was introduced on Sundays, but was discontinued in response to the sharp decline in ridership caused by the COVID-19 pandemic. Bettendorf, likewise, runs buses on its three routes until 7:00 p.m. on weekdays and 5:30 p.m. on weekends.

Responses to surveys for the 2026 TDP indicated that hours of service are still a barrier to transportation in the region, as 25% of respondents indicated that the extended service hours would be the thing they would most like to change about the current public transportation system.

Another barrier identified by the fixed-route systems in previous TDPs is infrastructure and ongoing development that is inaccessible by public transportation. Fixed-route transit oper-

ators face business owners who have restricted public transit access and newly constructed infrastructure without adequate turning radii. Partnerships between the economic development community and transit providers to eliminate accessibility issues prior to construction are a possible strategy in preventing future barriers.

In 2008, the Transportation Policy Committee of the Bi-State Regional Commission approved a *Quad City Area Complete Streets Policy*. In the future, priority access and mobility options will continue to be addressed at a community level, in coordination with this region-wide policy. In 2017, Bi-State facilitated a Complete Streets Technical Workshop to discuss thoroughfares that are designed or reconstructed to better accommodate pedestrians, transit, and bicyclists. Further work has been facilitated to bring Complete Streets ideas to communities in the Quad Cities. Also, in 2017, another workshop was held for local planners and engineers to explore new roadway treatments to increase safety and quality of life.

Regional Needs and Strategies

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

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

As noted in Chapter 3, Henry County Public Transportation (Abilities Plus) is the longest running public transportation operator in Region 2, but continues to face challenges in educating the public on its services. Past input has indicated a lack of understanding among the general public that transportation services are available for more than just seniors or people with disabilities. In response to this, the websites of Abilities Plus and Henry County Public Transportation were linked and contain complementary information. In order to allow better affordability for customers, one suggested strategy would be to educate assisted living and senior living facilities on the ability to organize group trips where the higher cost of demand-response service would be split among multiple passengers.

An additional substantial need in Region 2 is for transportation to local community colleges. Henry, Rock Island, and Whiteside Counties have colleges that are seen as essential in helping individuals with low incomes, and transportation is often needed either from rural residences to urban schools, or vice versa. To cover a larger service area, possible solutions could include a partnership between RICO Rural Transit and Black Hawk College, and the continuation or expansion of the partnership between Whiteside County Public Transportation and Sauk Valley Community College. Multiple funding sources among these agencies could help provide more efficient trips to an increased number of low-income students within the region.

Starting in July 2025, Mercer County partnered with Western Community Public Transportation (WCPT), formerly known as Warren County Public Transit, to provide rural transit for the county. WCPT is planning to expand to Henderson County as well. With their expansions, WCPT had tripled in ridership and went from 15 to 31 vehicles. WCPT has requested 18 expansion vehicles that will serve the expanded services. Furthermore, WCPT plans to expand services to cover premium loops to both Iowa City and Peoria when budget and vehicle availability allows.

Iowa Region 9 – Muscatine and Rural Scott Counties

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

The aging population of the region was cited by one transportation provider as a potential future public transit issue. The increased demand for public transit as a result of an increasingly older population who are no longer able to drive may outpace current funding levels and fleet capacity.

Non-emergency medical transportation within Muscatine County was also cited as a significant need, which was a common theme across the Greater Bi-State Region. Seventy-five percent of respondents for the community survey from Muscatine and rural Scott County indicated that they are currently unable to take public transportation to medical appointments.

Multiple human service agencies indicated that there is a need for transportation to Iowa City hospitals for their clients due to a lack of specialized health providers in rural areas. These trips can be very costly and difficult to coordinate, especially for individuals that need transportation to Iowa City from Illinois. Coordination with existing and future Iowa City trips through River Bend Transit may be a possible strategy for lowering costs, and communication among the transit and human services agencies will help to alleviate some of the issues.

Management Needs

Management needs include those related to staffing levels, office equipment, policy board arrangements, and marketing. Education, communication, and marketing of available services were identified as a priority in the Greater Bi-State Region. Education of policy makers on transit needs was another aspect of marketing. In numerous Regional and Urbanized Transit Mobility Summits over the past decade, participants singled out public awareness of transit service and public relations as opportunities for improvement. In surveys conducted in 2026, multiple human service agencies and one transportation provider identified the lack of public awareness regarding transportation options as a barrier to transportation. Transit providers, local government officials, and local residents have all mentioned that marketing and education of existing services was a need throughout the region. Attendees of transit summits felt that a large number of those needing public transportation were unaware or uninformed on the availability of services within their communities. Other consumers may be aware of the services offered, but may feel uncomfortable never having used the service.

Multiple transportation providers also identified lack of effective inter-agency communication and coordination, as well as lack of communication between transportation providers and human service agencies, as a barrier to public transportation in the region. On-going operating support of existing programs is also important to the existing public transit providers. The results of the service reports for both the Urbanized and Regional Mobility Summits can be found in Appendix C.

Fleet Needs – Utilization & Replacement

Fleet needs include the rehabilitation and replacement of vehicles tentatively scheduled for the coming year. Replacement of accessory equipment (cameras, wheelchair lifts, etc.) is included under this category as well. Fleet utilization is based on a vehicle utilization analysis to indicate whether the need is currently being

met by each transit provider. Fleet replacement cycles for the fixed-route and regional providers range from 5 to 15 years, depending on the system. Since 2020, deliveries of regularly scheduled vehicle replacements have been delayed due to numerous issues, such as supply chain problems and high demand nationwide.

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

River Bend Transit has reported a need for additional funding in order to meet a 10-year replacement cycle for its entire fleet. Discretionary capital funding appropriated to Iowa is inadequate to meet this replacement schedule. The recent influx of federal funds has alleviated some of the financial issues; however, the delivery of the new vehicles has been significantly delayed, as noted above. The federal threshold for useful life of its types of vehicles is 4 years or 100,000 miles. Typically, RBT is unable to replace its vehicles until they are averaging 10-12 years of age and have accumulated upwards of 190,000 miles. This results in higher maintenance and repair costs over the years as the wear and tear on vehicles is magnified by the rural conditions in which it operates. In addition to a need for additional funding for fleet replacement, an increased demand for employment shuttles throughout RBT's four-county service area may create a need for larger vehicles with higher seating capacities.

Davenport CitiBus has downsized its fleet in recent years, reducing its fleet from 25 buses in FY23 to 21 buses in FY26.

In addition to the fixed-route and regional transit systems, several private and county-operated not-for-profit agencies have expressed a need for replacement vehicles for their current fleets. Henry County Public Transportation and RICO Rural Transit have each expressed a need to replace one or more vehicles in order to continue meeting service demands of individuals with disabilities, seniors, or the general public. It is important that these agencies maintain involvement in the coordinated planning process and utilize existing transit services when possible.

Facility Needs

MetroLINK's Operations and Maintenance Center (OMC) provides maintenance, administrative, and operational functions. On-site fueling options, both natural gas and electric bus charging stations, along with vehicle cleaning and separate lubrication stations for preventative maintenance provide added cost savings over the life of the facility. The facility incorporates energy efficiencies, including LEED Certification, improved air quality, resource conservation, pollution prevention, and modern diagnostic equipment for the maintenance of digital video recording security systems, automated vehicle locator systems, and multiplex electrical systems that are now standard on MetroLINK vehicles. MetroLINK plans to expand the OMC on the east side of the building to increase capacity. Included in the renovations will be measures for increased fire mitigation for MetroLINK's electric bus fleet.

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

time. MetroLINK worked with the City of Rock Island and Rock Island Economic Growth Corporation (or GROWTH) to promote transit-oriented development in the area surrounding the Transfer Station. The new development, called The Locks, provides 34 units of rental housing, some of which is targeted to short-term corporate rentals.

In 2025, MetroLINK completed renovations at Centre Station, funded through the Rebuild Illinois Capital Program. These renovations included a new café for riders, more indoor seating, improved ADA accessibility, and improved surveillance systems. MetroLINK also has plans to renovate its East Pointe terminal, located in East Moline, with a focus on upgrading the HVAC, electrical, and security/safety systems. Also included in the East Pointe renovations will be the installation for overhead electric bus chargers, and design for overhead chargers at Centre Station and District Station are underway.

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

Evaluation of Needs and Policy Direction

commercial space. Surrounding development using Transit Oriented Development (TOD) principles will create a unique community focal point in Downtown Moline. A Downtown Connector Service to Western Illinois University Riverfront Campus has also been established with Centre Station as one terminus of the route.

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

In addition to bus facilities, MetroLINK also currently maintains four docks for its Channel Cat ferry service, located at River Bend Commons and John Deere Commons in Moline, the Isle Casino Hotel in Bettendorf, and the Village of East Davenport. The dock located at the Village of East Davenport is currently being replaced, with completion expected in 2026. In 2027, construction will begin on a new dock at the Bend complex in East Moline. Interest has also been expressed by the Rock Island Arsenal in the possibility of constructing a dock on the island, but further study will be required.

In Davenport, the Ground Transportation Center (GTC) is ageing, and the city must conduct further study to determine the best solution to determine if the facility requires rehabilitation or replacement. The Iowa DOT developed its Park and Ride System Plan in 2014 to address facilities to promote carpooling, vanpooling, or taking public transit. Scott-to-Rock Island County was among the top 25 county pairs in regard to residence-to-workplace commuter flows in Iowa. The DOT recommended two possible candidate locations for park and ride facilities in Davenport, namely U.S. 61 and Kimberly Road near North Park Mall, and U.S. 61 and Iowa 22 near Interstate 280. In 2017, a Park and Ride facility was established near Thunder Bay Grille restaurant near U.S. 61/

Brady Street and Veterans Memorial Parkway. The facility is signed with approximately 60 parking spaces and easy access to Interstate 80.

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

RICO Rural Transit intends to construct a secure location to store its vehicle fleet. Currently, RICO buses are stored outside in a fenced area and have been significantly damaged by wildlife in the past.

In 2026, River Bend began construction on a new bus storage facility that will allow RBT to store the entirety of its 72-vehicle fleet inside. The building will also include solar panels that will offset a portion of the facility's electrical consumption.

Transit Security/Safety Needs

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

In an effort to provide a safe and secure environment for their passengers and employees, each of the fixed-route systems has installed video surveillance equipment on their revenue vehicles. All of River Bend Transit's 72 vehicles have upgraded security cameras. MetroLINK is also updating their video surveillance system for both on-vehicle and facility systems. These updates are expected to be completed in 2027.

Davenport provides security personnel to monitor the GTC transfer facility during evening hours, and MetroLINK works with the Rock Island County Sheriff's department and

2 Intermodal Surface Transportation Efficiency Act of 1991

has assigned two officers under a Community Oriented Policing Services (C.O.P.S.) program.

Policy Direction & Strategies

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

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

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

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

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

1. Extending hours, days, and frequency of service to meet basic travel needs, either for essential services, medical appointments, work or school trips, or other

Evaluation of Needs and Policy Direction

needs identified by existing or future customers

2. Increasing marketing efforts through sources like fact sheets, websites and/or website links, and maps
3. Broadening educational programs such as Senior Ambassador activities within assisted-living facilities and nursing homes to increase awareness of services
4. Exploring the formation of a centralized dispatching service to provide service information for multiple transit operators in the region
5. Improving rider experience through new technology to attract new customers

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

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

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

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

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

1. Developing partnerships and coordination between public and private transit service providers to reduce trip costs
2. Creating voucher systems for service

Evaluation of Needs and Policy Direction

provided after hours, eliminating the need for low-income individuals to pay a higher price for private service

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

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

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

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

1. Implementing and expanding connections between existing urban and rural transit systems
2. Creating satellite locations for medical and human service agency appointments in rural areas, eliminating the need for distant travel
3. Analyzing and understanding the travel patterns of individuals within the region and how current and future commuting patterns affect travel

*Issues of connectivity seem to be more prevalent in the urban areas because the geographic area is much broader. However, with the aging population, the need for transportation to specialized medical appointments in locations, such as Iowa City and Peoria, continues to increase.

Safety: Passenger and vehicle safety will be prioritized to ensure customer transportation is comfortable and injury-free. Possible strategies include:

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

Performance Measures

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

Chapter 5: 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
TOTAL			\$35,023,781	\$9,865,052	\$203,256

*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 Job Access and Reverse Commute Program (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

Summary and Regional Vision

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 pro-

grams 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 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 Paratransit	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 Paratransit	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	\$103,764	LOC
Rock Island County Metropolitan Mass Transit District (METRO)	Transit Operations	O	\$29,000,000	\$0		\$18,850,000	STA	\$10,150,000	LOC
Western Community Public Transportation	FFY 2026 Operations	O	\$1,321,250	\$345,512	5311	\$845,025	DOAP	\$130,713	LOC
Whiteside County	FFY 2026 Operations	O	\$800,000	\$167,302	5311	\$599,000	DOAP	\$112,698	LOC

*Whiteside County did not provide current FY expenses

Table 5.3 – Initial Year of Operating Expenses FFY 2027
FFY 2027 (October 1, 2026-September 30, 2027)

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	\$103,764	LOC
Western Community Public Transportation	FFY 2027 Operations	O	\$1,678,800	\$359,883	5311	\$845,025	DOAP	\$473,892	LOC
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 2028-2029
(FFY October 1, 2027- September 30, 2029)

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 (CITIBUS)	FFY 2028 Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC
City of Davenport (CITIBUS)	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 (CITIBUS)	FFY 2029 Transit Operations	O	\$5,500,000	\$1,000,000	5307	\$500,000	STA	\$4,000,000	LOC
City of Davenport (CITIBUS)	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 (MUSCABUS)	FFY 2028 Transit Operations	O	\$1,399,900	\$572,200	5311	\$350,500	STA	\$477,200	LCL
City of Muscatine (MUSCABUS)	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
River Bend Transit	FFY 2028 Operations	O	\$788,954	\$394,477	SEC. 5311	\$0		\$394,477	LCL
River Bend Transit	FFY 2029 Operations	O	\$788,954	\$394,477	SEC. 5311	\$0		\$394,477	LCL
RICO Rural Transit	FFY 2028 Transit Operations	O	\$662,921	\$56,735	5311	\$388,200	DOAP	\$103,764	LOC

Summary and Regional Vision

PROJECT SPONSOR	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
				DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE
RICO Rural Transit	FFY 2029 Transit Operations	O	\$662,921	\$56,735	5311	\$388,200	DOAP	\$103,764	LOC
Western Community Public Transportation	FFY 2028 Transit Operations	O	\$1,678,800	\$359,883	5311	\$845,025	DOAP	\$473,892	LOC
Western Community Public Transportation	FFY 2029 Transit Operations	O	\$1,678,800	\$359,883	5311	\$845,025	DOAP	\$473,892	LOC
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 2026
FFY 2026 (October 1, 2025-September 30, 2026)

PROJECT SPONSOR	PROJECT DESCRIPTION	Project Type	# of Units	Cost Per Unit	ESTIMATED TOTAL COST (\$)	FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
						DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE
Abilities Plus – Henry County	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-Fa-cil/5307/ Congress-ionally 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	

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)	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		

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)	Expansion Ferryboat	C			\$16,000,000	\$8,000,000	5307	\$0		\$2,000,000	LOC
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		

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)	Engineering	C			\$1,030,938	\$824,750	5337	\$206,188	TDCs		
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 2027
FFY 2027 (October 1, 2026-September 30, 2027)

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		
Rock Island County Metropolitan Mass Transit District (METRO)	ADP Hardware	C			\$100,000	\$80,000	5307	\$20,000	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 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 932,933,934,935,936,937,940,944,945,946	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
Western Community Public Transportation	New Roof	C			\$130,000	\$130,000	CARES				

Table 5.7 – Capital Expenses FFY 2028-2029
(FFY October 1, 2027- September 30, 2029)

							FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
PROJECT SPONSOR	FFY	PROJECT DESCRIPTION	Project Type	# of Units	Cost Per Unit	ESTIMATED TOTAL COST (\$)	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE3	DOLLARS (\$)	SOURCE5
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		

Summary and Regional Vision

							FEDERAL SHARE*		STATE SHARE		LOCAL SHARE	
PROJECT SPONSOR	FFY	PROJECT DESCRIPTION	Project Type	# of Units	Cost Per Unit	ESTIMATED TOTAL COST (\$)	DOLLARS (\$)	SOURCE	DOLLARS (\$)	SOURCE3	DOLLARS (\$)	SOURCE5
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		
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

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 2026
(October 1, 2025-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	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 2027
(October 1, 2026-September 30, 2027)

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 2028-2029
(FFY October 1, 2027- September 30, 2029)

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

Appendix A

Profile – Henry County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	48,948	Total Households	20,261
Gender		Total Families	13,369
Male	24,264		
Female	24,684	Age	
		0-4	2,520
Race		5-19	9,330
White	43,316	20-24	2,252
Black or African American	1,071	25-34	5,299
American Indian or Alaska Native	5	35-44	6,156
Asian	192	45-54	6,072
Native Hawaiian or Pacific Islander	10	55-64	6,955
Some Other Race	1,290	65-74	6,018
Two or More Races	3,064	75 and over	4,346
Hispanic or Latino Ethnicity (of any race)	3,284	Median Age	43.4
INCOME AND EDUCATION CHARACTERISTICS			
Household Income, ¹		School Enrollment	
\$14,999 or less	6.7%	Population 3 years and over enrolled in school	11,089
\$15,000 to \$24,999	6.9%	Nursery School, Preschool	966
\$25,000 to \$34,999	6.9%	Kindergarten	602
\$35,000 to \$49,999	14.0%	Elementary (Grades 1-8)	4,765
\$50,000 to \$74,999	19.1%	High School (Grades 9-12)	2,706
\$75,000 to \$99,999	12.1%	College or Graduate School	2,050
\$100,000 to \$149,999	18.5%		
\$150,000 or more	15.8%		
		Educational Attainment	
Median Household Income	\$69,912	Population 25 years and over	34,846
		Less than 9th Grade	951
Family Income, ¹		9th to 12th Grade, no diploma	1,811
\$14,999 or less	2.8%	High School Graduate (includes equivalency)	11,749
\$15,000 to \$24,999	3.2%	Some College, no degree	7,697
\$25,000 to \$34,999	3.7%	Associates Degree	4,156
\$35,000 to \$49,999	12.5%	Bachelor's Degree	5,790
\$50,000 to \$74,999	19.6%	Graduate or Professional Degree	2,692
\$75,000 to \$99,999	13.8%		
\$100,000 to \$149,999	23.2%	% High School Graduate or higher	92.1%
\$150,000 or more	21.2%	% Bachelor's Degree or higher	24.3%
Median Family Income	\$89,207		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2019-2023)

¹ 2023 Inflation Adjusted Dollars

Profile – Mercer County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	15,619	Total Households	6,413
Gender		Total Families	4,497
Male	7,882		
Female	7,737	Age	
		0-4	757
Race		5-19	2,907
White	14,802	20-24	803
Black or African American	88	25-34	1,608
American Indian or Alaska Native	14	35-44	1,882
Asian	52	45-54	1,961
Native Hawaiian or Pacific Islander	0	55-64	2,349
Some Other Race	137	65-74	1,923
Two or More Races	526	75 and over	1,429
Hispanic or Latino Ethnicity (of any race)	514	Median Age	44.5
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	7.6%	Population 3 years and over enrolled in school	3,095
\$15,000 to \$24,999	7.8%	Nursery School, Preschool	300
\$25,000 to \$34,999	6.2%	Kindergarten	173
\$35,000 to \$49,999	12.3%	Elementary (Grades 1-8)	1,457
\$50,000 to \$74,999	18.6%	High School (Grades 9-12)	823
\$75,000 to \$99,999	12.3%	College or Graduate School	342
\$100,000 to \$149,999	19.5%		
\$150,000 or more	15.5%		
		Educational Attainment	
Median Household Income	\$71,710	Population 25 years and over	11,152
		Less than 9th Grade	199
Family Income ₁		9th to 12th Grade, no diploma	547
\$14,999 or less	3.7%	High School Graduate (includes equivalency)	4483
\$15,000 to \$24,999	5.0%	Some College, no degree	2539
\$25,000 to \$34,999	2.0%	Associates Degree	1273
\$35,000 to \$49,999	10.6%	Bachelor's Degree	1408
\$50,000 to \$74,999	20.0%	Graduate or Professional Degree	703
\$75,000 to \$99,999	14.2%		
\$100,000 to \$149,999	24.3%	% High School Graduate or higher	93.3%
\$150,000 or more	20.2%	% Bachelor's Degree or higher	18.9%
Median Family Income	\$92,255		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2019-2023)

¹ 2023 Inflation Adjusted Dollars

Profile – Muscatine County, Iowa

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	42,735	Total Households	17,170
Gender		Total Families	11,469
Male	21,442		
Female	21,293	Age	
		0-4	2,541
Race		5-19	8,781
White	35,076	20-24	2,550
Black or African American	1,247	25-34	5,015
American Indian or Alaska Native	127	35-44	5,391
Asian	274	45-54	5,161
Native Hawaiian or Pacific Islander	0	55-64	5,787
Some Other Race	3,516	65-74	4,597
Two or More Races	2,495	75 and over	2,912
Hispanic or Latino Ethnicity (of any race)	7,878	Median Age	39.1
INCOME AND EDUCATION CHARACTERISTICS			
Household Income, ¹		School Enrollment	
\$14,999 or less	7.7%	Population 3 years and over enrolled in school	9,645
\$15,000 to \$24,999	6.6%	Nursery School, Preschool	964
\$25,000 to \$34,999	6.9%	Kindergarten	264
\$35,000 to \$49,999	12.4%	Elementary (Grades 1-8)	4,720
\$50,000 to \$74,999	20.7%	High School (Grades 9-12)	2,201
\$75,000 to \$99,999	11.2%	College or Graduate School	1,496
\$100,000 to \$149,999	21.3%		
\$150,000 or more	13.2%		
		Educational Attainment	
Median Household Income	\$69,512	Population 25 years and over	28,863
		Less than 9th Grade	891
Family Income, ¹		9th to 12th Grade, no diploma	1,856
\$14,999 or less	5.6%	High School Graduate (includes equivalency)	10,147
\$15,000 to \$24,999	3.9%	Some College, no degree	5,906
\$25,000 to \$34,999	4.3%	Associates Degree	3,507
\$35,000 to \$49,999	9.8%	Bachelor's Degree	4,632
\$50,000 to \$74,999	19.2%	Graduate or Professional Degree	1,924
\$75,000 to \$99,999	13.4%		
\$100,000 to \$149,999	27.1%	% High School Graduate or higher	90.5%
\$150,000 or more	16.7%	% Bachelor's Degree or higher	22.7%
Median Family Income	\$88,225		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2019-2023)

¹ 2023 Inflation Adjusted Dollars

Profile – Rock Island County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	142,995	Total Households	61,192
Gender		Total Families	36,917
Male	70,765		
Female	72,230	Age	
		0-4	8,404
Race		5-19	27,601
White	104,439	20-24	8,781
Black or African American	15,668	25-34	17,212
American Indian or Alaska Native	462	35-44	17,387
Asian	3,746	45-54	16,356
Native Hawaiian or Pacific Islander	227	55-64	18,563
Some Other Race	6,493	65-74	16,691
Two or More Races	11,960	75 and over	12,000
Hispanic or Latino Ethnicity (of any race)	20,013	Median Age	40.3
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	10.7%	Population 3 years and over enrolled in school	32,778
\$15,000 to \$24,999	7.5%	Nursery School, Preschool	2,074
\$25,000 to \$34,999	8.3%	Kindergarten	1,973
\$35,000 to \$49,999	12.3%	Elementary (Grades 1-8)	14,070
\$50,000 to \$74,999	15.8%	High School (Grades 9-12)	7,021
\$75,000 to \$99,999	14.9%	College or Graduate School	7,640
\$100,000 to \$149,999	17.4%		
\$150,000 or more	13.1%		
		Educational Attainment	
Median Household Income	\$66,768	Population 25 years and over	98,209
		Less than 9th Grade	3,363
Family Income ₁		9th to 12th Grade, no diploma	6,236
\$14,999 or less	6.1%	High School Graduate (includes equivalency)	30,159
\$15,000 to \$24,999	4.5%	Some College, no degree	24,384
\$25,000 to \$34,999	5.4%	Associates Degree	10,434
\$35,000 to \$49,999	10.0%	Bachelor's Degree	14,788
\$50,000 to \$74,999	15.2%	Graduate or Professional Degree	8,845
\$75,000 to \$99,999	17.2%		
\$100,000 to \$149,999	23.1%	% High School Graduate or higher	90.2%
\$150,000 or more	18.5%	% Bachelor's Degree or higher	24.1%
Median Family Income	\$87,207		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2019-2023)

¹ 2023 Inflation Adjusted Dollars

Profile – Scott County, Iowa

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	174,302	Total Households	72,675
Gender		Total Families	44,848
Male	86,114		
Female	88,188	Age	
		0-4	10,270
Race		5-19	34,975
White	140,647	20-24	10,177
Black or African American	12,444	25-34	21,964
American Indian or Alaska Native	323	35-44	23,687
Asian	5,111	45-54	20,856
Native Hawaiian or Pacific Islander	80	55-64	22,522
Some Other Race	2,655	65-74	17,741
Two or More Races	13,042	75 and over	12,110
Hispanic or Latino Ethnicity (of any race)	12,512	Median Age	40.2
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ¹		School Enrollment	
\$14,999 or less	8.2%	Population 3 years and over enrolled in school	42,160
\$15,000 to \$24,999	6.3%	Nursery School, Preschool	2,766
\$25,000 to \$34,999	7.3%	Kindergarten	3,180
\$35,000 to \$49,999	10.0%	Elementary (Grades 1-8)	17,953
\$50,000 to \$74,999	17.2%	High School (Grades 9-12)	9,727
\$75,000 to \$99,999	13.1%	College or Graduate School	8,534
\$100,000 to \$149,999	19.4%		
\$150,000 or more	18.5%		
		Educational Attainment	
Median Household Income	\$76,363	Population 25 years and over	118,880
		Less than 9th Grade	2,471
Family Income ¹		9th to 12th Grade, no diploma	4,476
\$14,999 or less	4.2%	High School Graduate (includes equivalency)	30,609
\$15,000 to \$24,999	3.8%	Some College, no degree	24,971
\$25,000 to \$34,999	5.1%	Associates Degree	13,286
\$35,000 to \$49,999	7.6%	Bachelor's Degree	26,844
\$50,000 to \$74,999	15.1%	Graduate or Professional Degree	16,223
\$75,000 to \$99,999	14.3%		
\$100,000 to \$149,999	24.0%	% High School Graduate or higher	94.2%
\$150,000 or more	25.9%	% Bachelor's Degree or higher	36.2%
Median Family Income	\$99,650		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2019-2023)

¹ 2023 Inflation Adjusted Dollars

Profile – Whiteside County, Illinois

GENERAL DEMOGRAPHIC CHARACTERISTICS			
Total Population	55,192	Total Households	23,215
Gender		Total Families	14,143
Male	27,659		
Female	27,533	Age	
		0-4	2,928
Race		5-19	10,350
White	48,497	20-24	3,094
Black or African American	592	25-34	5,941
American Indian or Alaska Native	122	35-44	6,305
Asian	280	45-54	6,815
Native Hawaiian or Pacific Islander	5	55-64	7,932
Some Other Race	1,206	65-74	6,812
Two or More Races	4,490	75 and over	5,015
Hispanic or Latino Ethnicity (of any race)	7,212	Median Age	43.4
INCOME AND EDUCATION CHARACTERISTICS			
Household Income ₁		School Enrollment	
\$14,999 or less	8.8%	Population 3 years and over enrolled in school	11,956
\$15,000 to \$24,999	8.9%	Nursery School, Preschool	1,171
\$25,000 to \$34,999	8.2%	Kindergarten	519
\$35,000 to \$49,999	14.0%	Elementary (Grades 1-8)	5,534
\$50,000 to \$74,999	16.1% ⁴	High School (Grades 9-12)	2,978
\$75,000 to \$99,999	13.0%	College or Graduate School	1,754
\$100,000 to \$149,999	19.7%		
\$150,000 or more	11.3%		
		Educational Attainment	
Median Household Income	\$64,536	Population 25 years and over	38,820
		Less than 9th Grade	1,310
Family Income ₁		9th to 12th Grade, no diploma	2,179
\$14,999 or less	4.4%	High School Graduate (includes equivalency)	14,688
\$15,000 to \$24,999	5.3%	Some College, no degree	8,670
\$25,000 to \$34,999	4.4%	Associates Degree	4,181
\$35,000 to \$49,999	11.2%	Bachelors Degree	4,836
\$50,000 to \$74,999	18.2%	Graduate or Professional Degree	2,956
\$75,000 to \$99,999	15.4%		
\$100,000 to \$149,999	25.5%	% High School Graduate or higher	91.0%
\$150,000 or more	15.6%	% Bachelors Degree or higher	20.1%
Median Family Income	\$85,370		

Source: U.S. Census Bureau, American Community Survey 5-year estimates (2019-2023)

¹ 2023 Inflation Adjusted Dollars

Appendix B

Specialized Transportation Services Inventory for the Bi-State Region

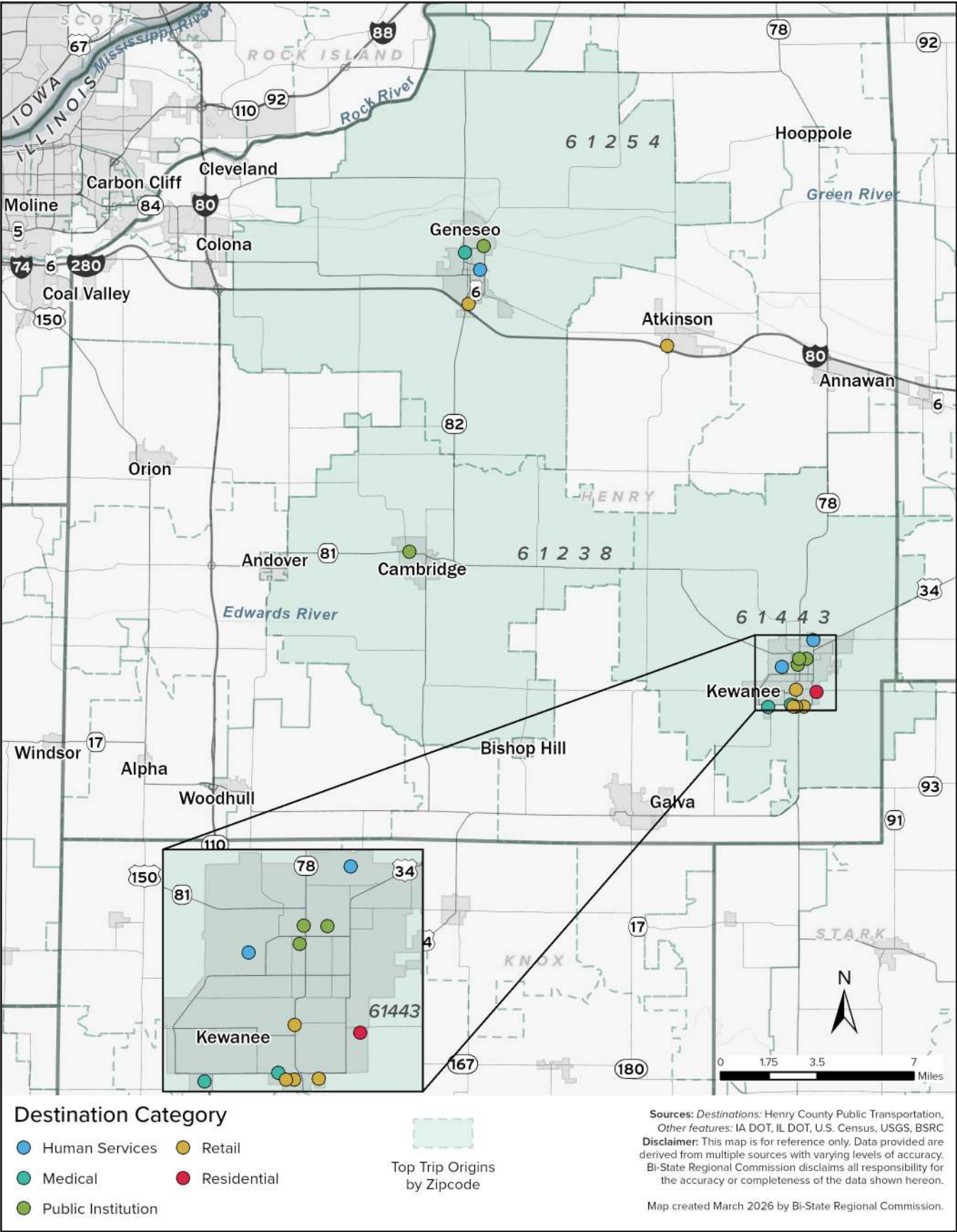
Introduction

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

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

social service agencies and transit systems to contact for transportation services. The inventory includes forms describing various types of agencies that provide transportation to their clients, such as nursing homes, social service agencies, local transit systems, and taxi companies. The document is divided into two major sections for Illinois and Iowa, then by county (Henry, Mercer, Rock Island, and Whiteside Counties in Illinois, and Muscatine and Scott Counties in Iowa). Each service inventory form includes service area, vehicles, principal clients, fees, operating hours, and nature of destination. The document also offers a list of informal sources that individuals may choose to pursue after all other sources have been exhausted. Maps B-1 through B-6 illustrate the most frequent destinations and zip code origins in each county. This data was reported by the rural transit providers.

Map B1 – Henry County Transit



Henry County, Illinois

ABILITIES PLUS
1100 NORTH EAST STREET
KEWANEE, IL 61443
(309) 854-7433
CONTACT: KIM WALKER
E-MAIL: kim@abilitiesplus.org

Sponsor:	Abilities Plus.
Service Area:	Henry, Stark and Western Bureau Counties
Nature of Service/ Destination:	Paratransit, Demand response, curb to curb service
Vehicles:	Eight ADA-Accessible minivans; 8 medium duty vans.
Principal Clients:	Seniors, disabled individuals, general public
Operating Hours:	7:00 a.m. to 9:00 p.m., Monday through Friday 7:00 a.m. to 5:00 p.m. Saturdays
Priority Call System:	Scheduling required; call ahead for reservations
Fees/Suggested Donation:	3per trip in-town; 4per trip out of town8per trip for extended trips (i.e. to Quad Cities, Peoria or Galesburg)
Program Funding Sources:	Illinois Department of Transportation, Federal Transit Administration Section 5311 and Illinois Downstate Operating Assistance Program (DOAP)
Drivers and Escorts:	Drivers function as drivers only. Passenger assistance is provided to board and depart vehicles.
Service Restrictions:	Must be within service area and scheduled in advance

Henry County, Illinois

GENESEO ACTIVE ADULTS (SENIOR CENTER)

541 EAST NORTH STREET

GENESEO, IL 61254

(309) 944-3793

E-MAIL: geneseoseniors@gmail.com

Sponsor:	Geneseo Active Adults Senior Center / Henry County Senior Services Coordination
Service Area:	Geneseo and surrounding areas in Henry County, Illinois
Nature of Service/ Destination:	Door-to-door or scheduled rides for seniors to medical appointments, grocery shopping, community programs, and senior center activities. Transportation is coordinated through the Henry County Senior Citizens program.
Vehicles:	One 7-passenger van
Principal Clients:	Adults age 60+ residing in Geneseo and surrounding Henry County areas
Operating Hours:	Monday–Friday, approximately 8 am–4 pm). Advance reservation required.
Priority Call System:	Medical and essential trips prioritized. All rides must be scheduled in advance with the senior center or county transportation office.
Fees/Suggested Donation:	\$2–\$5 per ride
Program Funding Sources:	Older Americans Act funds, Illinois Area Agency on Aging, local county support, donations, and other senior services grants.
Drivers and Escorts:	Trained drivers employed or contracted by Henry County Senior Citizens; escorts or caregivers may ride along when required.
Service Restrictions:	Service limited to seniors (age 60+) or program participants; within Henry County service area; dependent on vehicle availability and prior reservations.

Henry County, Illinois

ALLURE OF GENESEO
704 SOUTH ILLINOIS
GENESEO, IL 61254
(309) 944-6424
EMAIL: info@allurehcs.com

Sponsor:	Allure Healthcare Services
Service Area:	Local service to campus residents.
Nature of Service/ Destination:	Transportation for campus residents to offsite medical appointments, grocery trips, social outings, and scheduled community activities.
Vehicles:	One mini van with wheelchair ramp and one shuttle van with wheelchair lift.
Principal Clients:	Residents of Allure of Geneseo, including those in independent living, assisted living, memory care, and skilled nursing programs.
Operating Hours:	Transportation scheduling typically follows facility business hours and resident needs
Priority Call System:	Resident transportation arrangements are coordinated through facility staff.
Fees/Suggested Donation:	Included in resident fees, otherwise charged by cash or insurance
Program Funding Sources:	Resident fees, private pay, Medicare/Medicaid
Drivers and Escorts:	Trained facility staff members.
Service Restrictions:	Service is limited to residents of the Allure campus.

Henry County, Illinois

HENRY COUNTY RSVP
203 N JEFFERSON ST
MOUNT PLEASANT, IL 52641
(319) 385-3242
CONTACT: LINDSEY FORD
EMAIL: rsvp@thefellowship.org

Sponsor:	The Fellowship Cup.
Service Area:	Henry County.
Nature of Service/ Destination:	Volunteer transportation program providing rides for seniors and individuals with disabilities to essential medical appointments only.
Vehicles:	Volunteer drivers use their personal vehicles or an available RSVP automobile.
Principal Clients:	Older adults (age 55 and older) and individuals with disabilities who need assistance with transportation.
Operating Hours:	Trips are scheduled in advance through the RSVP office; requires 48-hour notice.
Priority Call System:	Requests scheduled in advance through the RSVP office; requires 48-hour notice.
Fees/Suggested Donation:	No charge. Donations are welcome to support future programming but are not required.
Program Funding Sources:	Federal AmeriCorps Seniors funding, local agency support, and community contributions.
Drivers and Escorts:	Screened and trained volunteer drivers from the RSVP program.
Service Restrictions:	Advance scheduling required; service is limited by the availability of our volunteer drivers and is restricted to older adults and individuals with disabilities residing within the service area.

Henry County, Illinois

HENRY COUNTY SENIOR CITIZENS, INC
200 E SOUTH ST
KEWANEE, IL 61443
(309) 853-8831
EMAIL: hcsc@hcseniorservices.org

Sponsor:	Henry County Senior Citizens, Inc. / Western Illinois Area Agency on Aging
Service Area:	Henry County
Nature of Service/ Destination:	Scheduled transportation for seniors to medical, grocery, social, and essential appointments
Vehicles:	Two vans.
Principal Clients:	Seniors
Operating Hours:	9:00 to 11:30 a.m. and 1:00 to 3:00 p.m., Monday through Friday.
Priority Call System:	Medical appointments.
Fees/Suggested Donation:	\$1.50 each way
Program Funding Sources:	Western Illinois Area Agency on Aging, local support, donations
Drivers and Escorts:	Trained Staff
Service Restrictions:	Riders must be 60 years of age or older, or accompanying spouse. Agency operates no vehicles with wheelchair lifts.

Henry County, Illinois

HOME

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

E-MAIL: activitydirector@henrycty.com

Sponsor:	Henry County
Service Area:	Resident transportation for Geneseo and surrounding Henry County.
Nature of Service/ Destination:	Offsite medical appointments, therapy sessions, community activities, and essential errands
Vehicles:	One van: 2 wheelchair passengers; one bus: three wheelchairs and 12 passengers.
Principal Clients:	Residents of Hillcrest Home.
Operating Hours:	Monday–Friday during regular business hours
Priority Call System:	Rides are scheduled based on resident needs. Medical and therapy appointments take priority.
Fees/Suggested Donation:	Included as part of resident care services
Program Funding Sources:	Medicare/Medicaid, resident care payments, county operations budget.
Drivers and Escorts:	Facility staff or contracted drivers, escorts provided by care staff when appropriate.
Service Restrictions:	Hillcrest residents only.

Henry County, Illinois

144 JUNIOR AVENUE

KEWANEE, IL 61443

(309) 852-4856

CONTACT: MS. TERESA MORGAN

tmorgan@petersenhealthcare.net

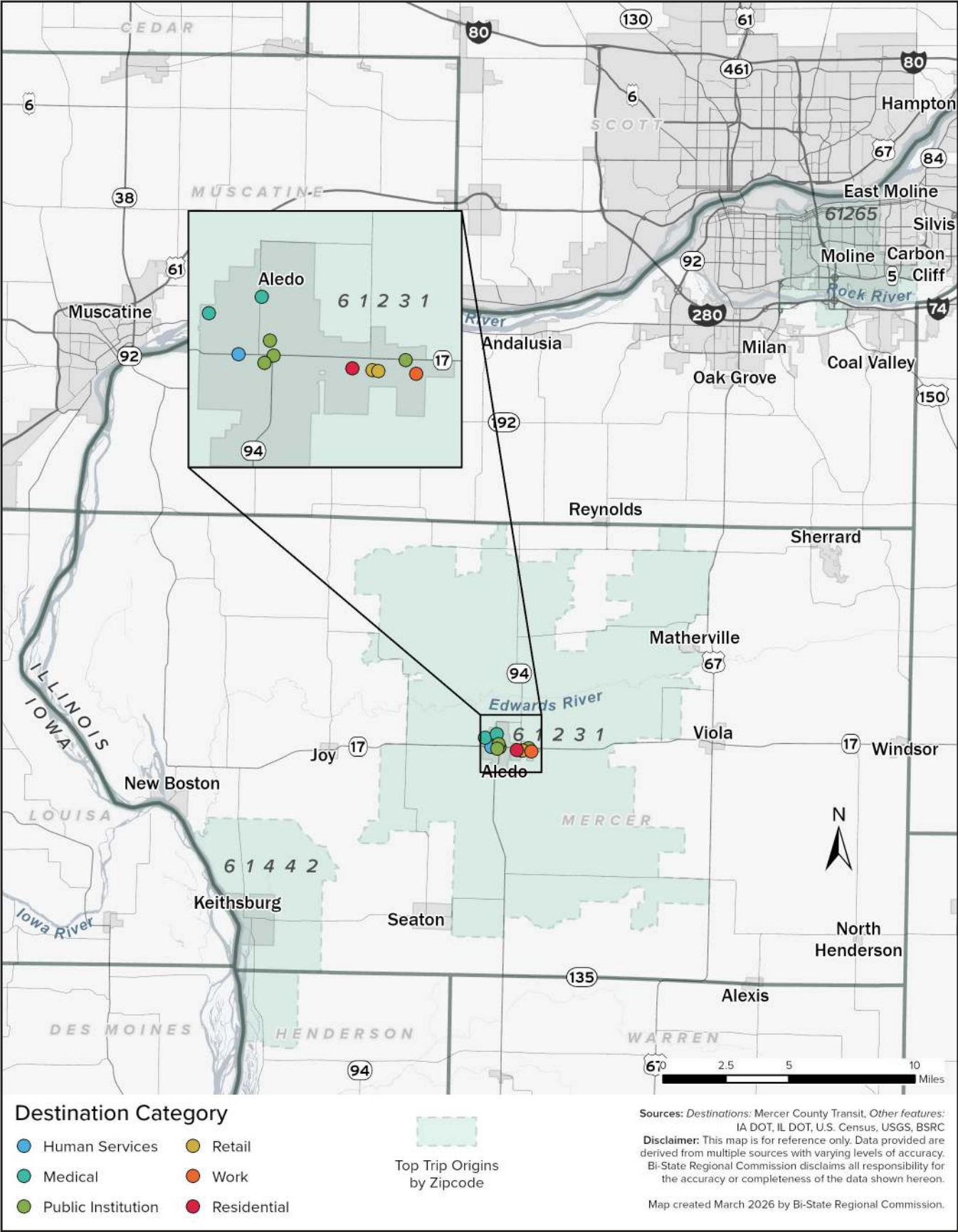
Sponsor:	Kewanee Care Home Senior Care Facility
Service Area:	Kewanee and Henry County areas (resident transport only)
Nature of Service/ Destination:	Medical appointments, recreation, therapy visits, errands
Vehicles:	Two ADA wheelchair vans.
Principal Clients:	Residents.
Operating Hours:	8:00 a.m. to 4:30 p.m., Monday through Friday.
Priority Call System:	Residents. Medical appointments are priority.
Fees/Suggested Donation:	None for residents (unless private paid). Medicare/Medicaid
Program Funding Sources:	Service provided in-house.
Drivers and Escorts:	Staff employees.
Service Restrictions:	Residents of nursing home. Not available to the public.

Henry County, Illinois

**920 SOUTH CHICAGO STREET
GENESEO, IL 61254
(309) 944-0460
CONTACT: CRAIG MASON
EMAIL: cmason@rfmsinc.com**

Sponsor:	Liberty Village
Service Area:	Mainly Geneseo, with some special trips to the Quad Cities and surrounding area.
Nature of Service/ Destination:	Resident transportation, medical appointments, recreation.
Vehicles:	One 12-passenger van with lift; 10 standard seats and 2 wheelchair positions
Principal Clients:	Senior residents.
Operating Hours:	Monday-Friday 8:00-4:30, other trips vary.
Priority Call System:	Medical appointments.
Fees/Suggested Donation:	Included in resident services.
Program Funding Sources:	Resident fees and community operations budget.
Drivers and Escorts:	Drivers, in-house.
Service Restrictions:	Residents only. Not a public transportation service.

Map B2 – Mercer County Transit



Mercer County, Illinois

WESTERN COMMUNITY PUBLIC TRANSPORTATION

1360 S. MAIN ST
MONMOUTH, IL 61231
(309) 734-6001

CONTACT: TRANSPORTATION DIRECTOR

EMAIL: mlewis@warrencountyl.gov

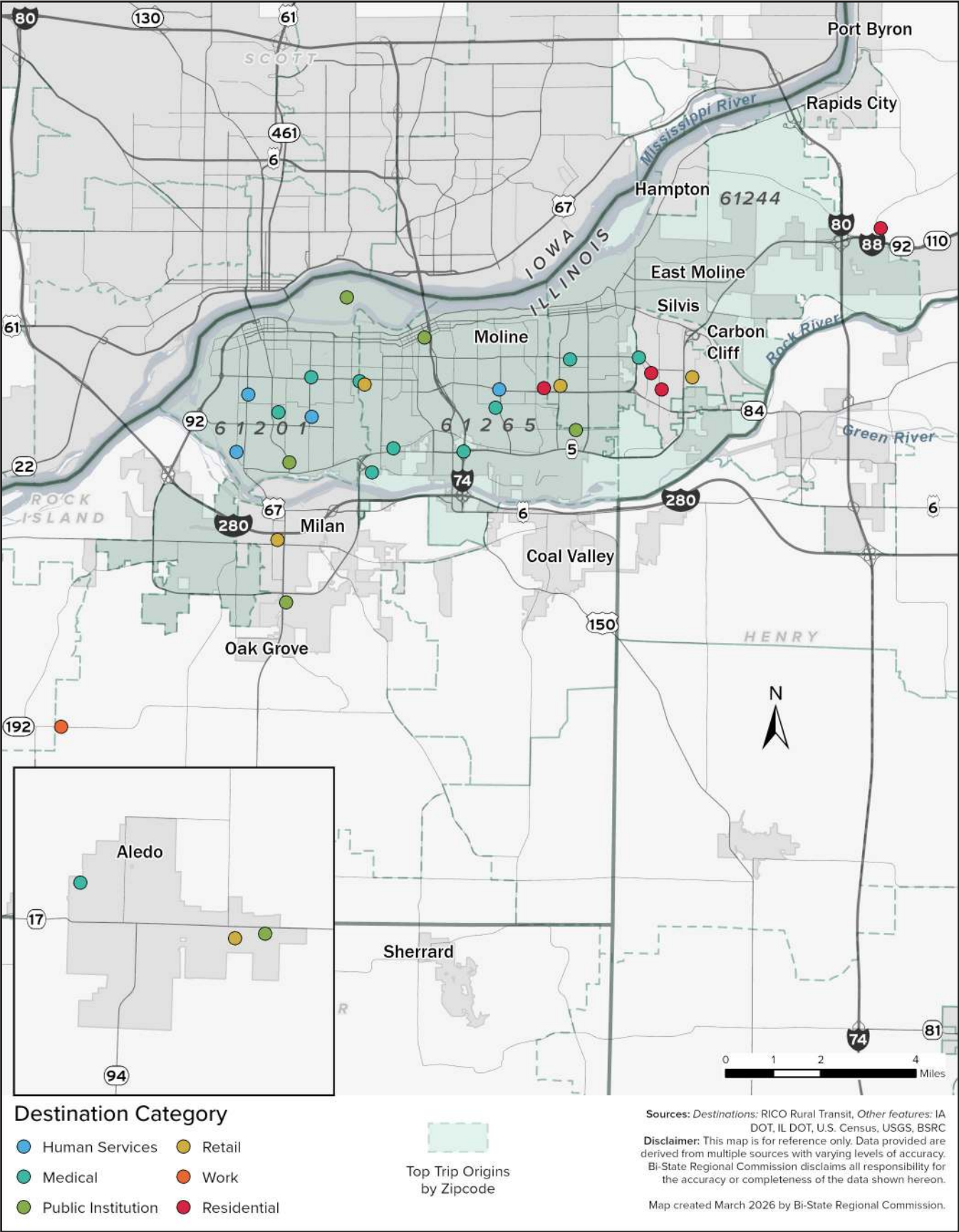
Sponsor:	Warren County, Illinois
Service Area:	Warren County, Mercer County, Henderson County, and surrounding rural communities.
Nature of Service/ Destination:	Demand-response public transportation rides to medical appointments, shopping locations, employment sites, nutrition programs, and other essential services.
Vehicles:	31 Vehicles: ADA-accessible mid-size buses and vans.
Principal Clients:	General public.
Operating Hours:	Monday through Friday, approximately 7:30 a.m. to 4:30 p.m.
Priority Call System:	Advance reservations required; medical trips and scheduled appointments typically receive priority.
Fees/Suggested Donation:	Small fare based on trip distance; reduced fares or suggested donations for seniors.
Program Funding Sources:	Federal Transit Administration rural transit funding (Section 5311), Illinois Department of Transportation support, local county funding, and rider fares.
Drivers and Escorts:	Paid transit drivers employed through the county transportation program.
Service Restrictions:	Trips must be scheduled in advance; service limited and dependent on vehicle and driver availability.

Mercer County, Illinois

BROOKSTONE OF ALEDO
405 SE 13TH AVENUE
ALEDO, IL 61231
(309) 582-1132
EMAIL: aled.con@meridiansenior.com

Sponsor:	Brookstone Health Services
Service Area:	Aledo and surrounding Mercer County.
Nature of Service/ Destination:	Transportation for residents. to medical appointments and for social reasons
Vehicles:	One 9-passenger van.
Principal Clients:	Residents of senior living facility
Operating Hours:	Varies from week to week depending on social programming.
Priority Call System:	Senior residents
Fees/Suggested Donation:	None, included in costs of staying at Brookstone.
Program Funding Sources:	Private
Drivers and Escorts:	Drivers and Staff
Service Restrictions:	Residents only, availability depends on when staff are working

Map B3 – Rock Island County Transit



Rock Island County, Illinois

**ALTERNATIVES FOR THE OLDER ADULT
3800 AVENUE OF THE CITIES, SUITE 101
MOLINE, IL 61265**

(309) 277-0167

CONTACT: TELLY PAPANIKOLAOU

EMAIL: alternatives@alternativesforyou.org

Sponsor:	Alternatives is a Non-Profit.
Service Area:	Henry, Mercer, Rock Island, McDonough, Warren, Henderson, Knox, LaSalle, Bureau, Putnam Counties, Illinois.
Nature of Service/ Destination:	Medical appointments, errands.
Vehicles:	Privately owned vehicles that homemakers drive or homemakers' vehicles
Principal Clients:	Seniors age 60 and older with waiver services.
Operating Hours:	8:00 a.m. – 5:00 p.m., Monday – Friday.
Priority Call System:	Handled by the schedule, based on need and resources available.
Fees/Suggested Donation:	Varies. Based on ability to pay.
Program Funding Sources:	State, federal, and grant funds. Illinois Department on Aging, Department of Human Services, United Way.
Drivers and Escorts:	Homemakers. Contracted Drivers.
Service Restrictions:	A need for transportation must be part of a client's care plan through aging waiver services after an initial assessment. No walk-ins, not for public use.

Rock Island County, Illinois

ADVANCED MEDICAL TRANSPORT OF CENTRAL ILLINOIS

1207 11TH ST W

MILAN, IL 61264

(309) 494-6200

EMAIL: wsmith@amtci.org

Sponsor:	Non-Profit.
Service Area:	Central, Eastern, and Western downstate Illinois.
Nature of Service/ Destination:	Emergency ambulance services and scheduled medical transport.
Vehicles:	75 advanced life support ambulances, BLS units, wheelchair vans, and secured cars
Principal Clients:	Patients requiring emergency or medically-monitored non-emergency ground transport, including hospital or healthcare facility transfers.
Operating Hours:	24/7
Priority Call System:	Emergency response is prioritized through dispatch. Scheduled non-emergency transports are coordinated based on clinical need and appointment timing.
Fees/Suggested Donation:	Varies. Based on service type and payment source. Financial assistance available.
Program Funding Sources:	Fees, Medicare/Medicaid, Insurance, support from nonprofit and community partnerships.
Drivers and Escorts:	Licensed paramedics, EMTs, and trained medical staff.
Service Restrictions:	Ambulance services require appropriate medical authorization; not a general public transit service for non-medical trips.

Rock Island County, Illinois

CHARTER SENIOR LIVING OF MOLINE
900 43RD AVENUE
MOLINE, IL 61265
(309) 7978181
CONTACT: FACILITY MAIN OFFICE
EMAIL: ed@chartermoline.com

Sponsor:	Charter Senior Living of Moline
Service Area:	Moline and surrounding Rock Island County region
Nature of Service/ Destination:	Charter Senior Living of Moline organizes transportation for residents to off-site medical appointments, pharmacy trips, shopping destinations, and scheduled social outings. Transportation is coordinated with resident care plans and scheduled by facility staff.
Vehicles:	1 ADA Bus, 1 mini van
Principal Clients:	Residents of Charter Senior Living of Moline.
Operating Hours:	Monday through Friday during regular business hours.
Priority Call System:	Requesting a ride is done through facility staff; medical and essential appointment trips are prioritized when scheduling transportation.
Fees/Suggested Donation:	Included as part of the resident services offered by the community. Any additional charges (e.g. for off-schedule or specialized transport) are communicated by facility administration.
Program Funding Sources:	Resident service fees, privacy pay arrangements, and facility operating budget support
Drivers and Escorts:	Facility staff contracted drivers provide transportation services; staff may also escort residents during trips when assistance is needed.
Service Restrictions:	Transportation is only available to current residents of the assisted living community and is not offered to the public

Rock Island County, Illinois

THE ARC OF THE QUAD CITIES AREA
4016 NINTH STREET
ROCK ISLAND, IL 61201
(309) 786-6474
CONTACT: Michael Glanz
EMAIL: glanzm@arcqca.org

Sponsor:	N/A.
Service Area:	IL QCA
Nature of Service/ Destination:	Services for people with disabilities
Vehicles:	50
Principal Clients:	People with intellectual and developmental disabilities
Operating Hours:	8:00 a.m. to 4:30 p.m
Priority Call System:	N/A
Fees/Suggested Donation:	Fee for Service
Program Funding Sources:	IL DHS
Drivers and Escorts:	Direct Support Professionals
Service Restrictions:	For people who receive services from The Arc of the Quad Cities Area.

Rock Island County, Illinois

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

**CONTACT: HEATHER STANCLIFF
EMAIL: heather.stancliff@friendshipmanor.org**

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

Rock Island County, Illinois

ACTIVE DAY OF MOLINE
4011 AVENUE OF THE CITIES, SUITE 102
MOLINE, IL 61265
(309) 797-0200
CONTACT: BRANDY ANDREWS
EMAIL: bandrews@activeday.com

Sponsor:	N/A
Service Area:	Rock Island and Henry County, Illinois.
Nature of Service/ Destination:	Transportation for those enrolled in Adult Day Services.
Vehicles:	One car; fourteen 10-passenger vans with hydraulic lifts; 1 mini van.
Principal Clients:	Adults in the community with physical/psychological challenges.
Operating Hours:	7:30 a.m. to 4:30 p.m., Monday through Friday.
Priority Call System:	Based on participant enrollment and attendance.
Fees/Suggested Donation:	\$20 each way for private pay no Iowa Transportation
Program Funding Sources:	IDOA, VA, ORS, private pay.
Drivers and Escorts:	Staff. Drivers trained in working with adults who have mobility and cognitive needs. Escorts can accompany when needed.
Service Restrictions:	Only available to Active Day members, no general public

Rock Island County, Illinois

LIGHTHOUSE HOMECARE, LLC
2100 18th AVENUE
ROCK ISLAND, IL 61201
(309) 786-9982
CONTACT: MS. BETH MARTINEZ
EMAIL: beth@lighthousehomecare.com

Sponsor:	Lighthouse Homecare, LLC.
Service Area:	Quad Cities region, other areas upon request
Nature of Service/ Destination:	Doctor appointments, Errands, Shopping, Pet Care, etc.
Vehicles:	Client or caregiver vehicle.
Principal Clients:	Elderly and doctor's offices.
Operating Hours:	24/7 for clients.
Priority Call System:	First come, first served.
Fees/Suggested Donation:	\$40 hour (transportation only) plus mileage (\$.60) from time vehicle left office to office return.
Program Funding Sources:	Private pay.
Drivers and Escorts:	CNA and Homemakers.
Service Restrictions:	Do not have vehicles with a lift.

Rock Island County, Illinois

METROLINK
1515 RIVER DRIVE
MOLINE, IL 61265
(309) 7883360
WEBSITE: <http://www.gogreenmetro.com/>
CONTACT: JENNIFER HIRSCH
EMAIL: jhirsch@qcmetrolink.com

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

Rock Island County, Illinois

RICO Rural Public Transportation

1830 2nd Ave

Rock Island, IL 61201

(309) 7936391

CONTACT: MS. MELISSA SHOUSE, Transportation Program Coordinator

EMAIL: mshouse@projectnow.org

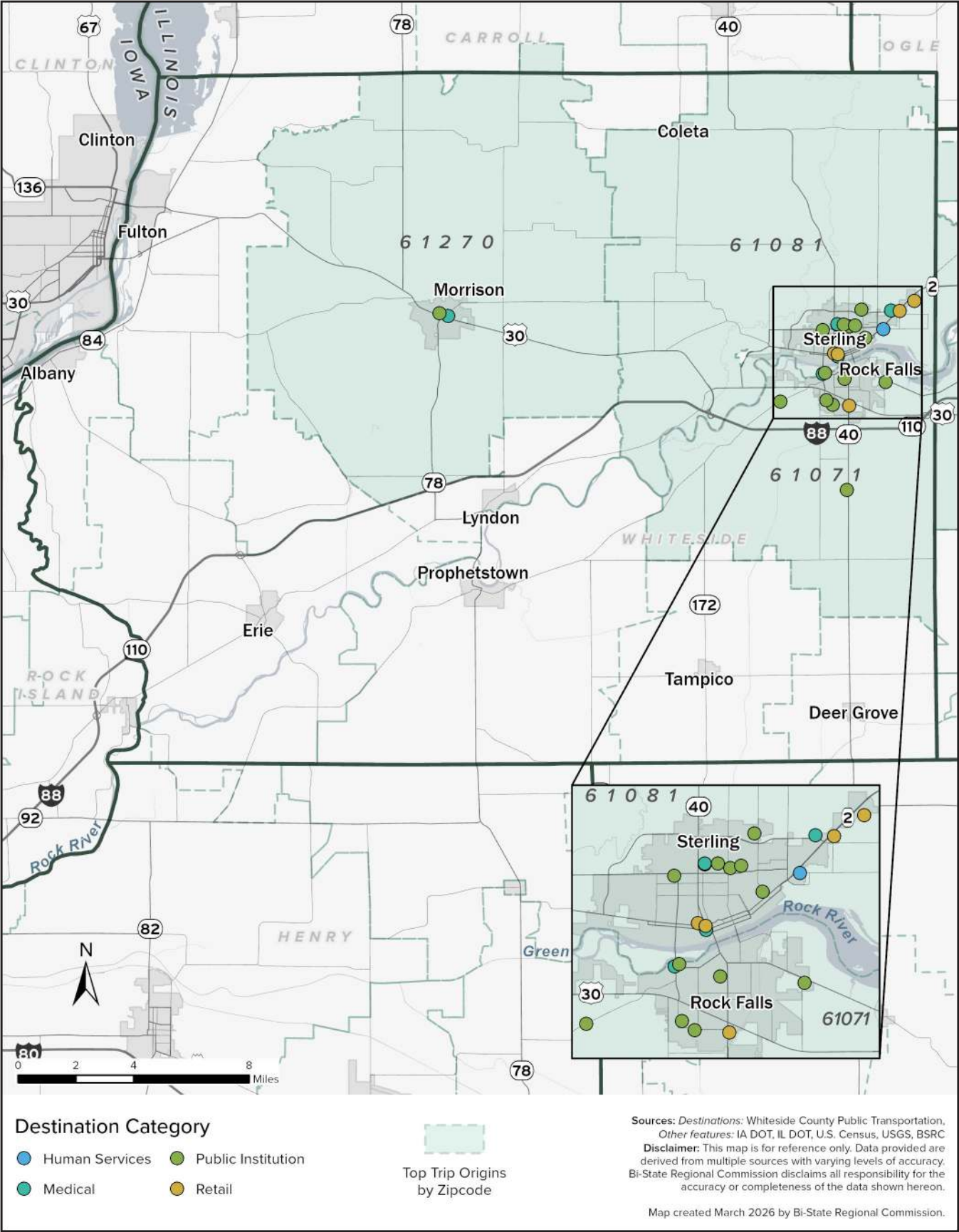
Sponsor:	Project NOW, Inc.
Service Area:	Rural Rock Island County outside the MetroLINK service area.
Nature of Service/ Destination:	Rural public transportation, demand response, and senior transportation.
Vehicles:	3 light duty buses, 10 mini vans.
Principal Clients:	General public; Seniors 60+
Operating Hours:	8:00 a.m. to 4:30 p.m., Monday through Friday.
Priority Call System:	Medical, other, shopping, nutrition, and social.
Fees/Suggested Donation:	Senior Transportation \$1.50 Donation Rural Transportation 0 – 20 miles = \$3.00, 21 – 40 miles = \$5.00. 40+miles = \$7.00.
Program Funding Sources:	Title IIIB; 5311; DOAP
Drivers and Escorts:	Staff.
Service Restrictions:	Unable to provide rides for trips that begin and end within MetroLINK's service area.

Rock Island County, Illinois

TRINITY MEDICAL CENTER
8110 14TH STREET WEST
ROCK ISLAND, IL 61201
(309) 7871846
CONTACT: MS CECELIA WALTON
EMAIL: waltonc@ihs.org

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

Map B4 – Whiteside County Transit



Whiteside County, Illinois

CORNERSTONE SPECIAL CARE

815 W 23rd ST

STERLING, IL 61081

(815) 626-5820

CONTACT: MELISSA FRANCQUE

EMAIL: melissafrancque@cornerstonespecialcare.org

Sponsor:	N/A
Service Area:	Sterling/Rock Falls area, Rockford.
Nature of Service/ Destination:	Medical appointments in Rockford, IL, day training for residents, activities, and recreation.
Vehicles:	One mini-van, one 8-passenger van, and one-14 passenger van. All ADA accessible.
Principal Clients:	Individuals with severe or profound developmental disabilities.
Operating Hours:	24/7
Priority Call System:	Scheduled in advance.
Fees/Suggested Donation:	No additional cost to residents.
Program Funding Sources:	N/A
Drivers and Escorts:	Staff: 1 driver and 1 escort per 3-4 residents.
Service Restrictions:	Residents only.

Whiteside County, Illinois

SELF-HELP ENTERPRISES
2300 W. LEFEVRE ROAD
STERLING, IL 61081
(815) 626-3115
EMAIL: sbushman@self-helpagency.comf

Sponsor:	
Service Area:	Whiteside County.
Nature of Service/ Destination:	Door-to-door service to and from employment facility, small number of trips to medical appointments and recreation.
Vehicles:	2 small wheelchair accessible vans, 2 mid-size 14-passenger wheelchair accessible vans, 3 heavy duty wheelchair accessible vans, one 22-passenger van (no lift), two 15-passenger vans.
Principal Clients:	Eligible disabled clients only.
Operating Hours:	5:00 a.m. – 6:00 p.m.
Priority Call System:	Scheduled in advance.
Fees/Suggested Donation:	\$2.50 round-trip daily.
Program Funding Sources:	Department of Mental Health, IDOT Section 5310.
Drivers and Escorts:	Drivers only, some escorts for a small number of clients.
Service Restrictions:	Whiteside County only. Not open to the general public.

Whiteside County, Illinois

WHITESIDE COUNTY PUBLIC TRANSPORTATION

1207 WEST 9TH STREET

STERLING, IL 61081

(815) 626-7707

CONTACT: MS. EMILY HAMMER

OPERATIONS@RIDEWCPT.NET

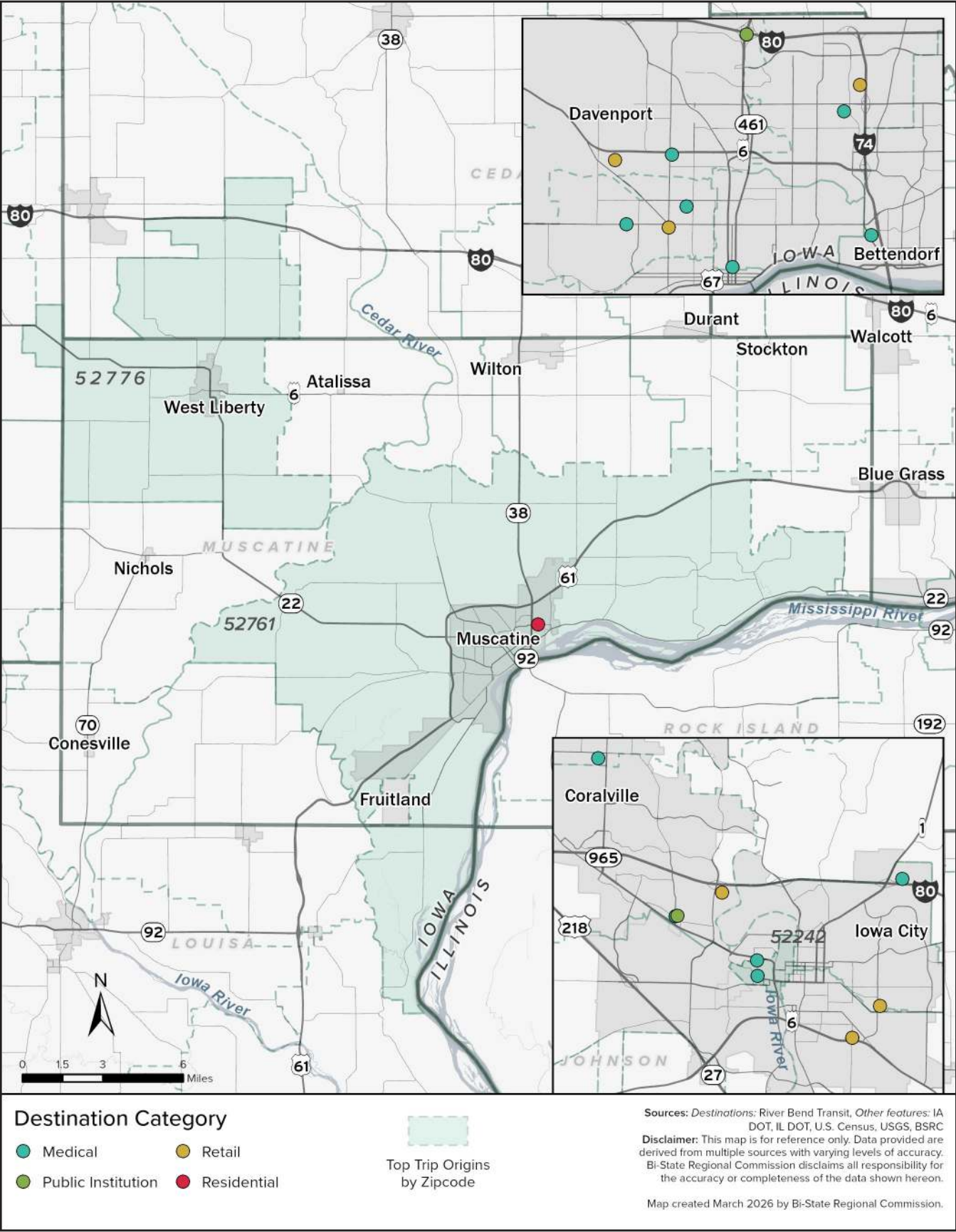
Sponsor:	Whiteside County; Whiteside County Senior Center
Service Area:	Whiteside County.
Nature of Service/ Destination:	Paratransit - Demand response, curb to curb service.
Vehicles:	Three 14-passenger buses, two 10-passenger buses, one 7-passenger mini-van (all ADA accessible).
Principal Clients:	General public and eligible ADA clients.
Operating Hours:	6:00 a.m. – 6:00 p.m. daily (hours vary for contracted services).
Priority Call System:	Clients are asked to schedule trips 24 hours in advance.
Fees/Suggested Donation:	Suggested donation of \$2.00 for one-way local trips for seniors.
Program Funding Sources:	FTA Section 5311, Illinois Department on Aging, local contracts, donations.
Drivers and Escorts:	6 drivers.
Service Restrictions:	None; Primarily restricted to the county-wide service area

Whiteside County, Illinois

WINNING WHEELS
701 E. 3RD STREET
PROPHETSTOWN, IL 61277
(815) 778-3611
CONTACT: MS. NIKKI LUNDQUIST

Sponsor:	N/A.
Service Area:	Prophetstown. Will drive to Iowa City, Rockford on an as needed basis.
Nature of Service/ Destination:	Day Treatment Program, Therapeutic Recreation Department, Medical Appointments, and Church (by volunteers only).
Vehicles:	6 vehicles: 1 bus (8 wheelchairs each) for Day Treatment Program, 2 mini buses for Therapeutic Recreation Dept., and 3 vans for medical appointments (all vehicles transport wheelchairs).
Principal Clients:	95% wheelchair bound. Some Public Aid recipients.
Operating Hours:	M-F 6:00 a.m. – 4:00 p.m. (Day Treatment), M-Sat variety of hours (Therapeutic Recreation Dept.), M-F variety of hours (Medical Appointments).
Priority Call System:	1 full-time coordinator responsible for scheduling.
Fees/Suggested Donation:	None
Program Funding Sources:	None
Drivers and Escorts:	2 full-time medical drivers, staff and volunteers for church transportation.
Service Restrictions:	Few ambulatory passenger seats available.

Map B5 – Muscatine County Transit



Muscatine County, Iowa

MUSCATINE (MUSCABUS) TRANSIT

1459 WASHINGTON

MUSCATINE, IA 52761

(563) 2638152

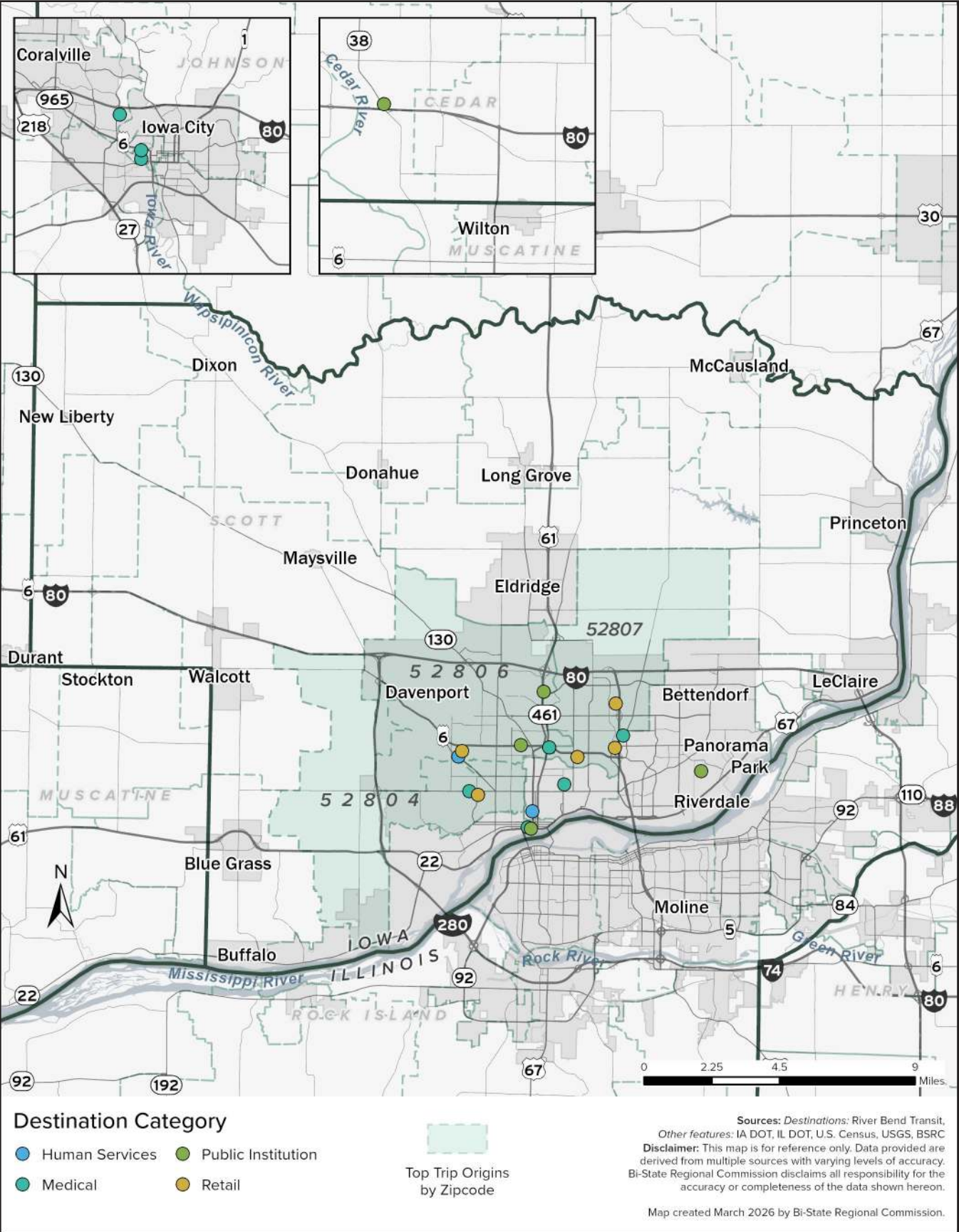
WEBSITE: www.muscatineiowa.gov

CONTACT: MS. Amy Fortenbacher

EMAIL: afortenbacher@muscatineiowa.gov

Sponsor:	City of Muscatine/MuscaBus.
Service Area:	City limits of Muscatine.
Nature of Service/ Destination:	Fixed Routes, Paratransit, JARC, & New Freedom
Vehicles:	11 Light Duty Buses, 1 Conversion Van
Principal Clients:	The general population of Muscatine for the fixed routes, JARC, & New Freedom, elderly and disabled for paratransit.
Operating Hours:	Fixed Routes: M-F 6:30am-5:00pm Sat 8:30am-4:00pm Paratransit: M-F 6:30am-5:00pm Sat 8:15am-3:45pm JARC: M-Sat 5:30pm-12:00am(midnight) New Freedom: T,Th 5:30pm-9:30pm
Number of Routes/Ser- vice Frequency:	4 Fixed Routes, running loops every 30 minutes
Fees/Suggested Donation:	\$1.00 – Route per ride \$2.00 – Paratransit, JARC, New Freedom per ride
Program Funding Sources:	FTA, STA, Local Tax Levy.
Priority Call System:	Elderly & Disabled are first on shuttles, we do not deny them a ride. People going to and from work are first on JARC services, space permitting.
Service Restrictions:	Paratransit is for the elderly and disabled.

Map B6 – Scott County Transit



Scott County, Iowa

BETTENDORF TRANSIT
4403 DEVILS GLEN ROAD
BETTENDORF, IA 52722
(563) 344-4104
WEBSITE: Bettendorf.org
CONTACT: AUSTIN WHELAN
EMAIL: awhelan@bettendorf.org

Sponsor:	City of Bettendorf.
Service Area:	IA/IL Quad Cities.
Nature of Service/ Destination:	Fixed Route.
Vehicles:	5
Principal Clients:	General Public.
Operating Hours:	6:00 a.m. to 7:00 p.m., Monday through Friday. 8:30 a.m. to 5:30 p.m., Saturday.
Priority Call System:	None.
Fees/Suggested Donation:	Full Fare: \$1.00 Half Fare/Senior Disabled: \$.50 Children under 5/K-12 Student/College Student/Veterans: Free
Program Funding Sources:	5307, 5310, 5339
Number of Routes/Ser- vice Frequency:	3 Hourly Fixed Routes Monday - Saturday
Service Restrictions:	None.

Scott County, Iowa

DAVENPORT CITIBUS
300 WEST RIVER DRIVE
DAVENPORT, IOWA 52801
(563) 888-2289
CONTACT: MR. JEFF WOLF
EMAIL: jeff.wolf@davenportiowa.com

Sponsor:	City of Davenport
Service Area:	IA/IL Quad Cities
Nature of Service/ Destination:	Fixed Route
Vehicles:	21 Vehicles
Principal Clients:	General public
Operating Hours:	Monday - Friday, 6:00 am - 7:00 pm; Saturday - 9:00 am - 7:00 pm Note: individual routes varys
Priority Call System:	None
Fees/Suggested Donation:	Full Fare: \$1 Reduced Fare: 50¢ (Children aged 5 - 11; Seniors 60+; Medicare cardholder; Persons w/ disabilities; Unemployed; College student w/ no school transit agreement) Children ages 5 and under ride <i>FREE</i> with paying adult FREE upon presentation of current school photo ID: Davenport Community School District Students (elementary thru high school); Saint Ambrose University (students, faculty, staff); Palmer College of Chiropractic (students, faculty, staff); Kaplan University (students, faculty, staff) Paratransit Service Fares: \$1.75 ADA eligible adult; 85¢ Child 5 – 11 w/ paid adult. One Personal Care Attendant Free. \$1.75 for each additional Care Attendant. Passes: CitiPass - \$23 (Davenport CitiBus system only); QC PassPORT - \$30 (all Quad Cities fixed route systems)
Program Funding Sources:	Farebox, advertising fees, local taxes, State and Federal funding sources
Drivers and Escorts:	Staff
Service Restrictions:	None

Scott County, Iowa

DAVENPORT GOOD SAMARITAN SOCIETY
700 WAVERLY ROAD
DAVENPORT, IA 52804
(563) 3241651
CONTACT: MR. Tim Moe
EMAIL: timmoe@good-sam.com

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

Scott County, Iowa

**DAVENPORT VA CLINIC
415 NORTH PERRY ST
DAVENPORT, IA 52801
(563) 3285800**

Sponsor:	Veteran's Administration.
Service Area:	Quad Cities.
Nature of Service/ Destination:	Transporting veterans to appointments.
Vehicles:	Personal vehicles of volunteers.
Principal Clients:	Veterans experiencing homelessness or who are at risk of homelessness.
Operating Hours:	M – F: 8:00 a.m. – 4:30 p.m.
Priority Call System:	Appointments to help veterans get back on their feet.
Fees/Suggested Donation:	N/A.
Program Funding Sources:	Veteran's Administration.
Drivers and Escorts:	Volunteers.
Service Restrictions:	Limited to the Quad Cities.

Scott County, Iowa

DAV QUAD CITIES
1112 W KIMBERLY RD
DAVENPORT, IA 52806
(563) 3863002
EMAIL: quadcitiesdav53@yahoo.com

Sponsor:	Disabled American Veterans.
Service Area:	Quad Cities region, including Rock Island and Moline in Illinois along with Davenport and Bettendorf in Iowa.
Nature of Service/ Destination:	Volunteer-driven transportation to and from VA medical appointments and other VA-authorized care.
Vehicles:	Volunteer driver's vehicle.
Principal Clients:	Honorably discharged veterans who need transportation to VA medical facilities and treatment appointments in the Quad Cities area.
Operating Hours:	Coordinated by appointment, rides are scheduled in advance.
Priority Call System:	Medical appointments are prioritized; next priority for essential errands and social trips; scheduling by reservation.
Fees/Suggested Donation:	Free for eligible veterans. Donations are voluntary and appreciated.
Program Funding Sources:	DAV, local resources, volunteer support, community donations, and fundraising efforts.
Drivers and Escorts:	Volunteer drivers.
Service Restrictions:	Only available to veterans with approved VA appointments, not public transit and requires advanced scheduling.

Scott County, Iowa

FAMILY RESOURCES, INC
2800 EASTERN AVENUE
DAVENPORT, IA 52803
(563) 3266431
CONTACT: MR. JIM OTTESEN
EMAIL: info@famres.org

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

Scott County, Iowa

FRIENDLY HOUSE
1221 MYRTLE
DAVENPORT, IA 52804
(563) 3231821
CONTACT: TERRY HENDERSHOTT
EMAIL: thendershott@friendlyhouseiowa.org

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

Scott County, Iowa

HANDICAPPED DEVELOPMENT CENTER

P.O. BOX 2450

3402 HICKORY GROVE ROAD

DAVENPORT, IA 52806

(563) 3914834

WEBSITE: handicappeddevelopment.org.

CONTACT: MS. NANCY S. MARTEL

EMAIL: nsm@hdcmail.org

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

Scott County, Iowa

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

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

Scott County, Iowa

RIVER BEND TRANSIT
7440 VINE STREET COURT
DAVENPORT, IA 52806
(563) 445-4468

CONTACT: SHERLI CHILDERS, EXECUTIVE DIRECTOR / CEO

EMAIL: slchilders@riverbendtransit.org

Sponsor:	N/A
Service Area:	Scott, Clinton, Muscatine, and Cedar Counties.
Nature of Service/ Destination:	Public transit.
Vehicles:	72 Revenue Vehicles.
Principal Clients:	Senior Citizens / People with Disabilities.
Operating Hours:	5:30 a.m. to Midnight: Monday – Saturday.
Priority Call System:	Appointments.
Fees/Suggested Donation:	Varies by county- see www.riverbendtransit.org for specifics
Program Funding Sources:	A2C / MTM, Bettendorf ADA /Saturday Fixed, Davenport ADA/Evening JARC/SSS/ Industrial, Molina, Total Care, Wellpoint, Cedar Co, Clinton Co, Muscatine Co, Scott Co, Empowering Abilities, DCSD, Skyline, Scott Co Same Day.
Service Restrictions:	84+ PT/FT Drivers [40FTE].
Sustainability Practices (Current or in the near future):	None.

Scott County, Iowa

SEVENTH JUDICIAL DISTRICT
DEPARTMENT OF CORRECTIONAL SERVICES
605 MAIN STREET, BOX 2A
DAVENPORT, IA 61604
(563) 345-0179,
CONTACT: JOSHUA STANGER
EMAIL: joshua.stanger@iowa.gov

Sponsor:	State of Iowa.
Service Area:	Seventh Judicial District. (Scott, Clinton, Muscatine, Jackson, Cedar Counties)
Nature of Service/ Destination:	Community Based Corrections. Transport Residents
Vehicles:	Four 7-passenger vans.
Principal Clients:	Residential program clients who are under supervision or custody.
Operating Hours:	8:30 a.m. – 11:30 p.m., 7 days per week.
Priority Call System:	Newer residents have priority.
Fees/Suggested Donation:	\$3/ ride.
Program Funding Sources:	State of Iowa and Federal.
Drivers and Escorts:	Staff.
Service Restrictions:	Must be convicted criminal offender ordered to residential program by court, parole board or Federal Bureau of Prisons.

Informal Sources

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

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

Appendix C

PUBLIC INPUT/ADVISORY COMMUNICATIONS

January 2025 – June 2026

1/2025	Transit-Related MPO and Region 9 LRTP Input Survey Questions & Answers
3/26/2026	Quad Cities Transit Summit—Moline, IL
4/2026	Transit Development Plan Survey Results Summary
5/12/2026	MPA Transportation Technical Committee—Rock Island, IL
5/26/2026	MPA Transportation Policy Committee—Rock Island, IL
6/2026	Draft Comments Received
6/1/2026	Region 9 Transportation Technical Committee—Eldridge, IA
6/9/2026	MPA Transportation Technical Committee—Rock Island, IL
6/11/2026	Region 9 Transportation Policy Committee—Eldridge, IA
6/15/2026	Region 9 Transit Summit—Muscatine, IA
6/18/2026	Region 2 Transit Advisory Committee—Kewanee, IL
6/23/2026	MPA Transportation Policy Committee—Rock Island, IL

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

Provided below are the minutes from each committee meeting held that discussed the Transit Development Plan. These minutes are approved at the following meeting dates. The service reports from the public transit summits held in the Greater Bi-State Region are also provided. Transit summits are held throughout the region in the urban and rural areas, in an effort to reach a larger audience and receive diverse feedback. All transit summits are held on a public transit route or at a location where demand response service is provided. In addition, all public input sessions are held at a location that is ADA accessible. The documents are in chronological order.



QUAD CITIES TRANSIT SUMMIT



3:00 PM - 5:00 PM

MARCH 26, 2026

CENTRE STATION, MOLINE

We want to hear from you!

Bi-State Regional Commission is looking for comments from the public and to identify current travel choices and their effect on the region's transportation services. The results will allow planners to better understand how and why people travel in the region.

For More Information email
sbambas@bistateonline.org



Can't attend in person? Join the summit via Zoom: [https://us02web.zoom.us/j/89780600187?](https://us02web.zoom.us/j/89780600187?pwd=gH8JhrdQAPMwNrKsjaQprfTXegyq0t.1)

[pwd=gH8JhrdQAPMwNrKsjaQprfTXegyq0t.1](https://us02web.zoom.us/j/89780600187?pwd=gH8JhrdQAPMwNrKsjaQprfTXegyq0t.1)

Meeting ID: 897 8060 0187

Passcode: 733527

or call 309-205-3325





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

SERVICE REPORT

COUNTY/COMMUNITY: Quad Cities Metropolitan Planning Area

DATE: March 26, 2026

FILED BY: Sarah Bambas, Planner

MEETING: Quad Cities Transit Summit

PRESENT:

COMMUNITY

Sherli Childers
 Reed Duyvejonck
 Paul Esparza
 Duane Lewis
 Jim Maloney
 Isaac McConnell
 Alan Silas
 Melissa Shouse
 Kathy Starling
 Chelsey Waterman
 Austin Whelan
 Jeff Wolf

BI-STATE:

Sarah Bambas
 Bryan Schmid
 Oakley Thompson

OTHERS:

COPIES TO:

A transit summit was held to collect public input from individuals and human service agencies in the Bi-State Region to discuss current and future travel choices and their effects on the region's transportation services. The meeting began at 3:00 p.m. on Thursday, March 26, 2026, and was held at Centre Station in Moline, Illinois. The summit was offered as a hybrid option and was recorded via Zoom. The facility was accessible by public transportation and was ADA compliant.

The purpose of the summit was to solicit input from human service agencies, public and private transit providers, and the general public in the Bi-State Region on the strengths, needs, shortcomings, and coordination efforts of the transit systems in the region and the Bi-State Region as a whole. Input will allow planners to better understand how and why people travel in the region. Bi-State staff also requested feedback on the current transportation system in the region.

The transit summit began with brief introductions, followed by a presentation by Ms. Bambas. The presentation started by providing a general overview of the transit summit, then each transit system representative was asked to provide information about their transit system. The transit systems included: Bettendorf Transit, Davenport CitiBus, MetroLINK, Rock Island County (RICO) Rural Transit, and River Bend Transit. Ms. Bambas then continued with the presentation, which included a timeline on the Transit Development Plan (TDP). Ms. Bambas shared that the TDP is still being developed with the input from the transit systems, and the input from this Transit Summit will be included in the TDP. The TDP draft will be available in May, and a final draft will be presented to committees and considered for adoption in June. Next, Ms. Bambas presented an outline of the transportation services in the Bi-State Region and the existing urban transit network. The presentation went into detail about other common transit issues and barriers in the metro area, and then the transit planning goals that will help address those issues and barriers. Goals included convenience, investment, affordability, land use, geographic coverage, and safety. Ms. Bambas asked the summit attendees if these goals still reflect the future of the transit system or if they could be adjusted. The consensus from the attendees was that these goals were still relevant. The presentation then went on to discuss the Transit Accessibility Analysis that showcases where transit is needed the most in the metro area. The composite shows light and dark areas, with darker areas being the areas with the most need. These areas included downtown areas in Rock Island, Moline, East Moline, and Davenport. Outlying dark areas included southern Rock Island, west Davenport, and north Davenport. The next map showcased in the presentation was Service Area Gap Analysis. The bright yellow areas indicated where transit is more dense, and the

Appendix C

Quad Cities MPA Service Report
March 26, 2026
Page 2

darker areas indicated where transit is needed the most. This map's data was similar to the Transit Accessibility Analysis. The next map displayed Average Bus Frequency by 5-Minute Walksheds. The darker areas experience greater bus frequency, and the lighter areas experience long bus wait times. Darker areas were mainly on the Illinois side, but there were some areas on the Iowa side, like downtown Davenport and around Locust/Brady/Harrison. The last map presented access to residential and commercial areas. The map was layered with the urban transit routes and land use data. The map displayed that residential areas do have access to commercial areas through transit, but there are some gaps, like in north Davenport and in Coal Valley.

Ms. Bambas moved on to the Menti Poll that allowed summit attendees to answer questions and receive feedback in real time.

Question 1: "Where is transit working well?"

- Main thoroughfares
- Downtown areas where transfer points are located
- Community engagement
- Providing service to core dense areas
- Large urban areas
- Trips to Iowa City

Question 2: "What destinations (employment or residence) need transit the most?"

- Industrial parks, hospitals, senior/assisted living facilities
- Fringe areas around cities
- Industrial park areas and large employers with high volumes of employees
- In [the region] are core needs, groceries, medical, shopping
- IL-IA connections

Question 3: "What destination areas are not served?"

- Trailer park at cities edges
- TBK Sports Complex (limited service options) Eldridge and LeClaire
- North bluff of East Moline
- TBK area
- Rural areas
- Weekend service

Question 4: "Where does transit need the most improvement?"

- IL-IA connection
- Frequency to already served areas in Iowa QC
- Rural areas
- West Rock Island to Central Rock Island
- Connections between systems
- Weekend service
- Multi transit connections

Question 5: "What would you like to see in the Quad Cities that would benefit transit the most?"

- Higher levels of coordination
- Multi transit connections
- Urban oriented development guidelines with pedestrian and bike friendly amenities being the norm and not the exception
- More bike and walking trails/focusing on multimodal transit
- Passenger rail
- Rail to Chicago

After the Menti Poll exercise, Ms. Bambas directed summit attendees to the front of the room where there were QR codes for the two TDP surveys as well as physical copies of the surveys. The surveys are open until April 1. Ms. Bambas then ended the presentation and encouraged open discussion.

Mr. Maloney expressed his transit concerns with Mr. Wolf, Ms. Bambas, Mr. Schmid, and Mr. Thompson. Mr. Maloney made the group aware that he would like to see transit service in the Quad Cities grow and become more user friendly. He explained that sometimes he needs to pay for private companies to provide him with transportation, and those can cost \$30 to \$60 a ride. Mr. Maloney expressed his interest in trying to bring ADA-accessible taxi services to the region.

The group discussed Davenport CitiBus' 7:00 p.m. – 12:00 a.m. work ride service through River Bend Transit. Mr. Maloney believes this service could be beneficial for those who would like to use the service for leisure as well. They then discussed paratransit issues, requests, and safety aspects. Mr. Wolf stated that Davenport CitiBus has seen a huge increase in Paratransit and is trying to fix the scheduling and ensure those who need the service can use it.

Mr. Maloney had great compliments for River Bend Transit and all the improvements they have made in recent years, making their system user-friendly. Mr. Maloney also stated he feels safer on MetroLINK buses due to the electric lock and being dropped off directly at the stop. Mr. Wolf stated that Davenport CitiBus now has an electric lock for wheelchair users.

The group then discussed funding issues and opportunities. Mr. Maloney would like to see expanded nighttime service for Davenport CitiBus. He also stated that expanding holiday service time would be beneficial. There was then discussion about increasing River Bend Transit trips with Davenport and Bettendorf destinations.

Mr. Wolf offered for one of Davenport CitiBus's senior employees to reach out to Mr. Maloney to schedule a trial run with CitiBus' equipment and talk about Mr. Maloney's concerns and the issues with connecting to destinations. Mr. Maloney said that would be nice and he appreciated the ability to provide his feedback at the summit.

The transit summit then concluded.

Transit Development Plan Survey Results Summarized

Surveys were provided for Community, Existing Riders, Agencies, and Transportation Providers

Community Transportation Survey

Out of 37 Respondents

Demographic Information

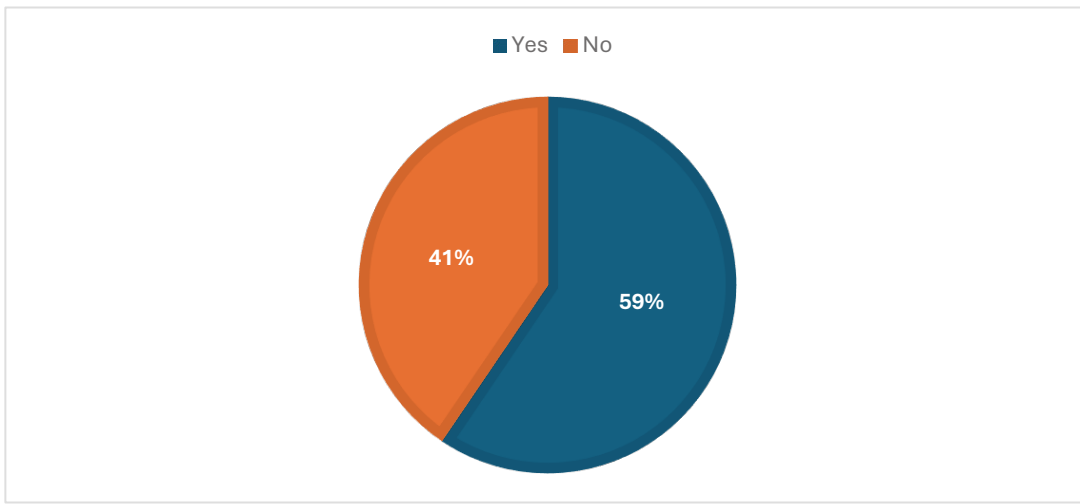
Location (ZIP Code)	Number of Respondents
Muscatine (52761)	12
Kewanee (61443)	10
Rock Island (61201)	3
Galva (61434)	2
Davenport (52806)	2
Scott County (52722)	2
Stark County (61483)	1
Silvis (61282)	1
Rock Island County (61259)	1
Sterling (61801)	1
Dixon (61201)	1
Muscatine County (52776)	1

Many of the respondents to this survey were given a copy to fill out at the Muscatine Center for Social Action, an organization that provides services to those in need within the Muscatine community. Abilities Plus in Kewanee was another location that experienced many survey respondents. The demographic information for these survey results is drawn from question ten: "What is your zip code?"

Survey Results Summary

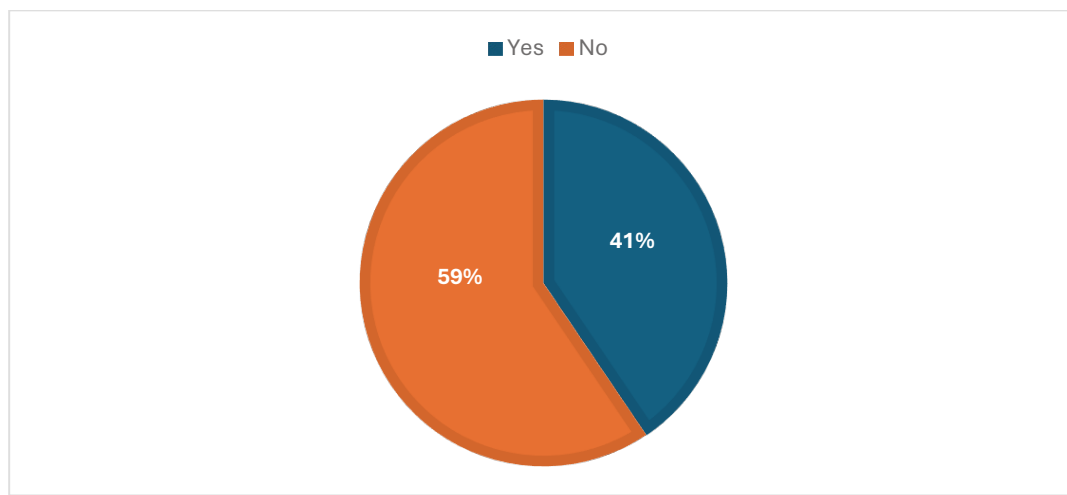
The following provides a summary of the survey results by question:

Q1) Do you or members of your household have access to (and can afford) a car or other vehicle that is running, licensed and insured? Check one.



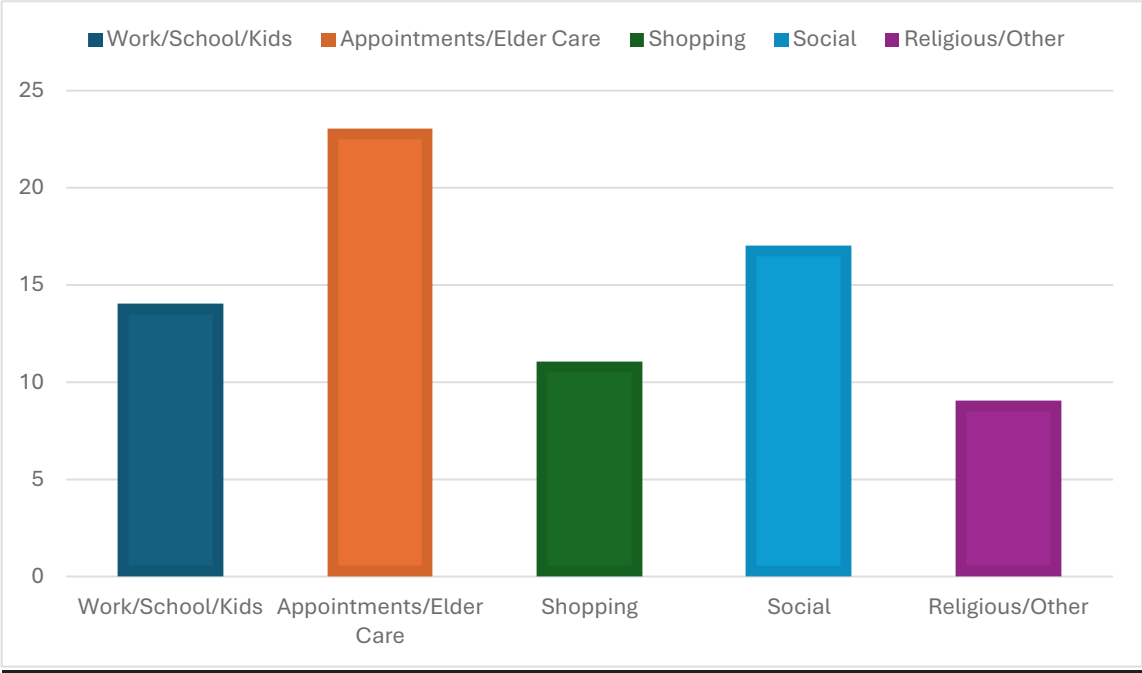
(41%) of respondents don't have reliable access to a car and likely rely on access to public transportation.

Q2a) Are there trips you or members of your household can't make because of a lack of transportation? Check one.



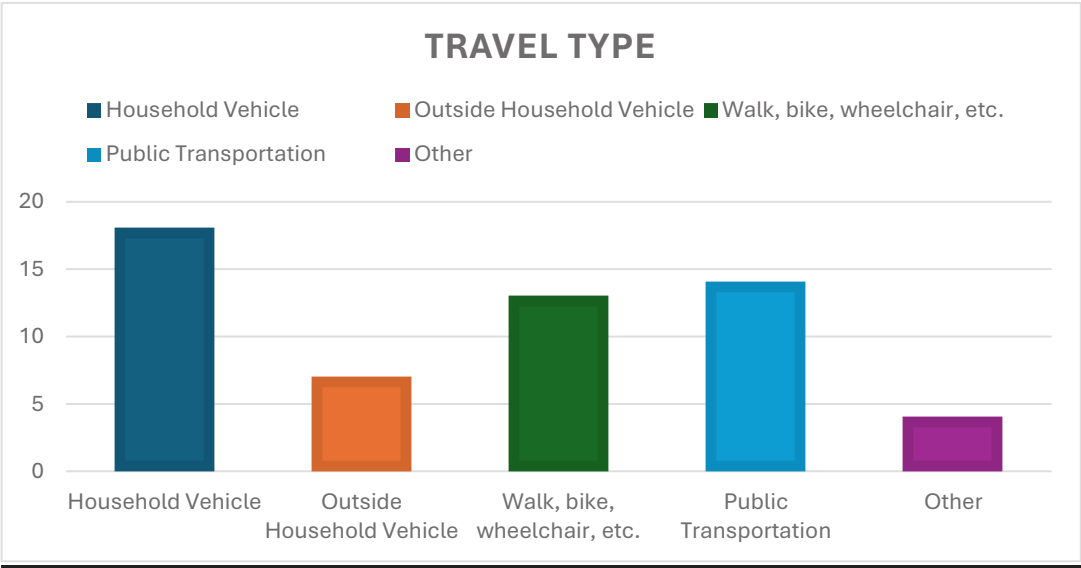
41% of respondents are currently having trouble getting around due to their lack of transport, this indicates a greater demand for more public transportation.

Q2b) What kind of trips can you not make? Check all that apply.

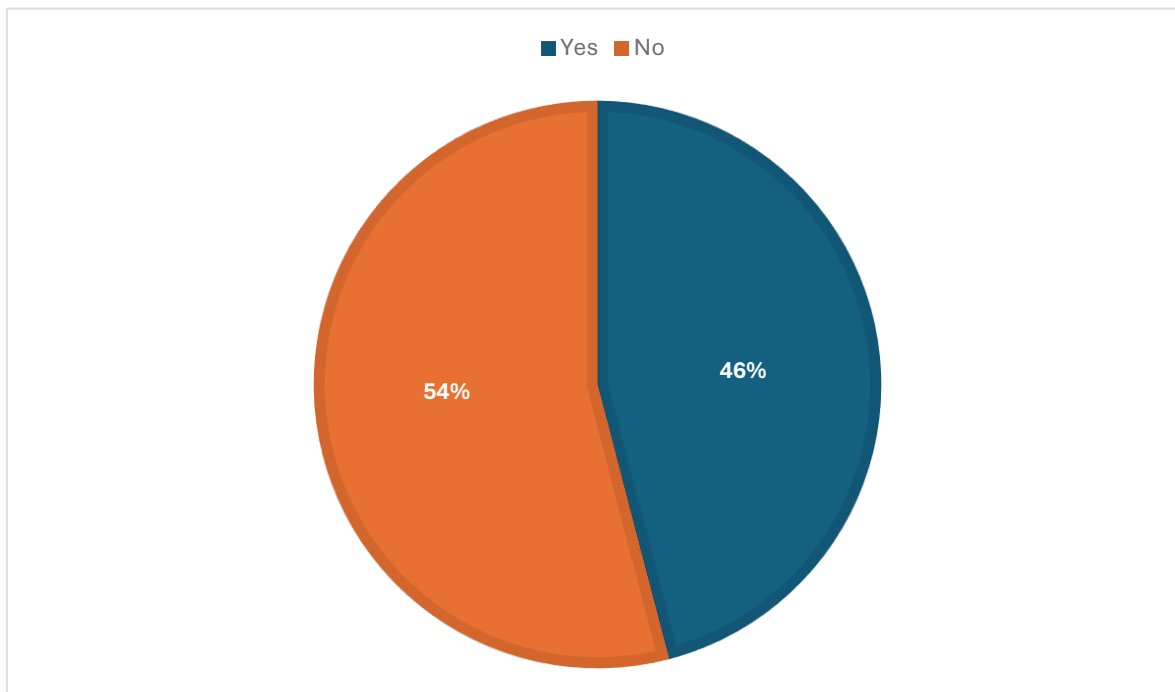


According to respondents, 65% of missed trip types are related to work, medical care, or shopping for needed items. Missed medical appointments was the most frequently reported type of missed trip. Of those who answered this section of the survey, 14 out of 17, or 82%, reported missing medical trips.

Q3) How do you or members of your household travel now? Check all that apply.

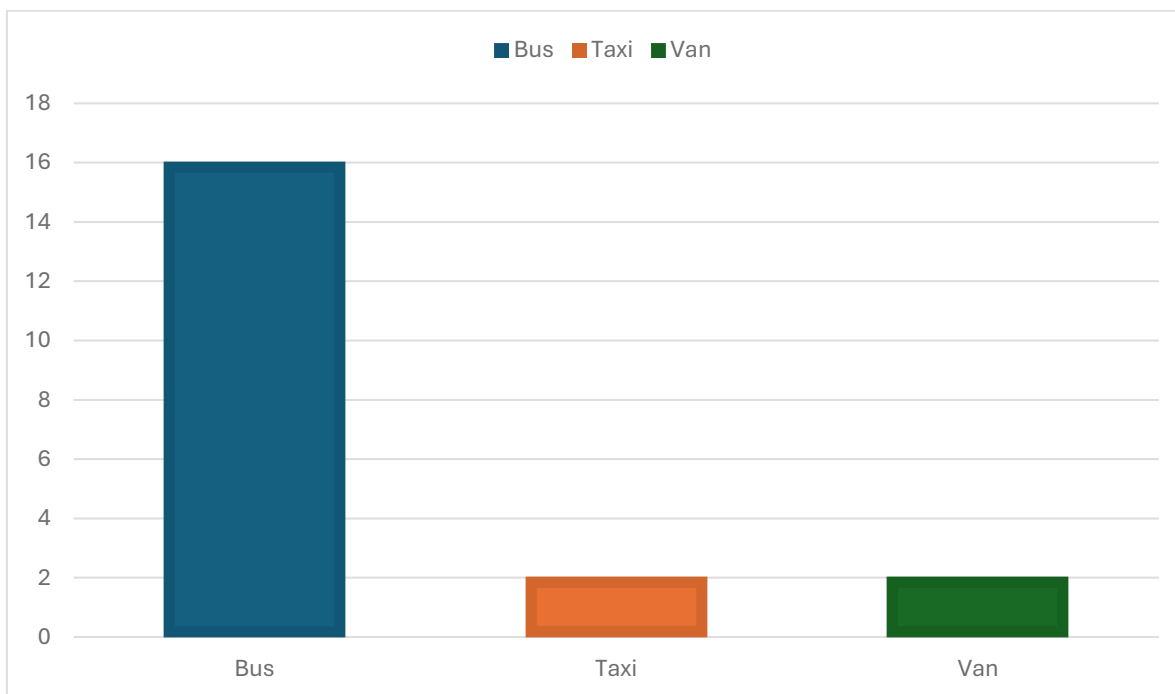


Q4a) Do you or members of your household currently use public transportation?

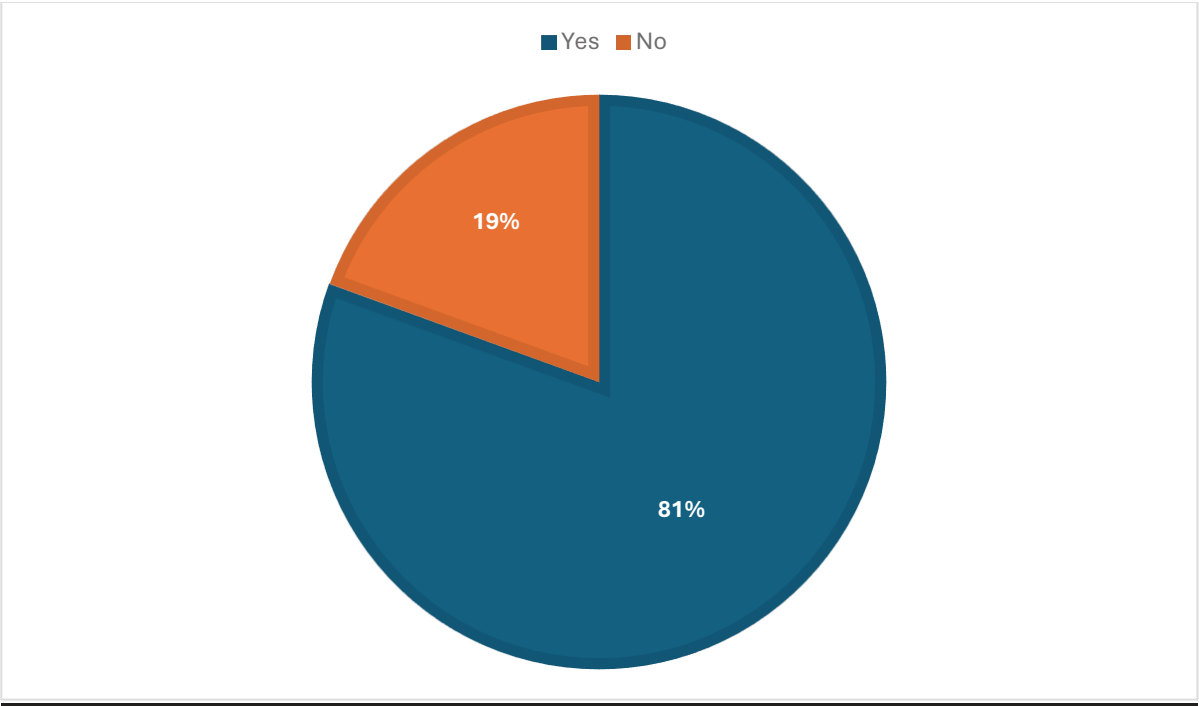


Q4b) What types of public transportation do you or members of your household use?

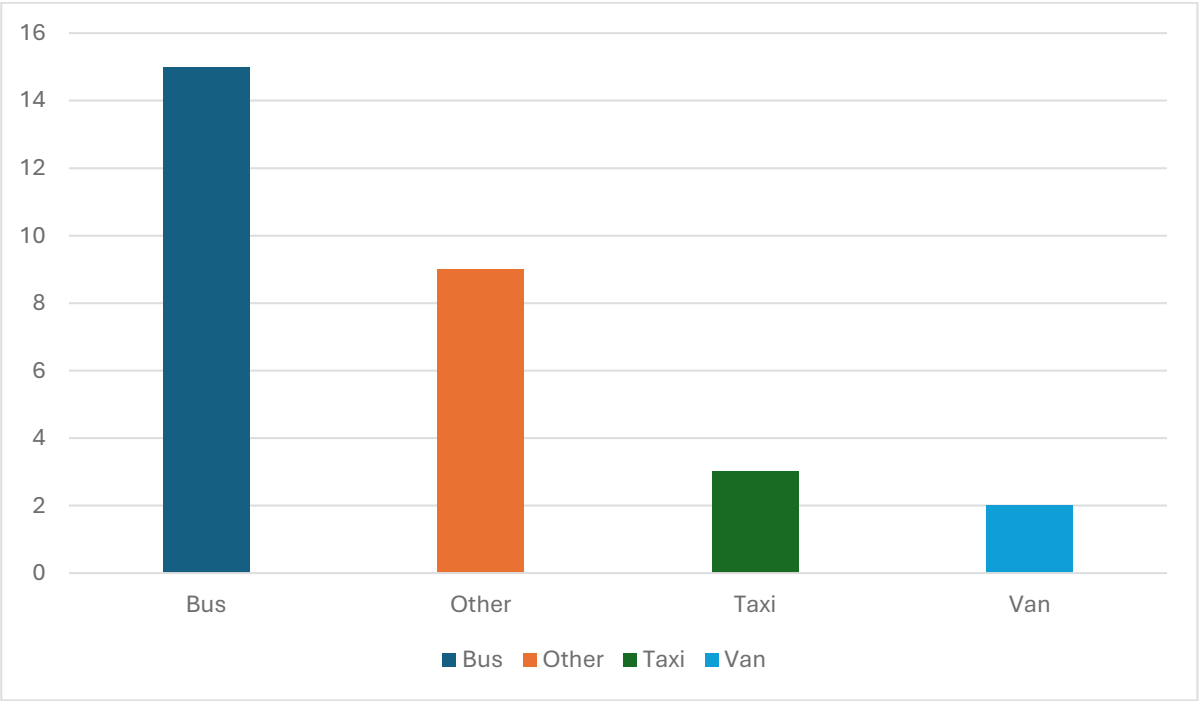
Check all that apply.



Q5a) Would you or members of your household use public transportation if it was available? Check one.

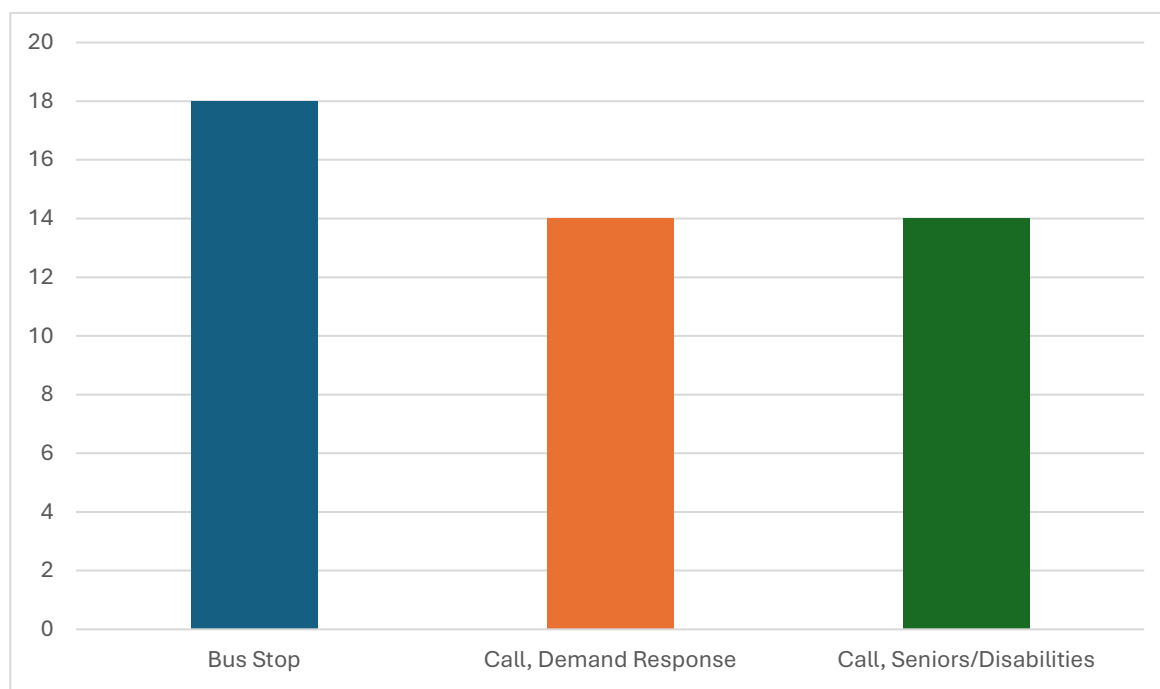


Q5b) If available, what types of public transportation would you or members of your household use? Check all that apply.



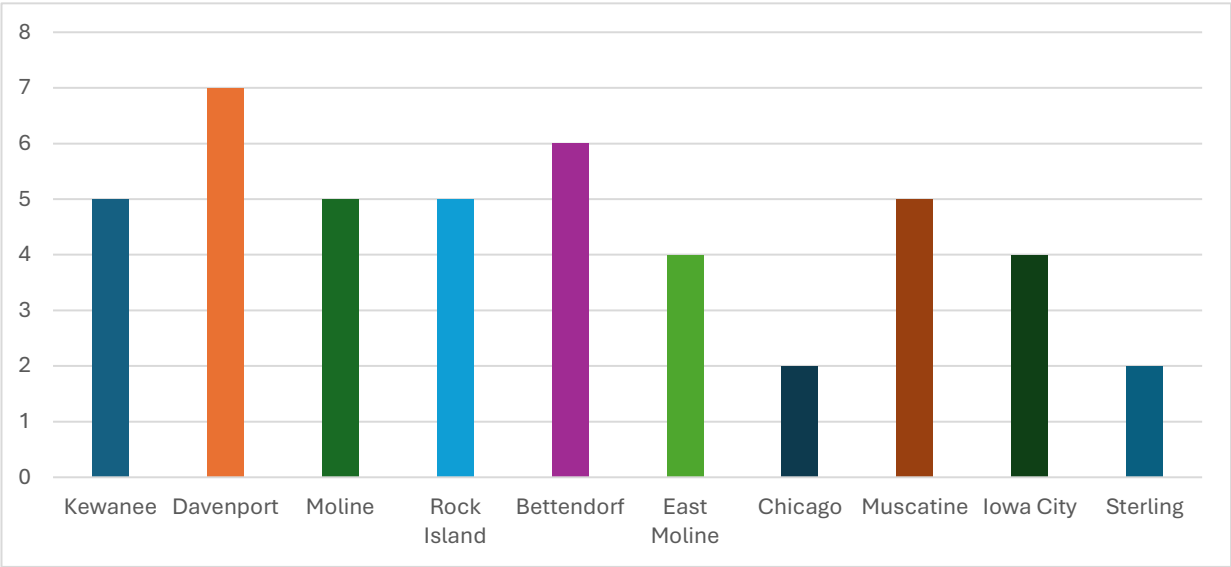
Q5c) If available, how would you or members of your household prefer to get a ride?

Check all that apply.



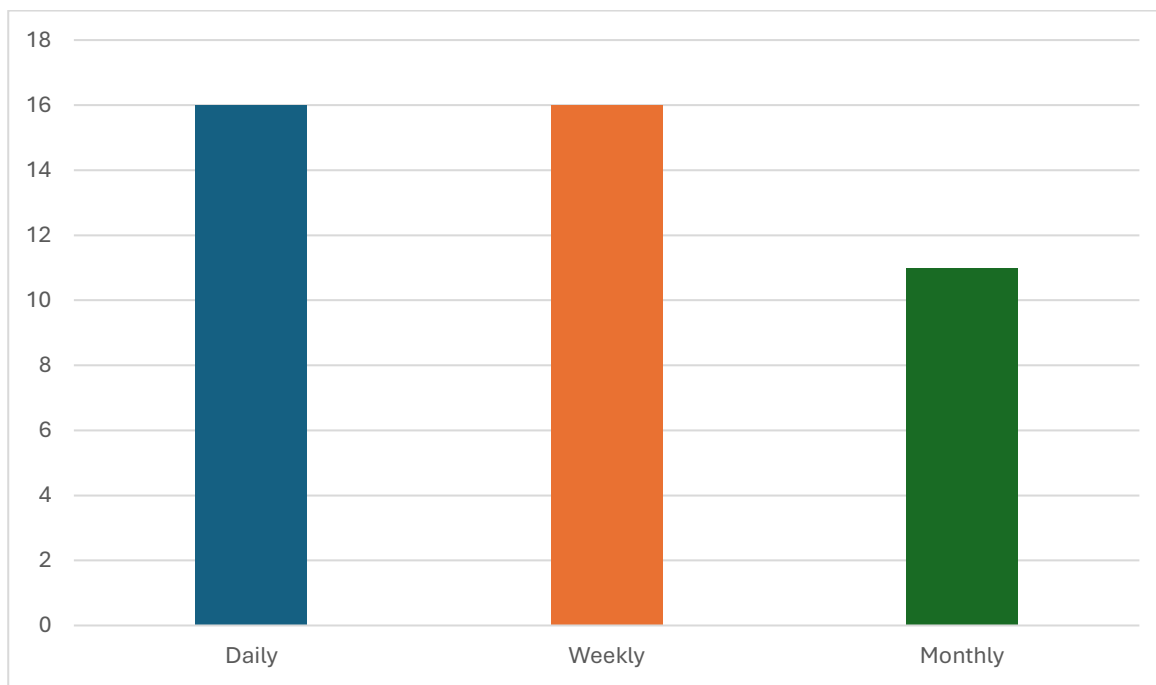
The majority of respondents indicated a preference for calling ahead to get a demand-response ride, presumably because transit options based on calling ahead for a ride at a specific time provide more autonomy and flexibility for the rider.

Q6a) Please list locations (city/town names) that you or members of your household would travel to using public transportation:



Smaller towns mentioned once include West Liberty, Wilton, Tipton, Coralville, Wapello, and Burlington in Iowa along with DeKalb, Princeton, Rock Falls, Dixon, Peoria, Silvis, and Geneseo in Illinois. Other locations included Walmart, restaurants, the hospital, the pharmacy, school, church, the grocery store, libraries, riverfronts, parks, and downtowns, and other healthcare related trips.

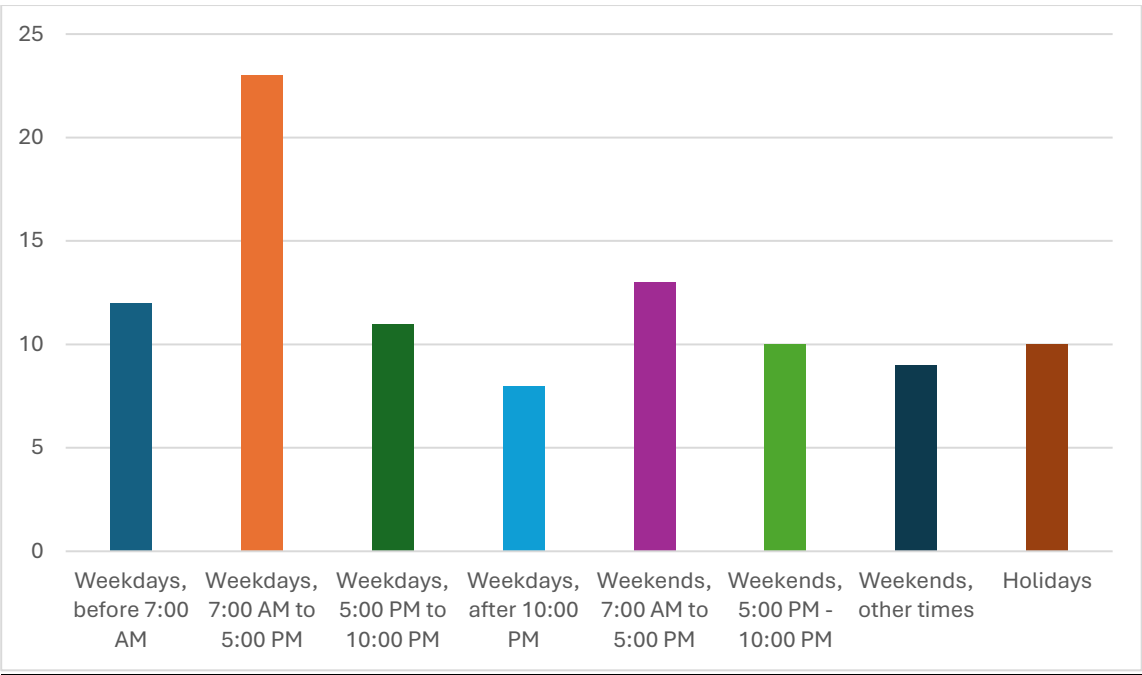
Q6b) Using public transportation, how often would you or members of your household travel to the communities listed above? Check all that apply.



The equal number of choices for 'Daily' and 'Weekly' indicate that respondents have a broad range of destination requirements that need to be met on a regular basis.

Q7) What times would you or members of your household need public transportation?

Check all that apply.



Regular work hours was the most selected response but other responses indicate that a number of individuals are interested in using public transportation outside of normal hours (after 10 p.m.), especially on weekends (between 5 and 10 p.m.), and holidays.

Q8) How much would you or members of your household be willing to pay for a one-way trip within your county?



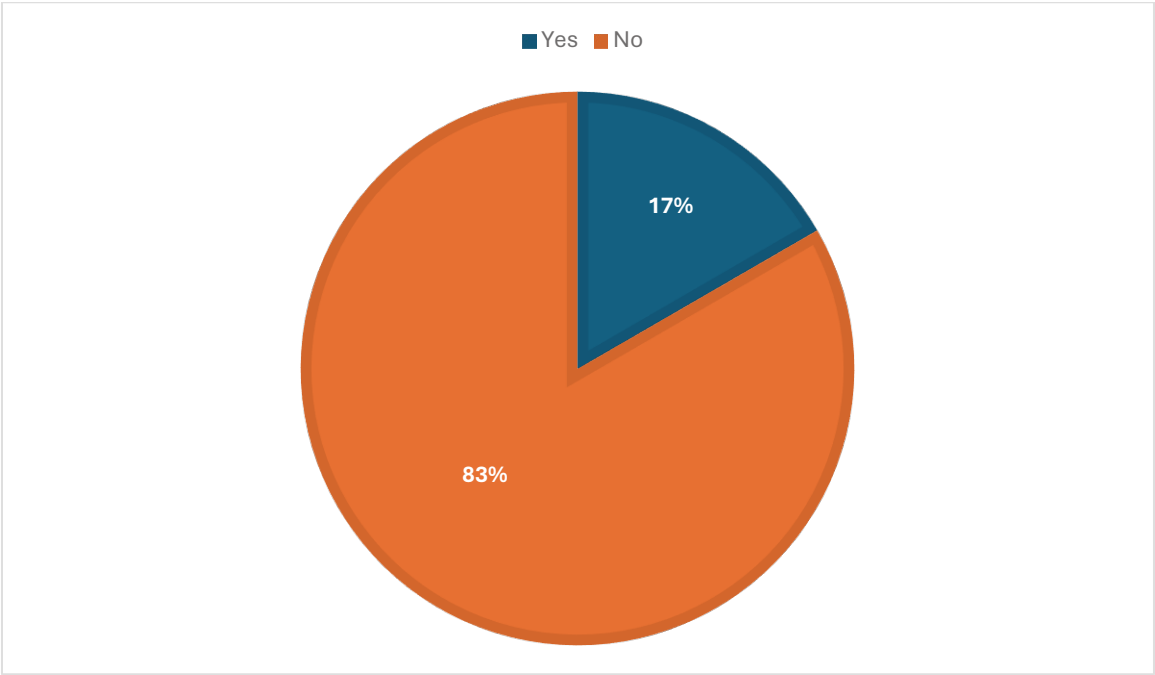
The results of this question indicate that most public transportation riders are willing to pay somewhere between \$1.00 and \$2.00 for a one-way trip within their county.

Q9) What would you like to change about your household's experience with public transportation and why? Short answer response.

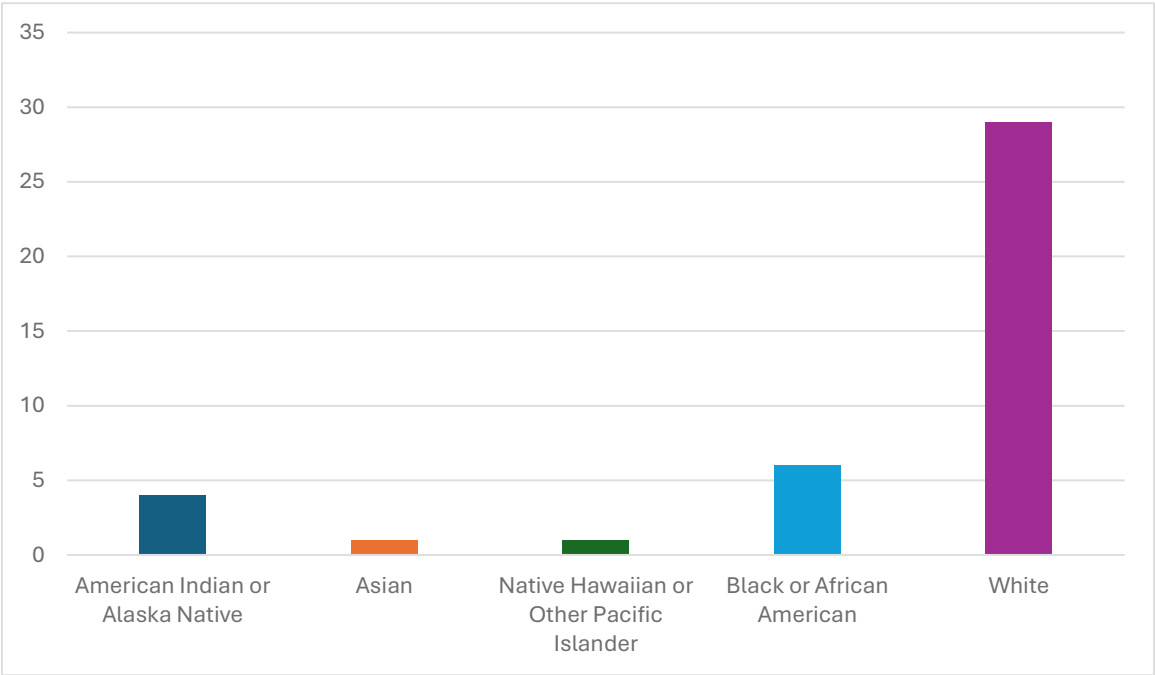
Answers typically revolved around:

- Difficulty accessing public transportation (due to infrastructure)
- Route options that are more efficient and broader encompassing
- Longer hours along with improved ease of scheduling

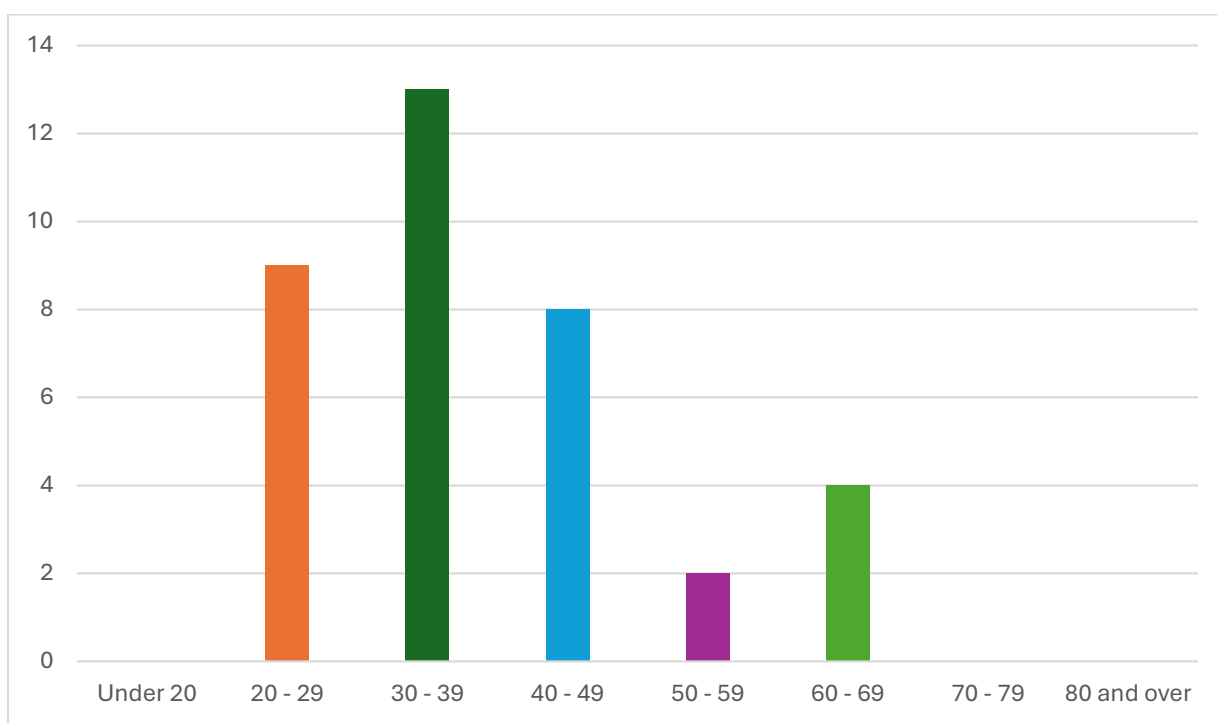
Q11) Are you Hispanic, Latino, or of Spanish origin? Yes, Hispanic or No, not Hispanic.



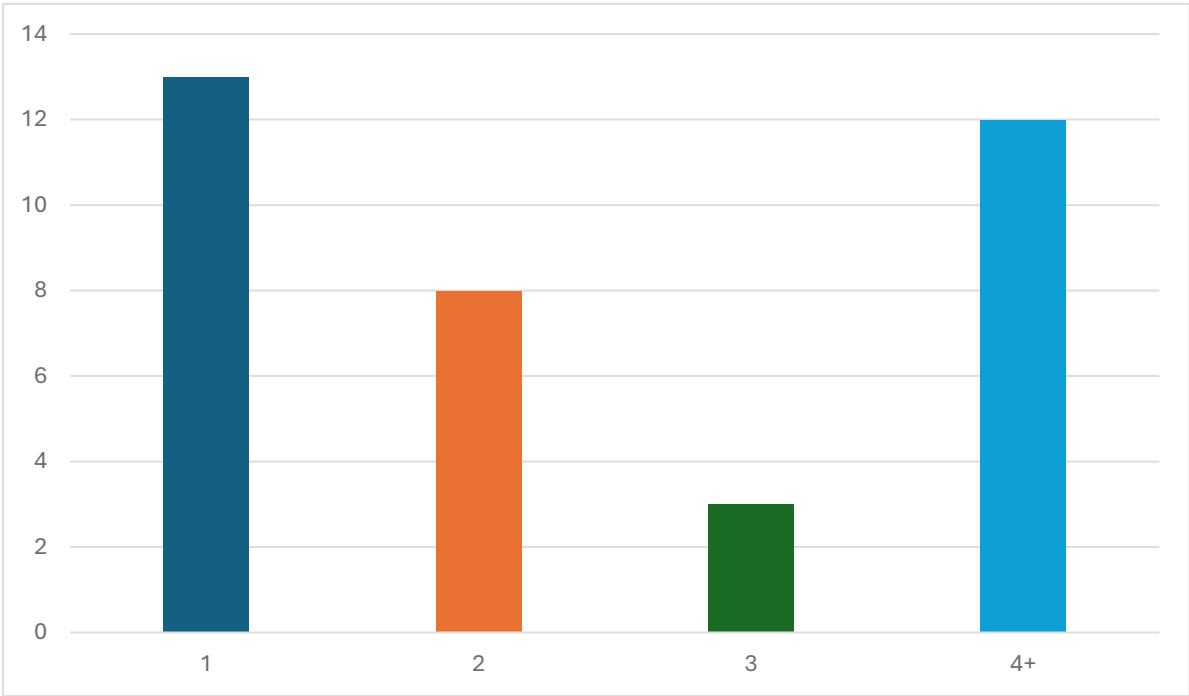
Q12) Select one or more races from the following five racial groups:



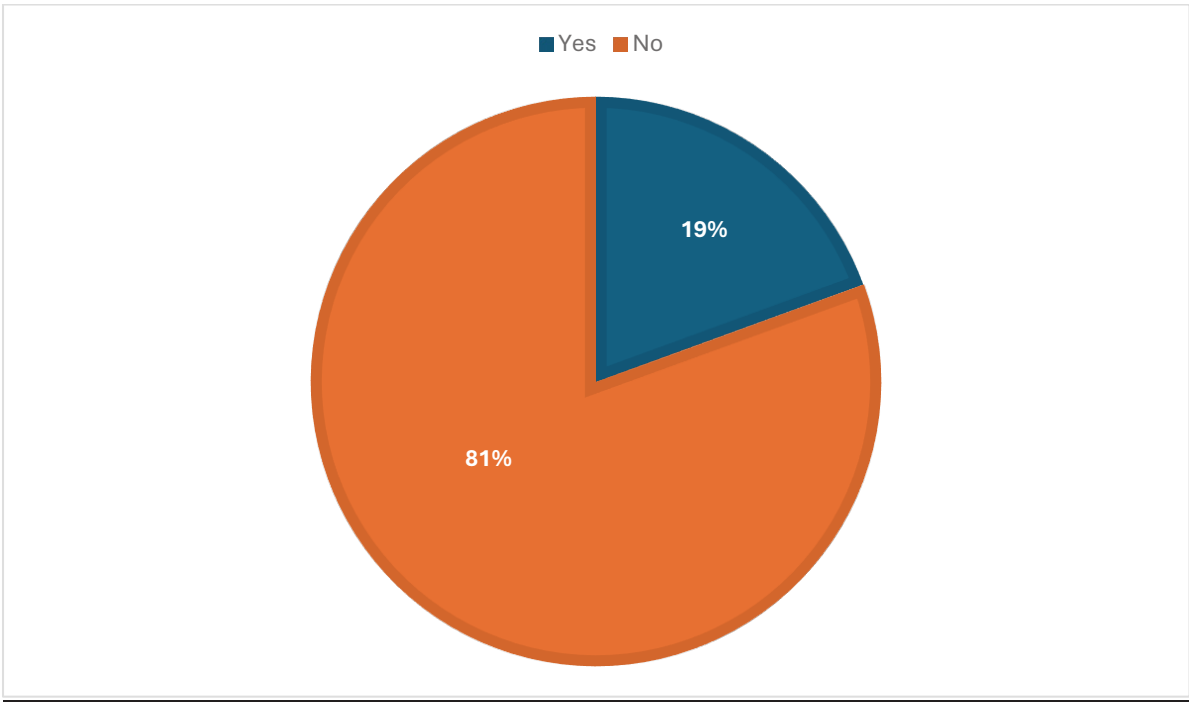
Q13) In what age range do you belong? Check one.



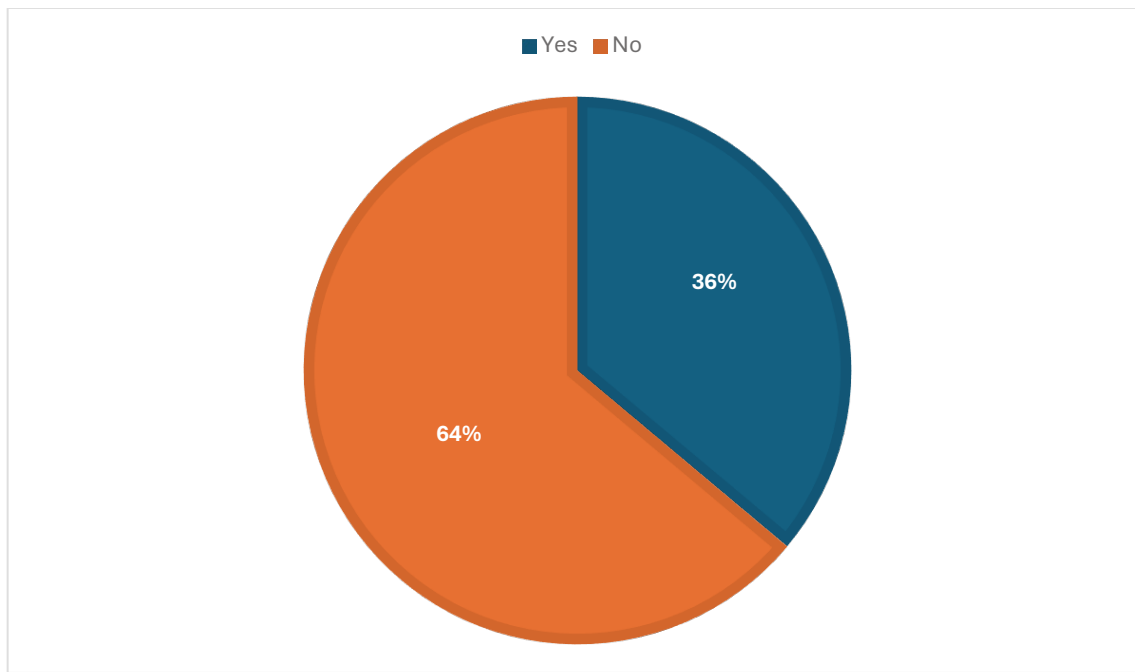
Q14) How many people live in your household?



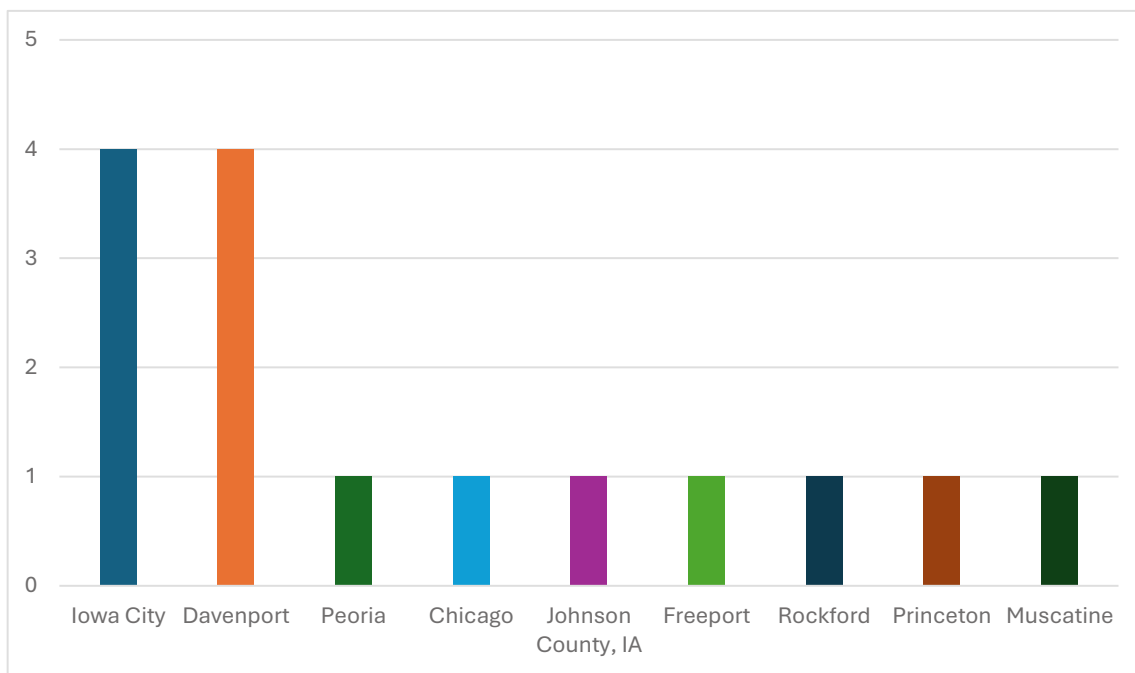
Q15) Does anyone in your household have a disability (physical, mental, etc.) which limits their ability to drive?



Q16a) Do any of your household members need transportation to medical appointments outside of the county?



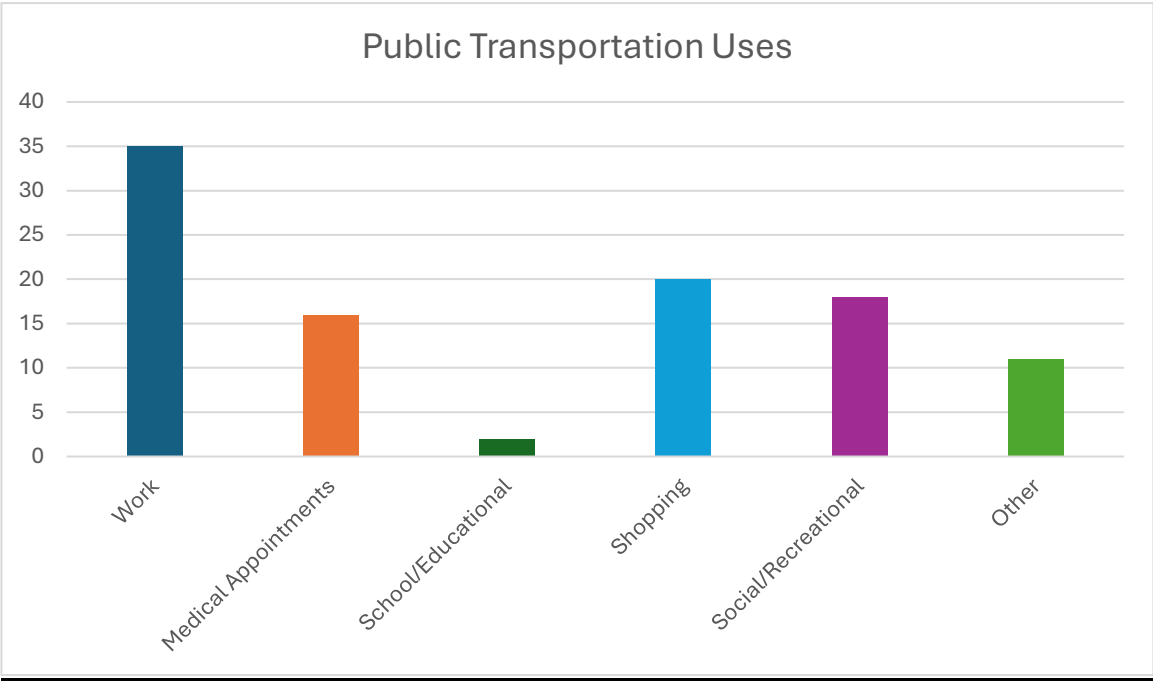
Q16b) What city/county do any of your household members need transportation to medical appointments in outside of the county?



Existing Rider Survey

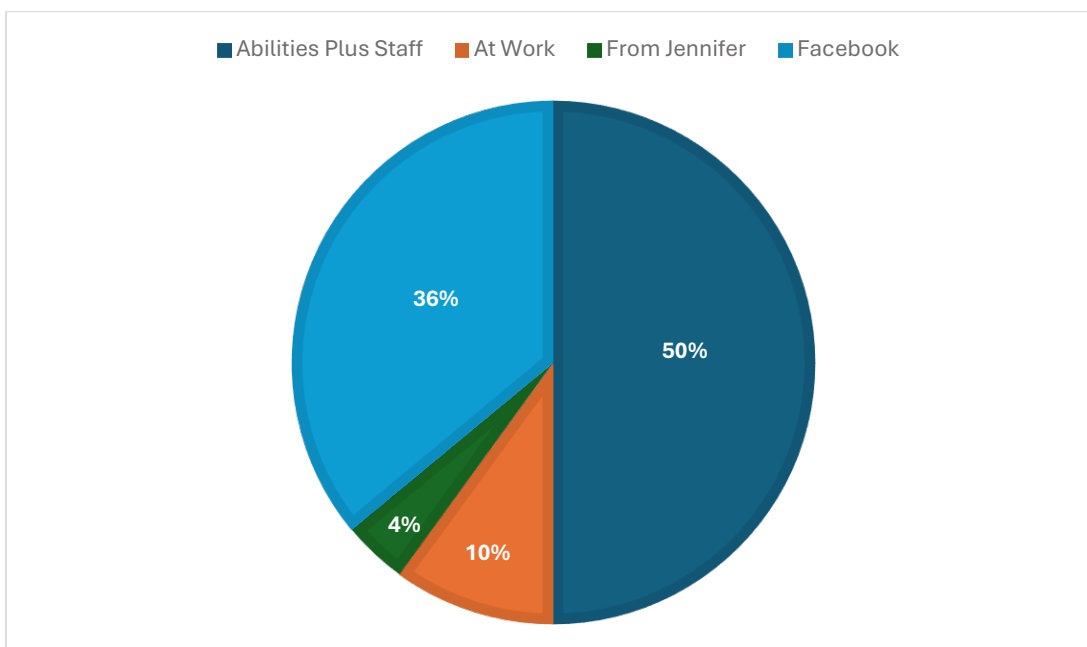
Out of 54 Respondents

Q1) For which purposes do you use public transportation? Check all that apply.



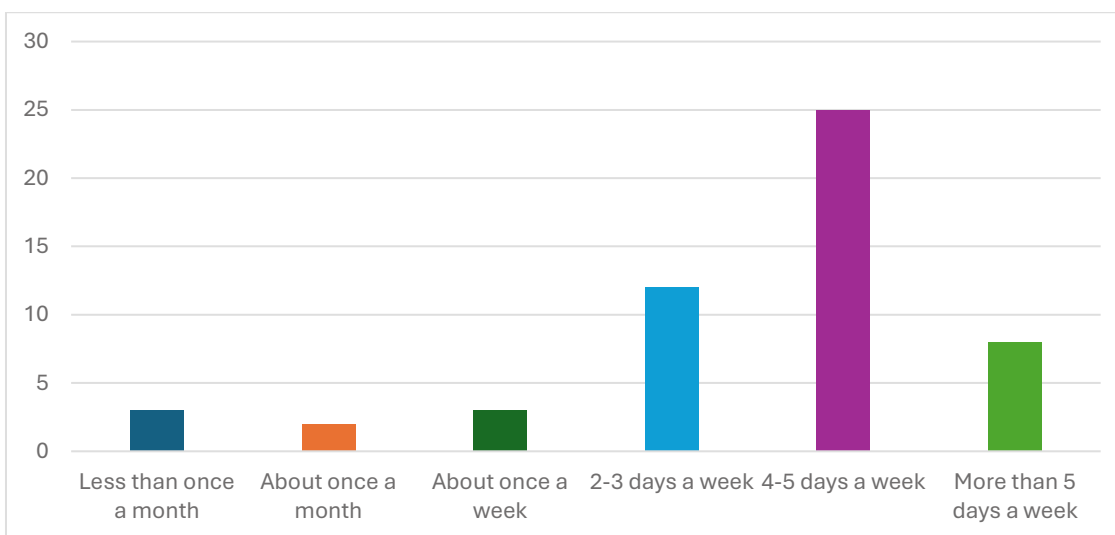
The majority of respondents utilize public transportation for purposes such as going to work, medical appointments, or shopping.

Q2) How did you receive this survey?



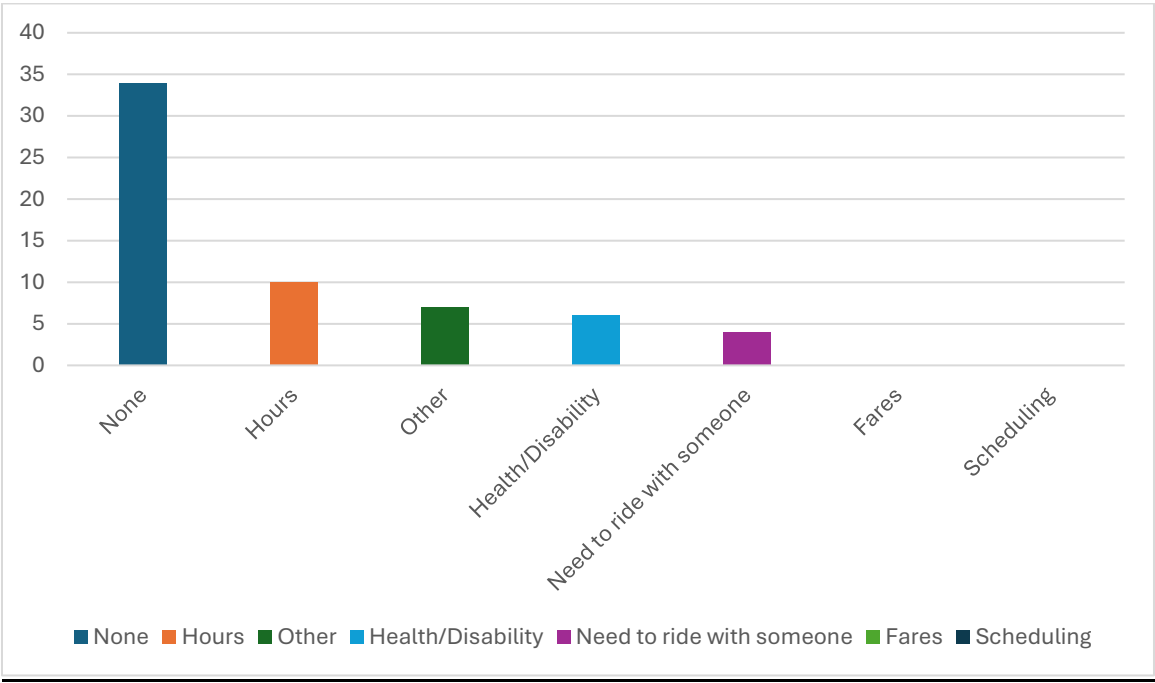
Many survey respondents (64%) received the survey from staff at Abilities Plus. Digital respondents (36%) found the survey through a link on Facebook.

Q3) How often do you use public transportation?



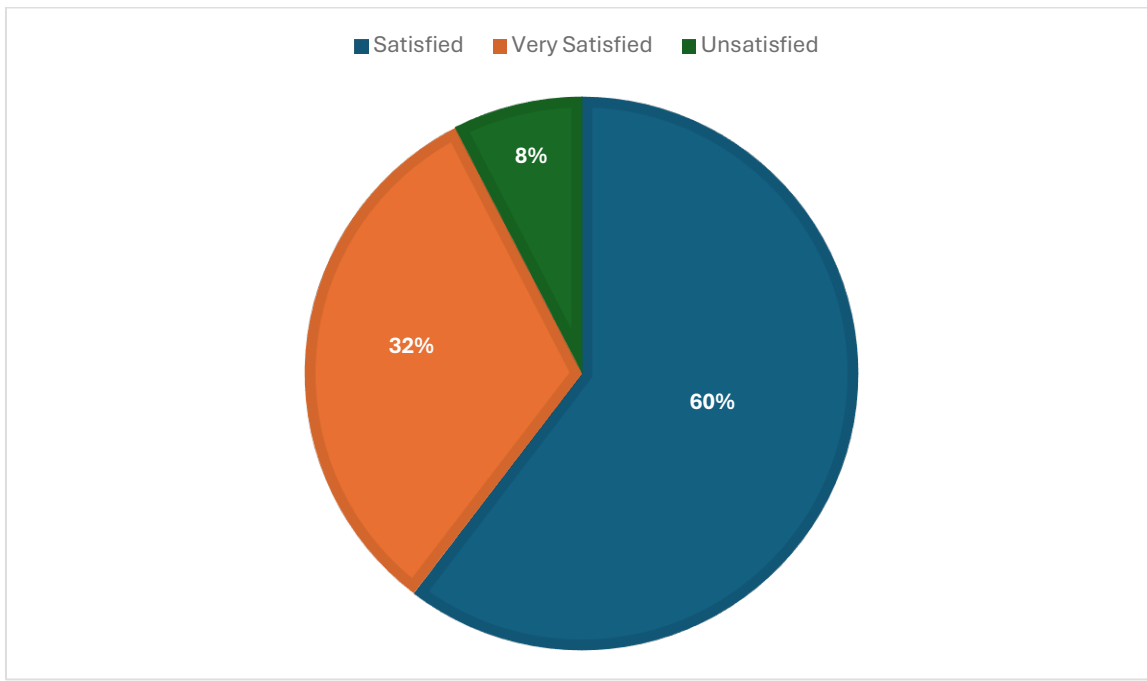
The majority of respondents (83.3%) use public transportation on a frequent (2 – 5+ days/week) basis. This indicates a high demand for public transportation use in the region.

Q4) Are there obstacles preventing you from using public transportation services more often? Select all that apply.



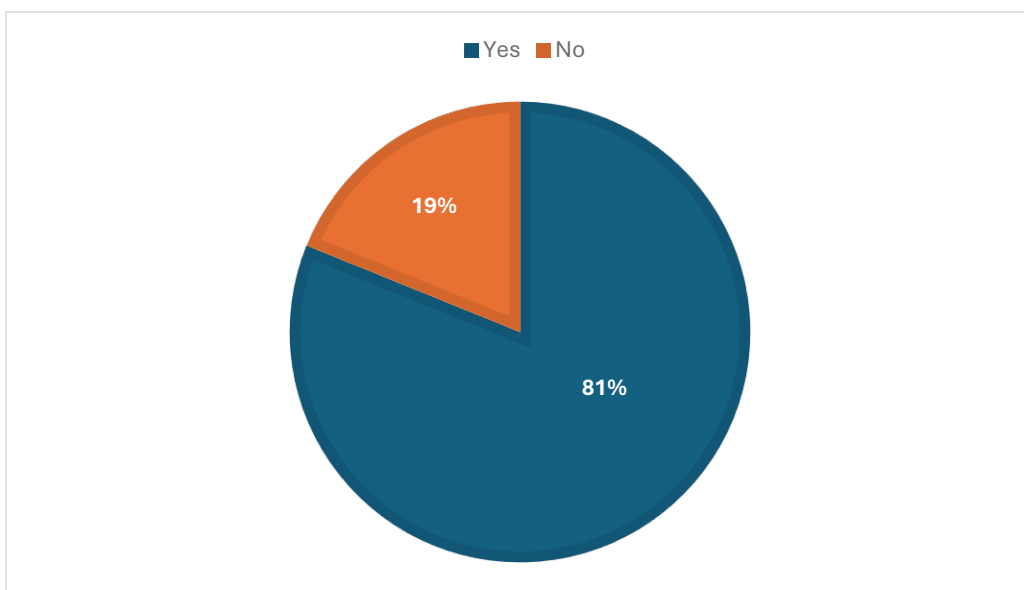
The majority of survey respondents noted no obstacles to utilizing public transportation. Zero respondents reported ‘Cost of fares’ or ‘Advanced reservation timeframe’ as an obstacle to accessing public transportation.

Q5) What is your overall satisfaction with the public transportation services in the community? Select one.



The majority of respondents indicated satisfaction with public transportation services. Zero respondents indicated being very unsatisfied.

Q6) Are you able to travel everywhere you would like to within the community?

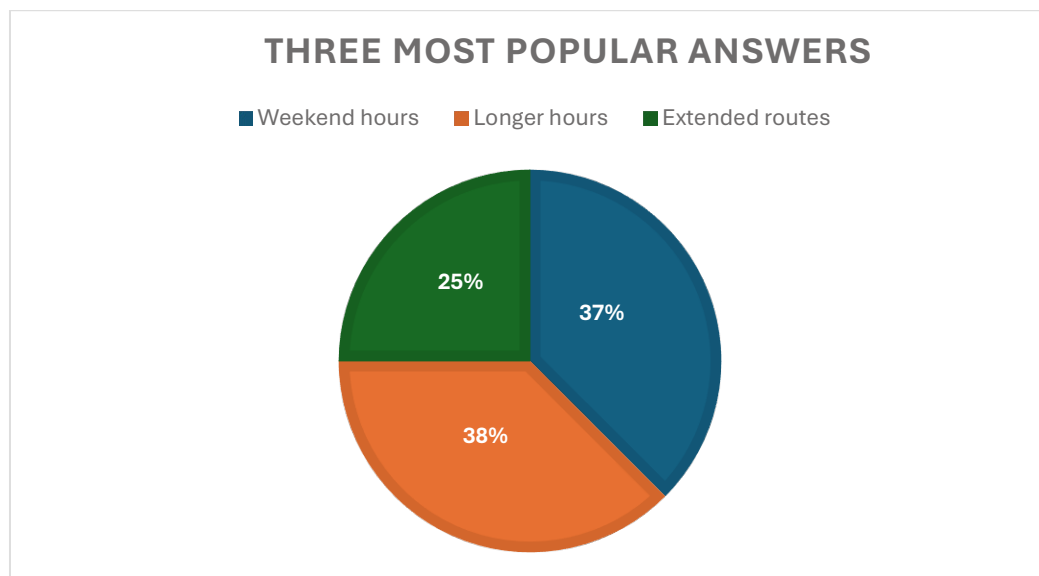


Q6b) Where else would you like to go?

Answers included:

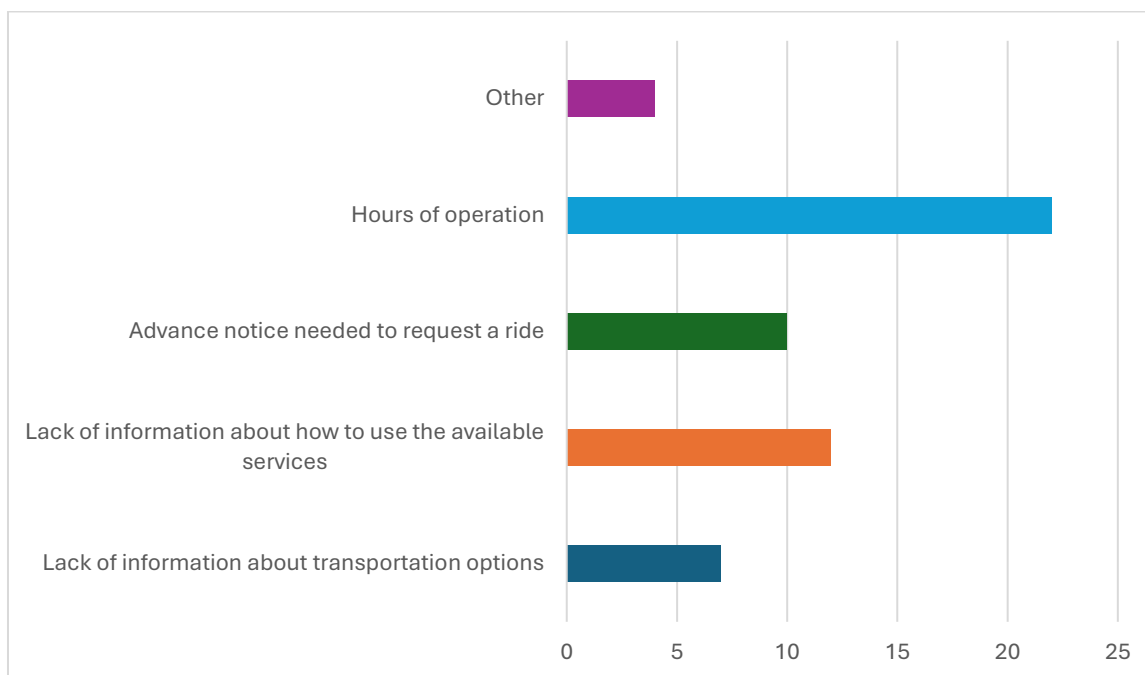
- “The Rust Belt, Coal Valley”
- “Over the river to medical appts.”
- “More routes near factories or other newer employment areas”
- “I would use public transportation more if the routes were expanded to reach more areas”
- “I would love to have a route that gets closer to the Hyatt hotel / bend expo and rust belt area than current routes will do.”
- “DMV, Public Aid Office”
- “CVM moline”

Q7) How could the community better meet your transportation needs? Short answer response.

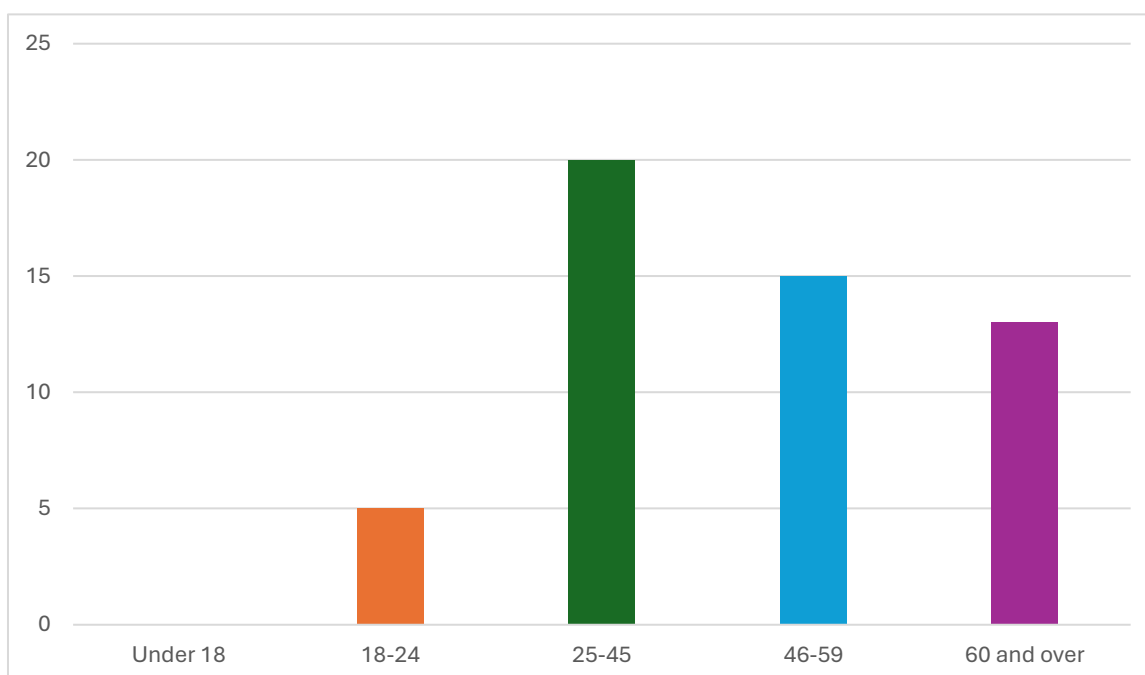


One respondent requested that the route to Walmart in Silvis should be every 30 minutes instead of every hour. Other requests included a more consistent schedule, going out to eat, better disability/discrimination/conflict resolution training for drivers, and creating an app.

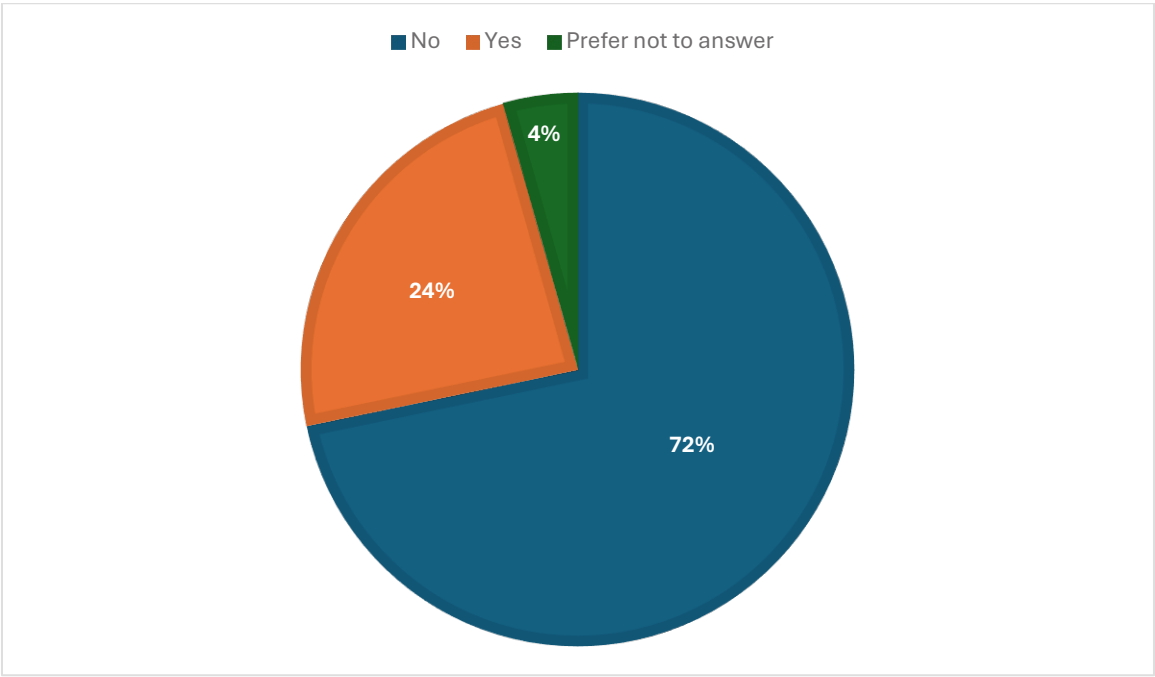
Q8) What do you see as the greatest barrier to mobility in the community? Select all that apply.



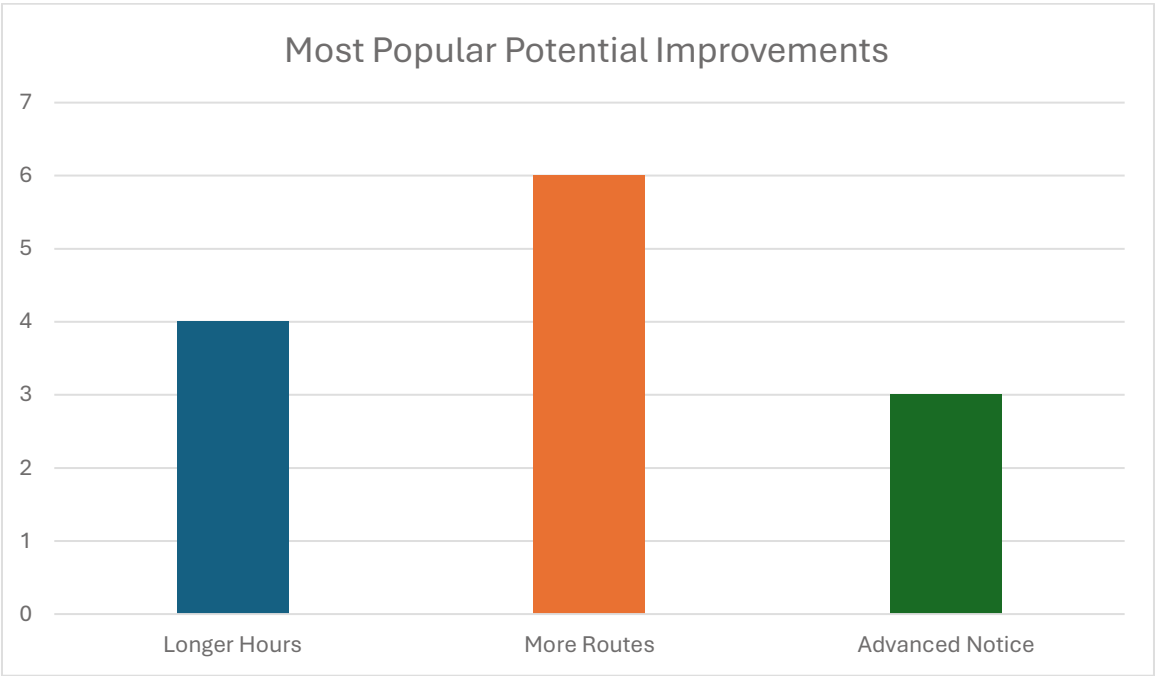
Q9) What is your age?



Q10) Do you have a physical disability?



Q11) How do you think that public transportation could be better in the community?
Short answer response.



There are multiple requests for longer hours and more routes, especially on weekends. Multiple survey respondents requested notification of when buses will be arriving, especially for on-demand transit. Other one-off specific requests included:

- “Add routes across the bridge into Iowa”
- “Create an app with GPS”
- “Better communication about availability.”
- “Arrive at a decent time.”
- “15-minute service on route 10.”

Q12) What are a few things that the community does well when it comes to public transportation? Short answer response.

The majority of responses revolved around how the drivers are kind and they do a good job getting people where they need to go. Other comments included:

- “The MetroLINK app is great. Great service, nice helpful drivers.”
- “Lots of routes. Pretty decent hours of operation.”
- “Cost and just having access to a comprehensive public transit system.”

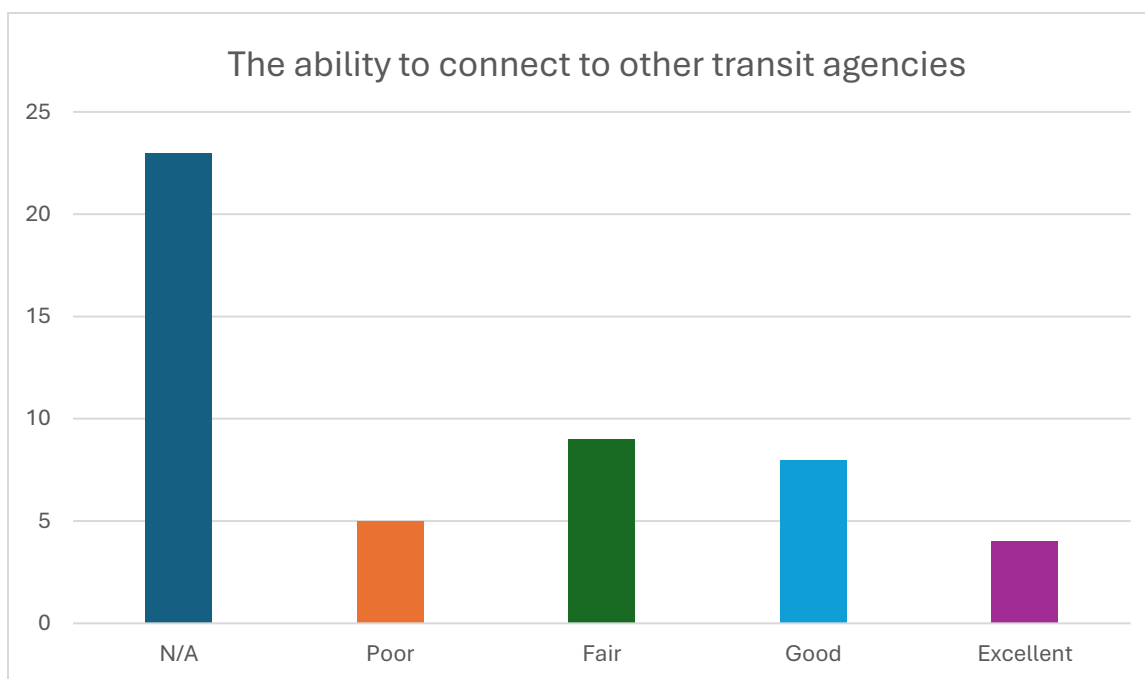
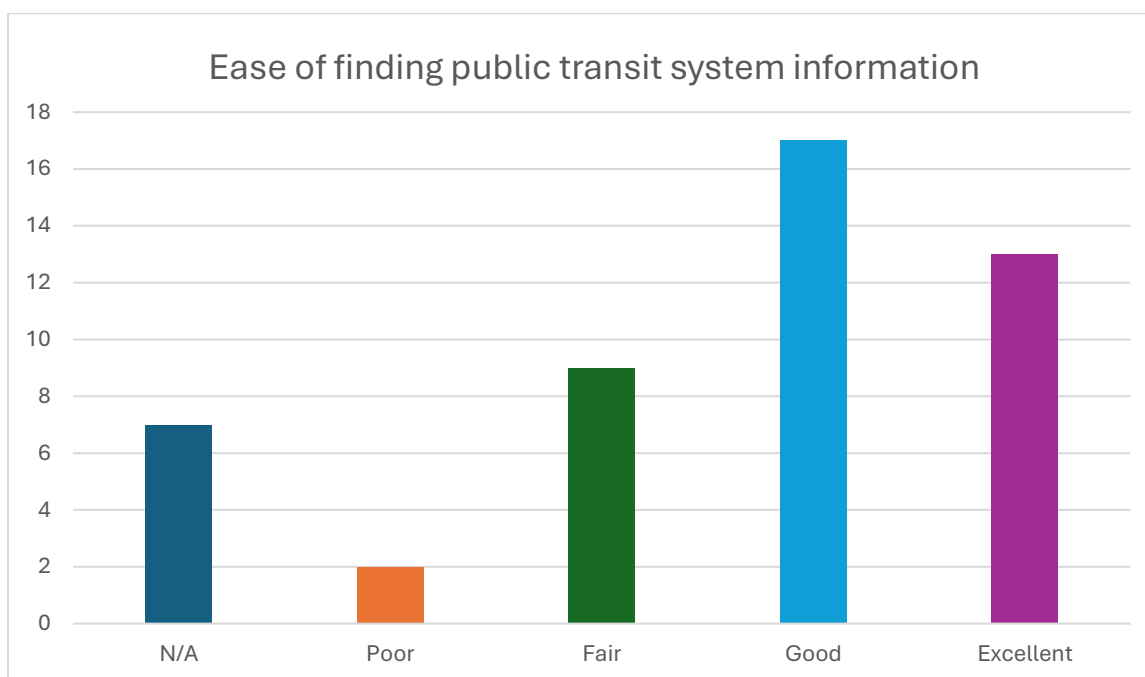
Q13) Are there any other issues or concerns you would like to share about your transportation experience? Short answer response.

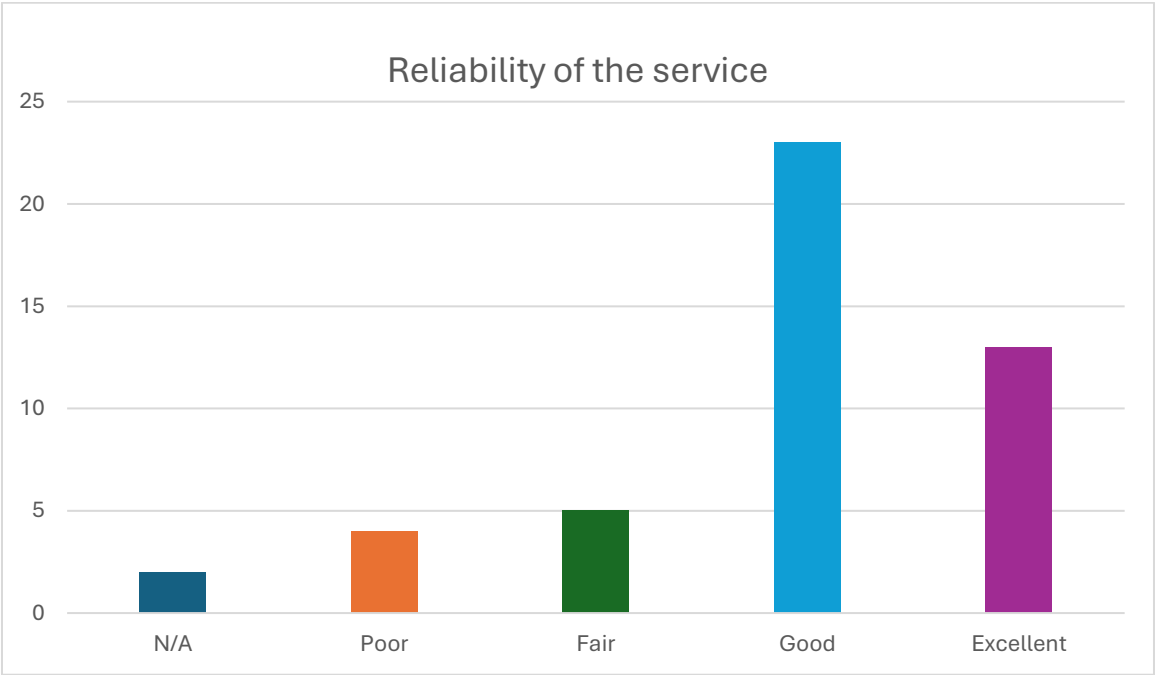
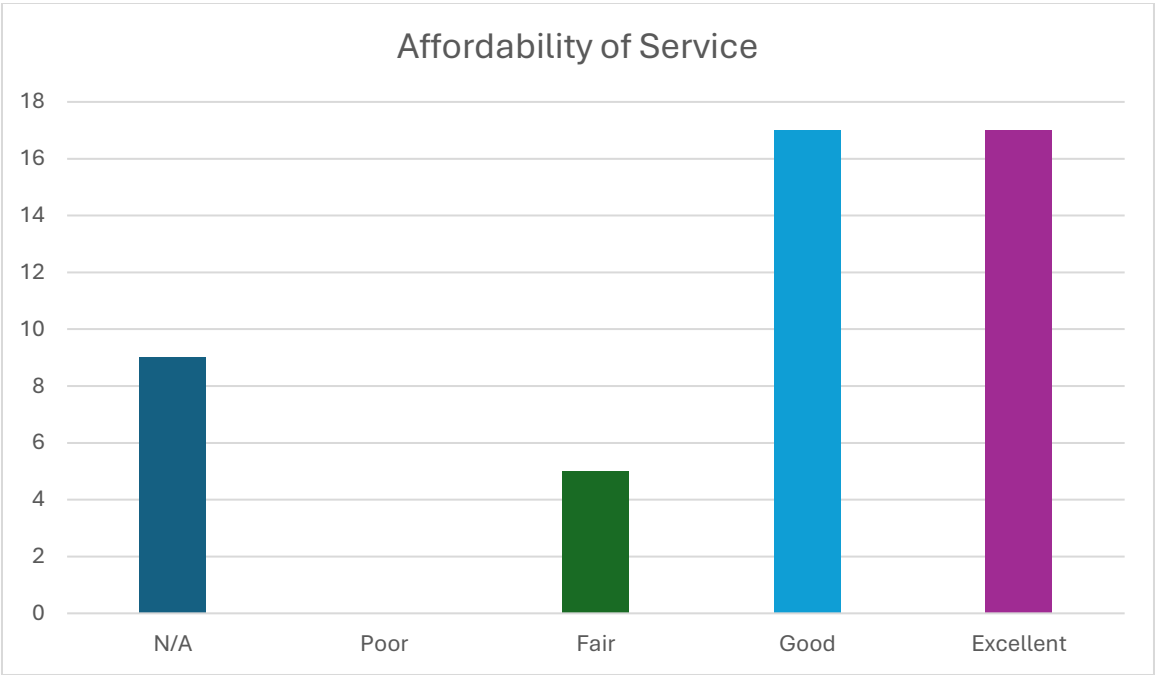
- “When the bus drivers leave late from the hubs so they can talk or mess around with other drivers or on their phones”
- “There’s some drivers that are on the phone with an ear piece while driving”
- “There should be more security for the drivers sooner or later something bad is going to happen I feel it the violence and disrespect getting worst for the drivers”
- “Several drivers for the 59/60 routes are not keeping to the bus schedules which creates problems when you expect to have a ride home or going somewhere on a set schedule and it already left or passed thru early. Drivers aren’t notifying transfers to other drivers to keep them from leaving main station terminals early or if the other line is running behind even on last buses for the day.”

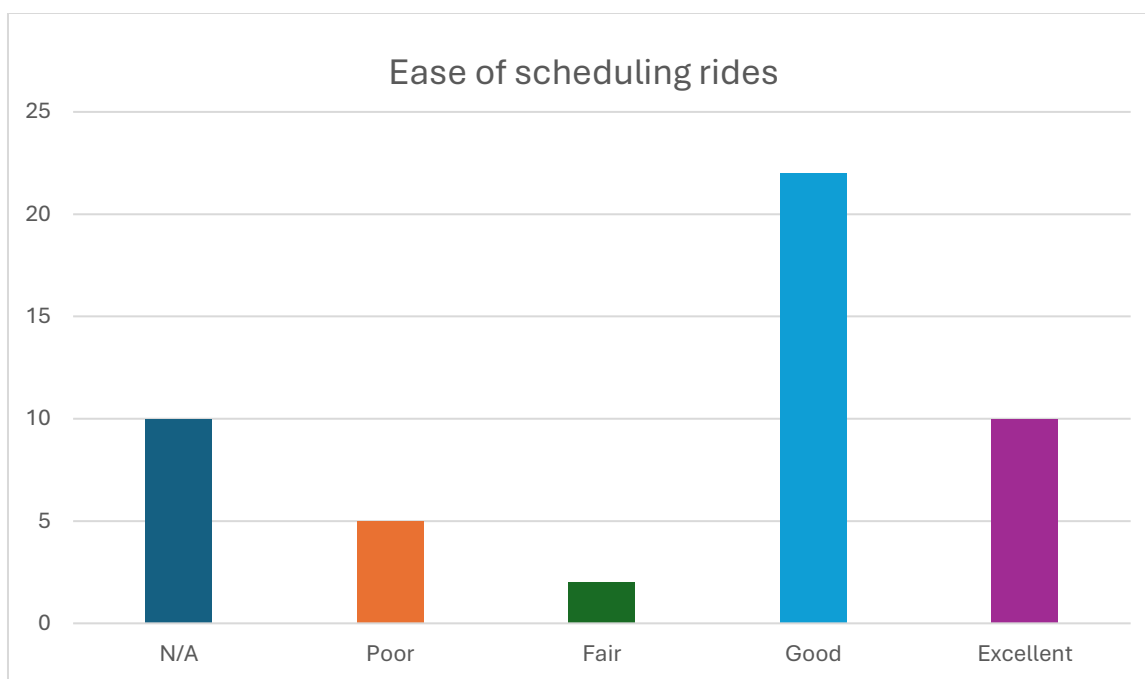
Appendix C

- “I know you need to hire more drivers hold a job fair or event at the library or center st.”
- “They can be a bit late.”

Q14a) Please rate your overall experience with the public transportation issues below.







14b) From the transit customer service issues listed below, what are the most important to you? Please number one through five most (1) to least (5) important.

Rank	Answer	Average Score
1	Reliability of the service	1.91
2	Affordability of the service	2.96
3	Ease of scheduling rides	3.11
4	Ease of finding system info	3.16
5	Ability to connect to other transit agencies	3.83

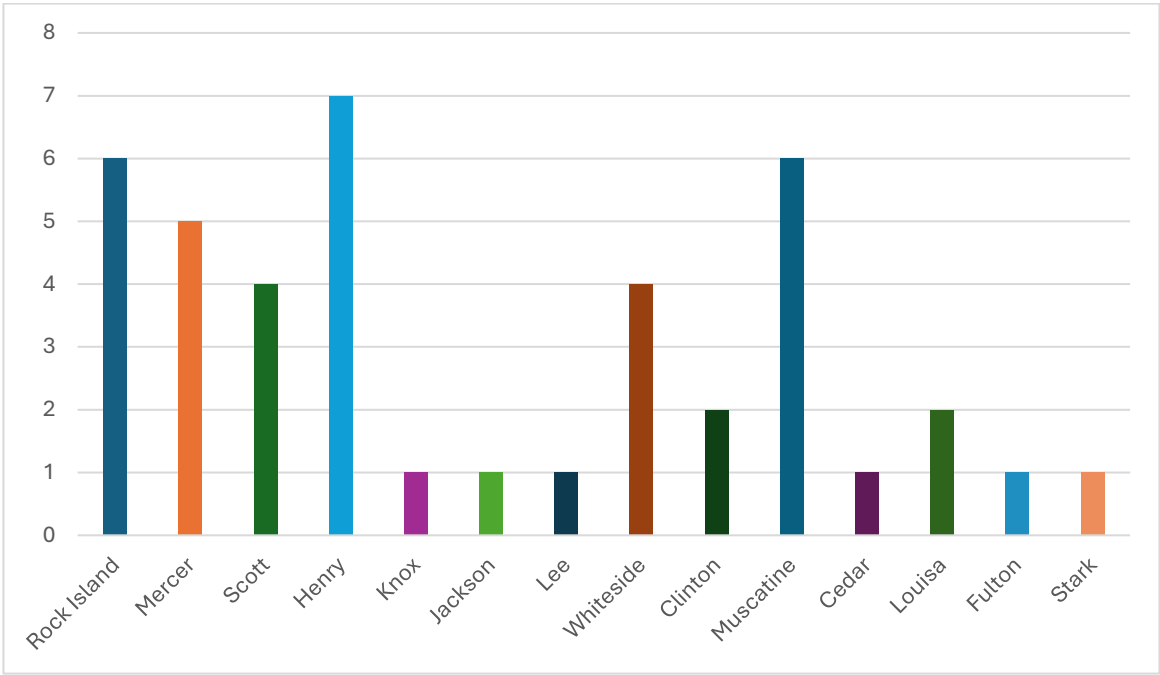
48% of survey respondents selected 'Reliability of the service' as their most important transit customer service issue. 41% of survey respondents selected 'The ability to connect to other transit agencies' as their least important transit customer service issue.

Agency Survey

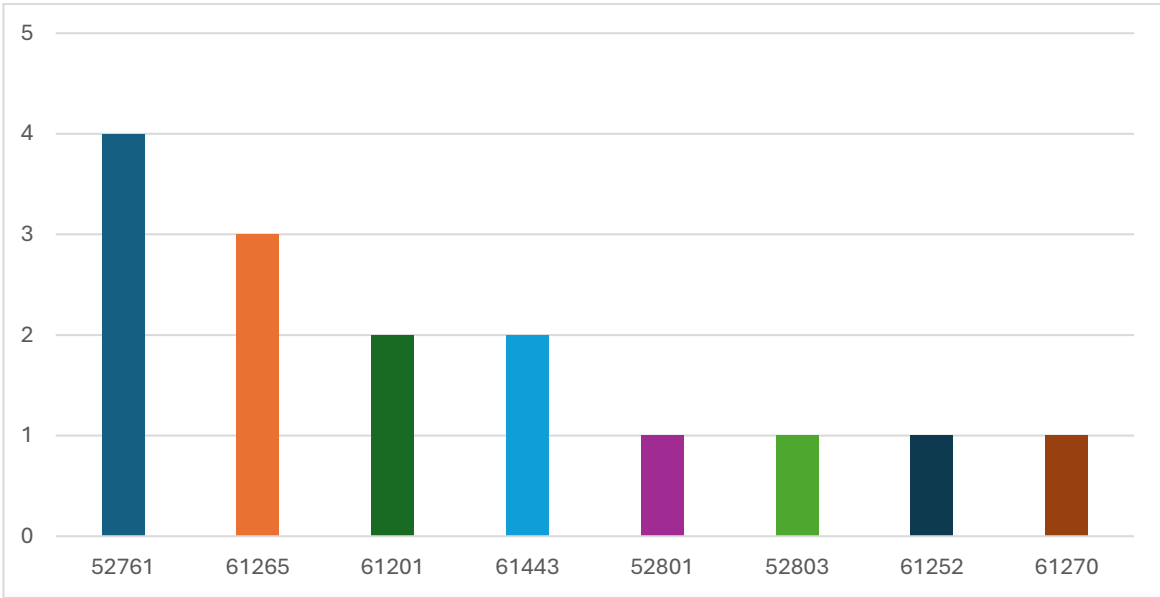
Out of 15 Respondents

Human Service Agencies, Elected Officials, Churches and Other Organizations

Counties/Communities Served



Zip Code

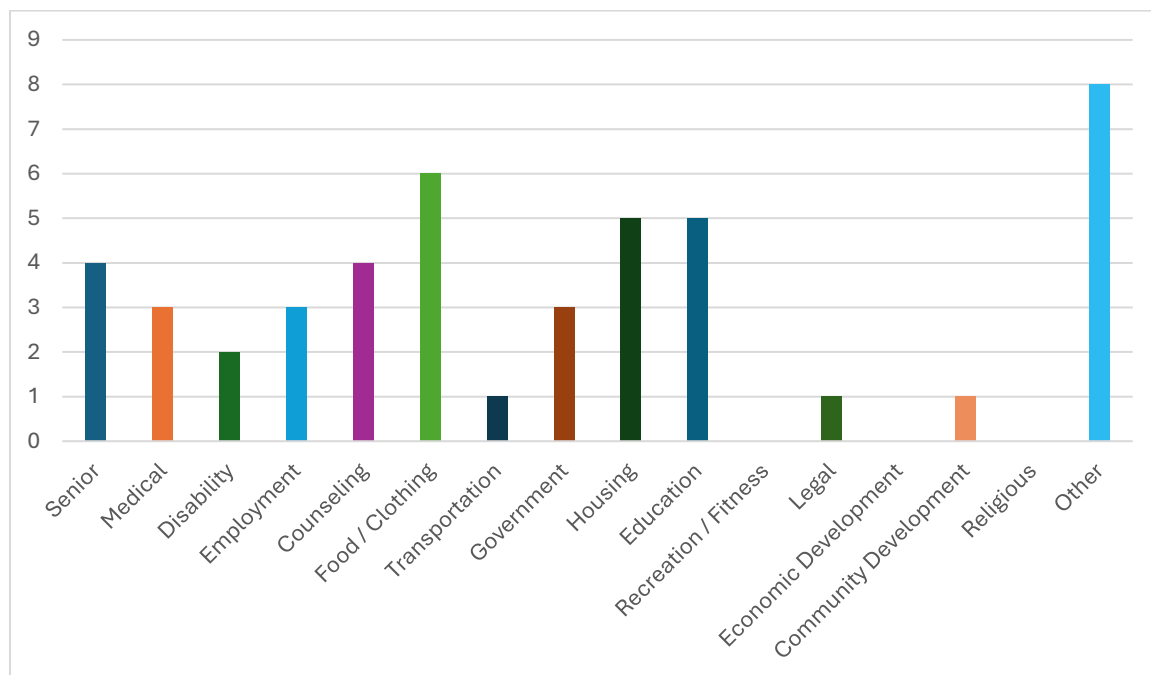


Agency/Entity Names

Organizations that provided responses to this survey include:

- Illinois Department of Employment Security
- EveryChild
- Prairie State Legal Services
- VA Community Resource and Referral Center
- Trinity Muscatine Public Health
- Unity Point Robert Young
- Juvenile Court Services
- Muscatine Center for Social Action
- Heart of Hope Ministries
- Project NOW
- Odell Public Library
- Schmaling Memorial Public Library
- Abilities Plus
- Henry and Stark County Health Department

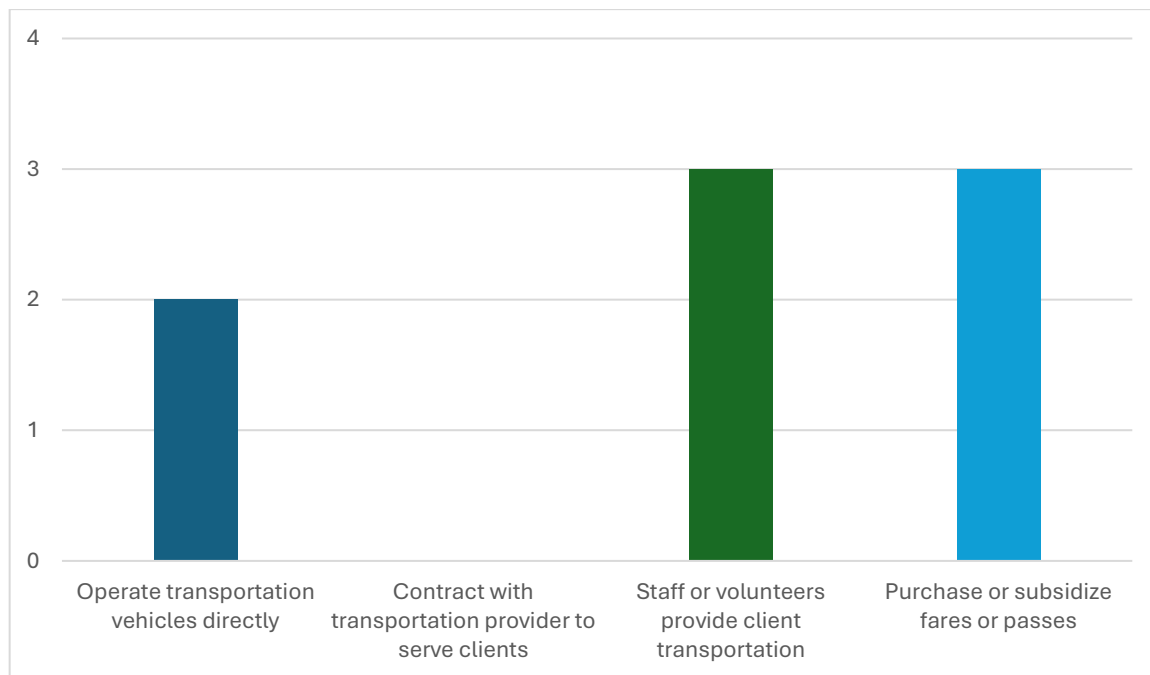
1a) Please indicate the type(s) of service your organization provides.



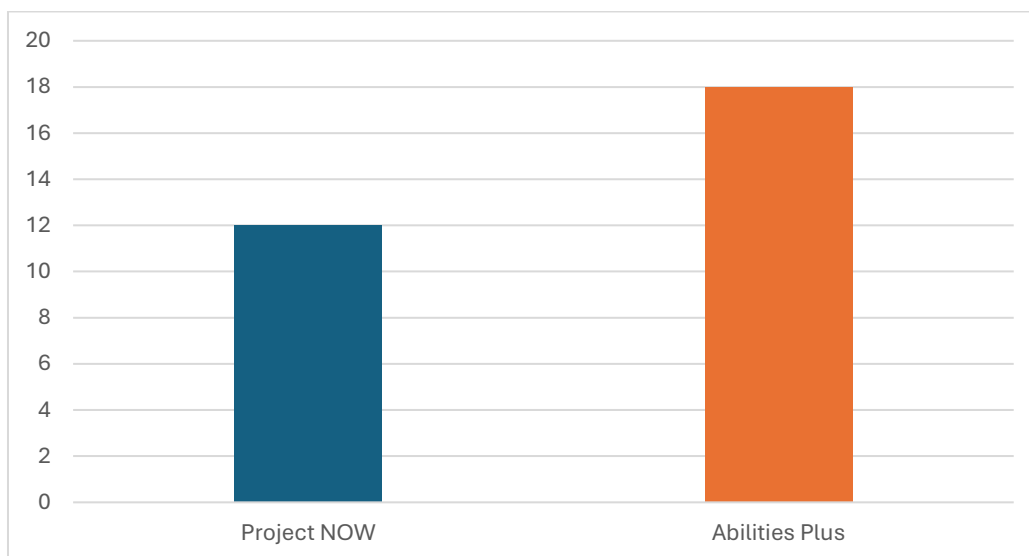
1b) If selected, what Other services does your organization provide?

Organization Name	Other Service Provided
VA Community Resource and Referral Center	Veteran's homeless services
Trinity Muscatine Public Health	Maternal Health, 1 st Five, ISmile, Care Coordination, Vaccines for Kids, etc.
Unity Point Robert Young	Care Coordination
Juvenile Court Services	Juvenile supervision/probation
Heart of Hope Ministries	Men's Transitional Home
Project NOW	Non-Profit Community Action Agency
Odell Public Library	Free space to gather
Schmaling Memorial Public Library	Public Library

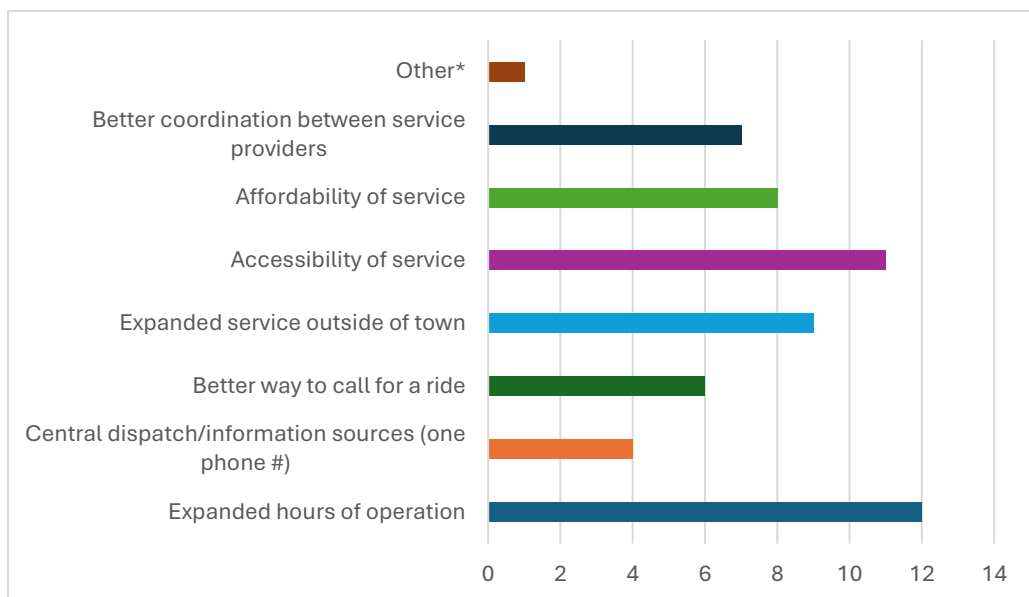
2a) Does your organization provide client transportation in any of the following ways?



2b) If your organization operates transportation vehicles directly, how many vehicles do you operate?

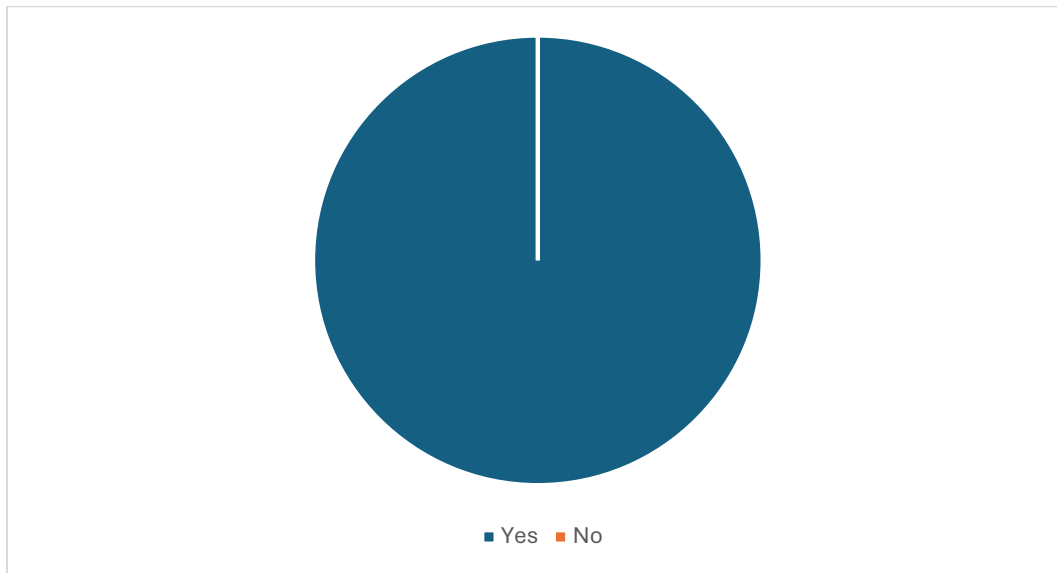


3) Please indicate how current public transportation service could be improved in your community?

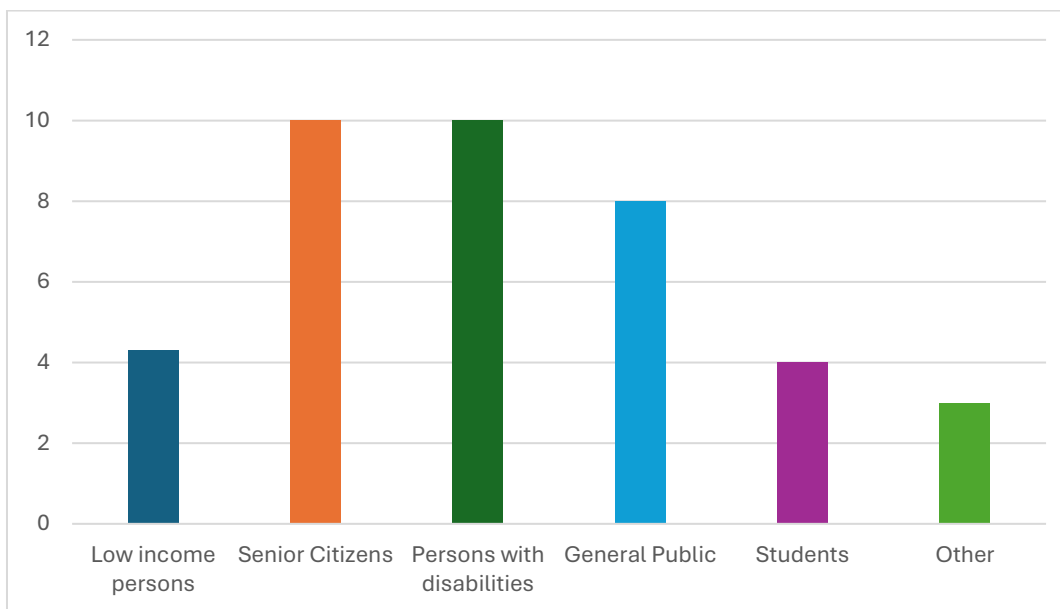


* The VA Community Resource and Response Center suggested, "Cross the river to help our Veterans to get to their medical appointments on Locust."

4a) Are there unmet public transportation needs in your community?



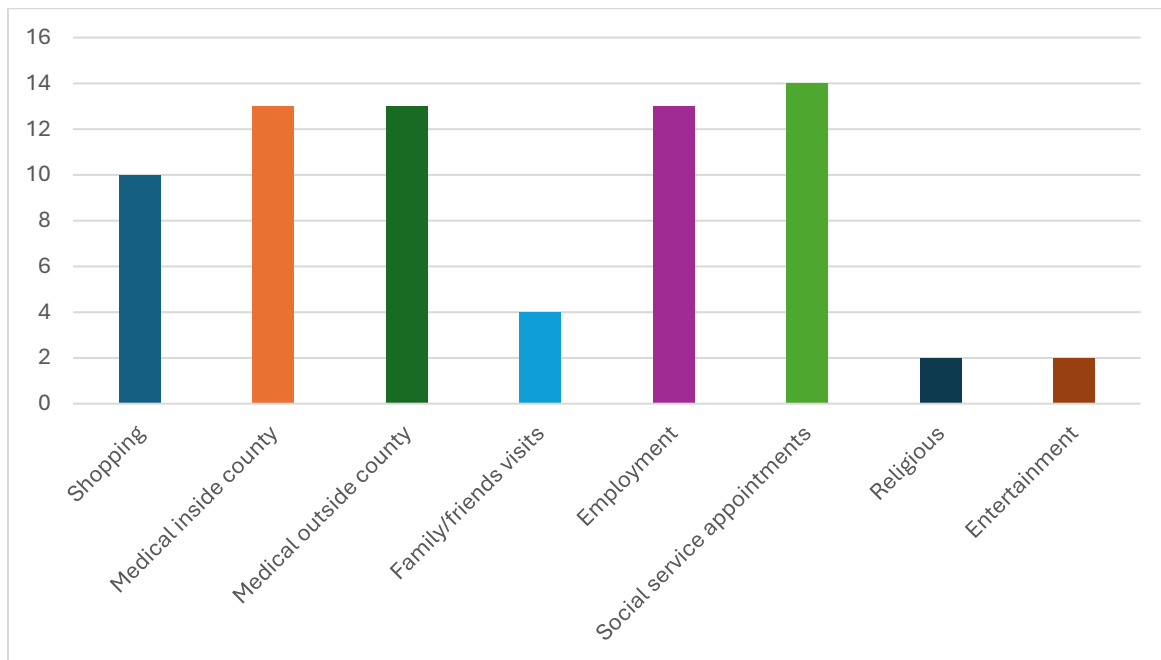
4b) What group(s) have unmet transportation needs?



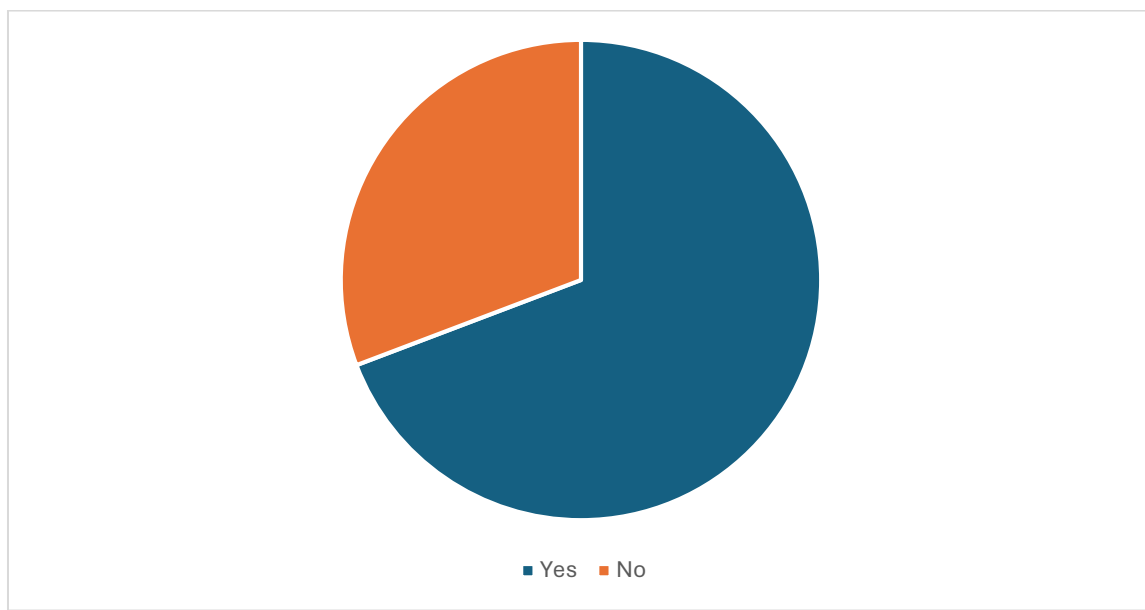
The three Other responses are:

- “Families with many children”
- “Veterans”
- “Those in treatment”

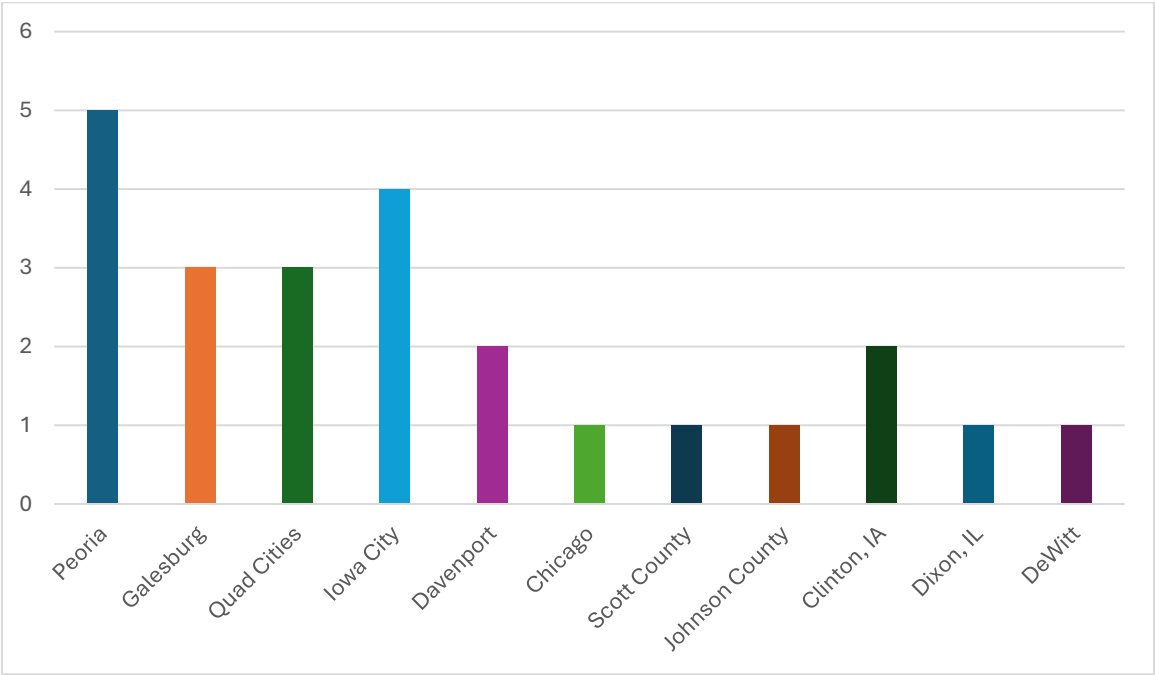
5) What type(s) of trips do your clients need?



6a) Do your clients need medical transportation outside of the county?



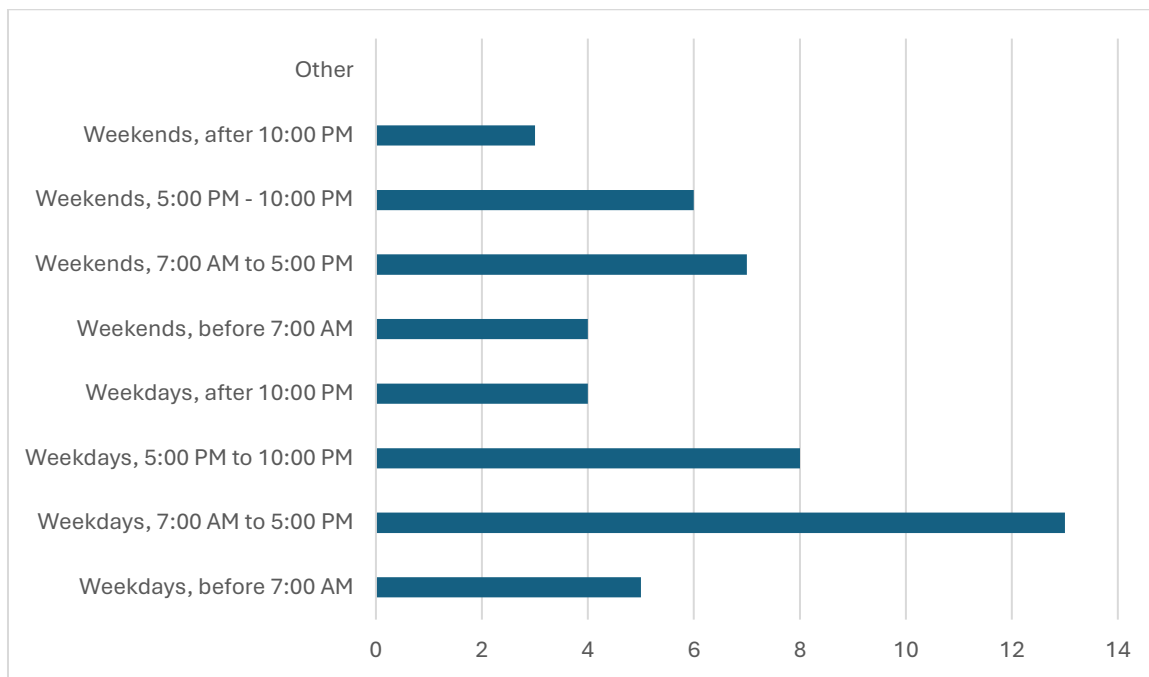
6b) Where do your clients need medical transportation outside of the county?



6c) How often do your clients need medical transportation outside of the county?

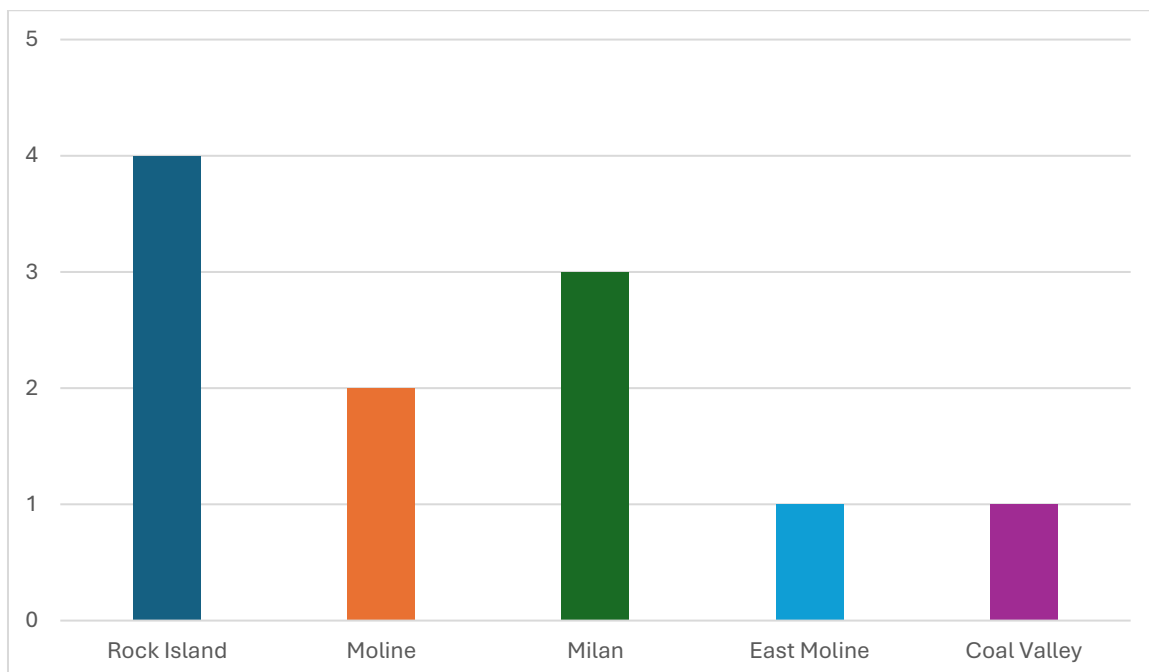


7) When do your clients need public transportation?

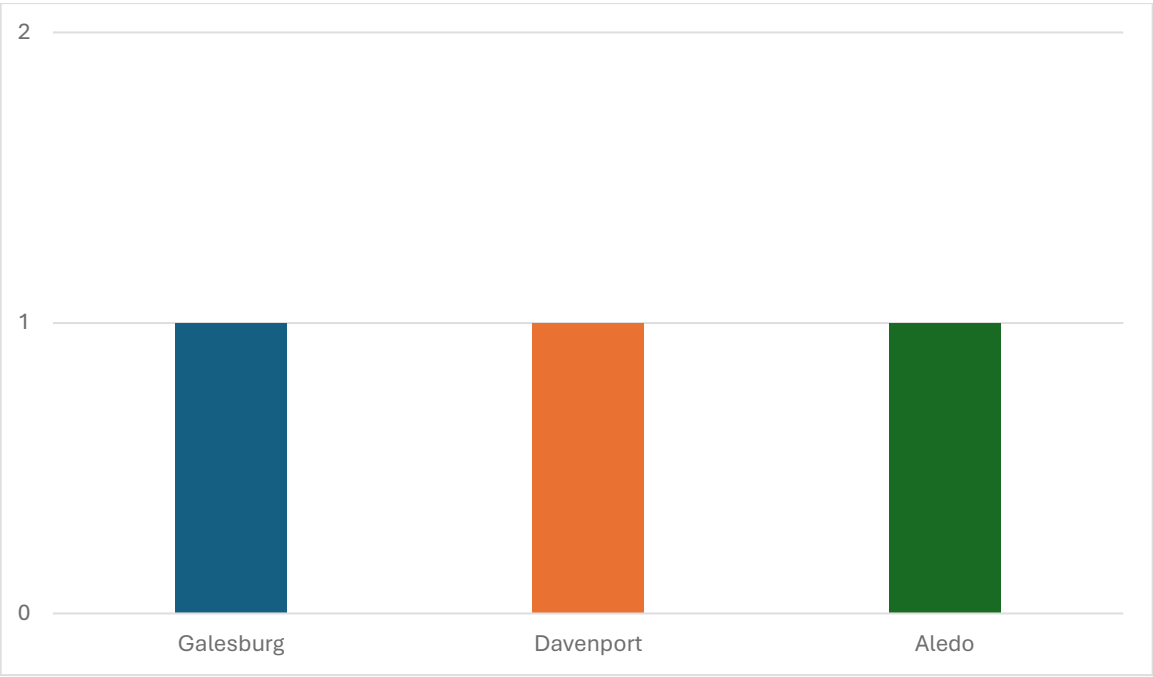


8) Please list the top three towns in your county that need to improve public transportation services to better serve your clients

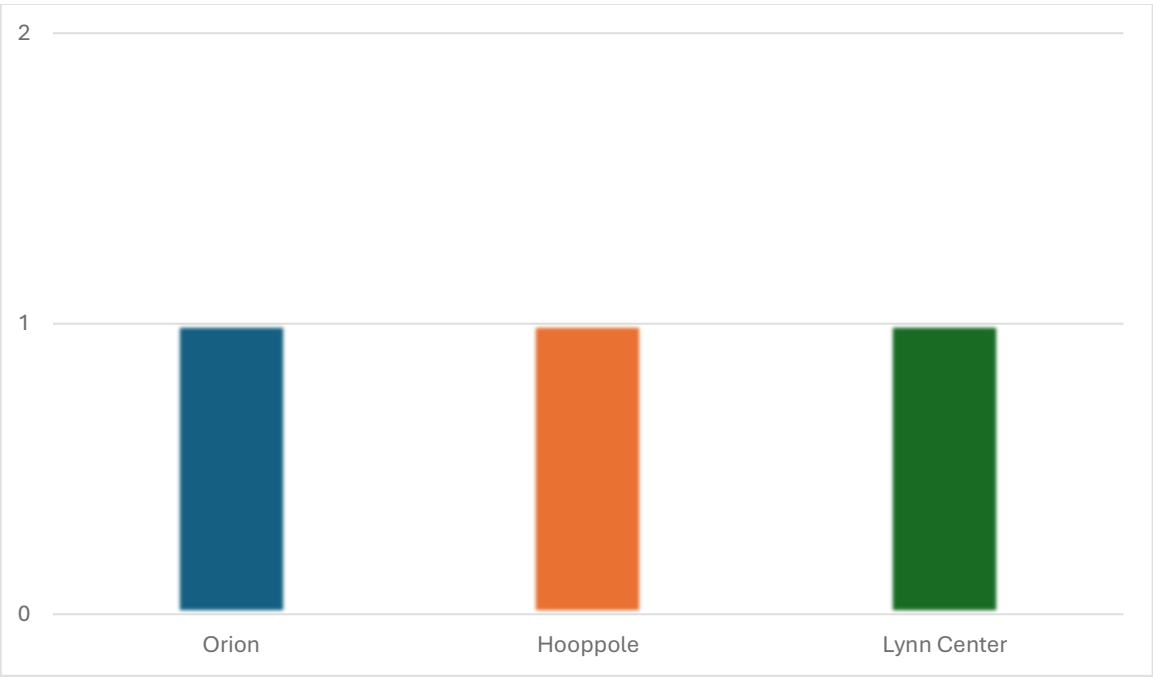
Rock Island County



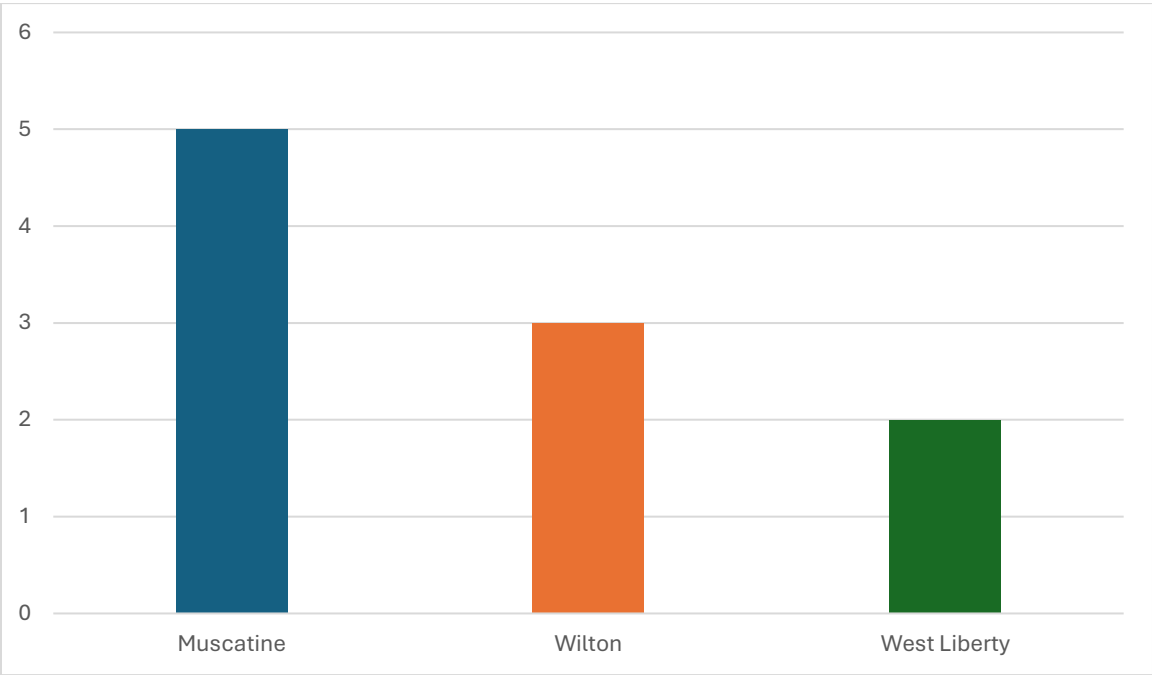
Knox, Scott, or Mercer County



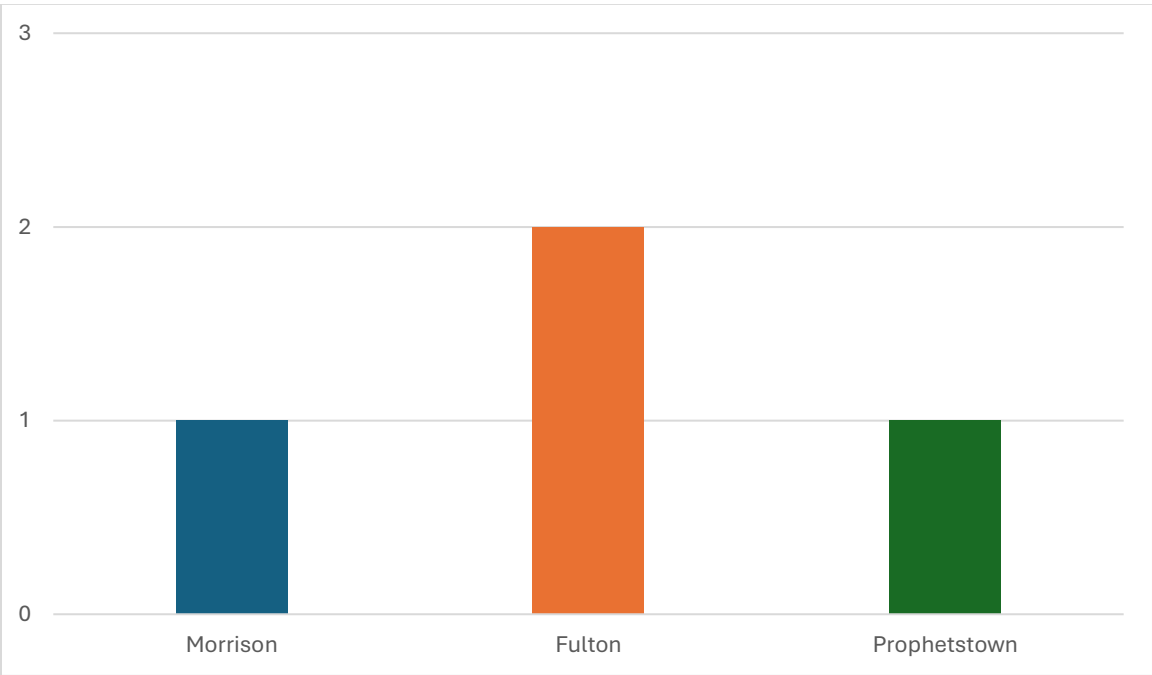
Henry County, Iowa



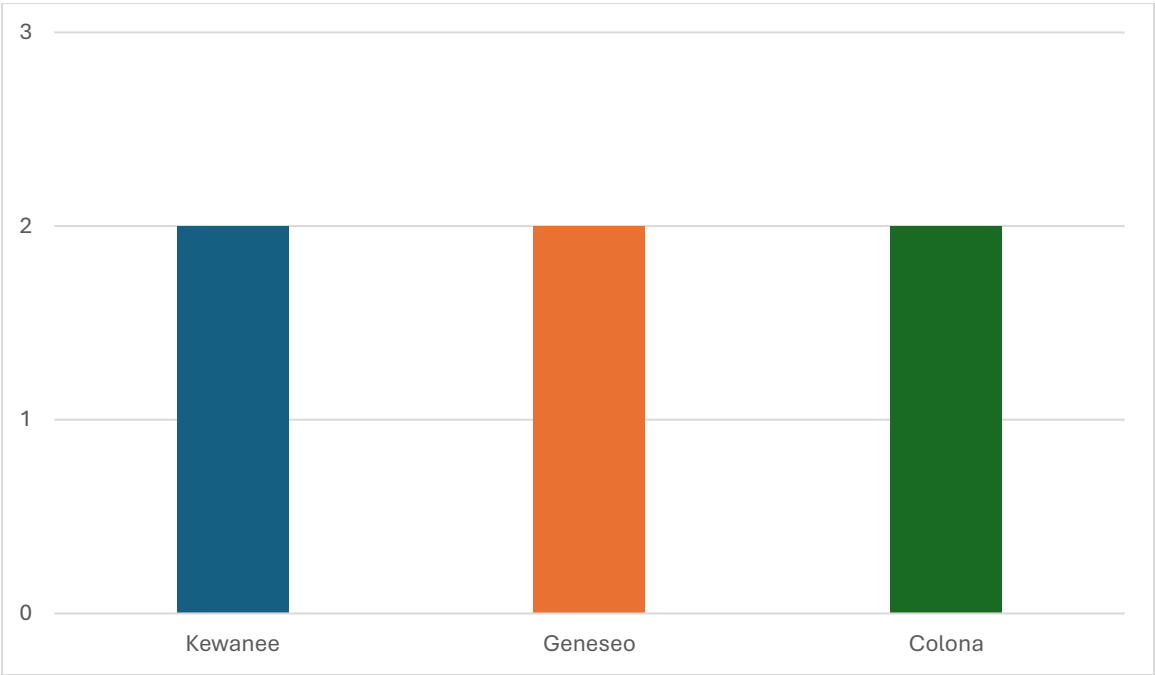
Muscatine County



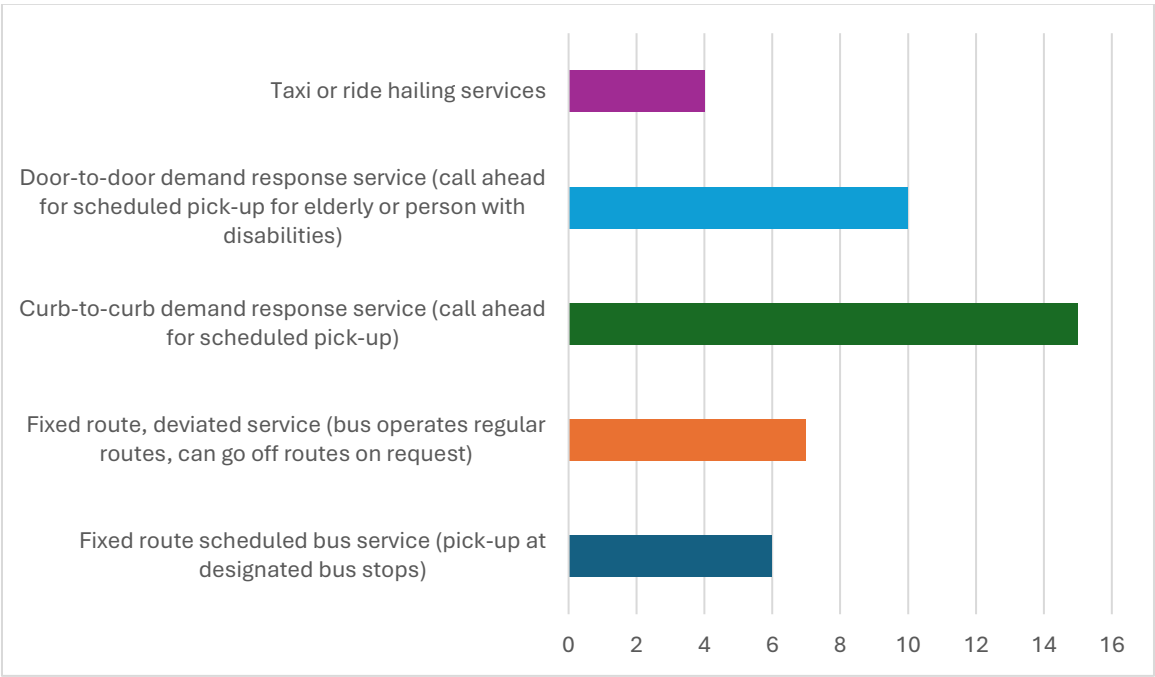
Whiteside County



Henry County, Illinois



9) What type of public transportation do your clients/consumers need?

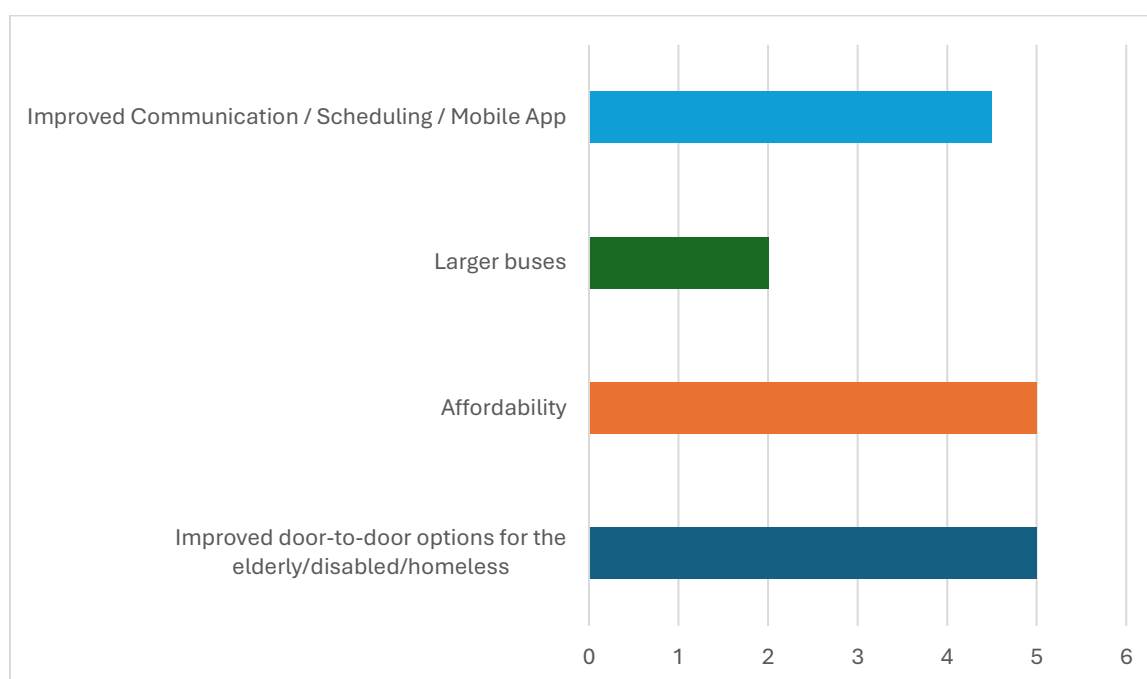


10) How much should a one-way trip cost within your community?



The answer for “Other” was, “I would say medical free for Veterans. If going to and from work-- \$2 - \$5.”

11) If you could change one thing about public transportation for your clients, what would it be and why?



The majority of answers revolved around improving public transportation service for populations in need such as the elderly or low-income families. Proposed solutions included improved demand-response options, particularly for the disabled who may have difficulty getting to a bus stop, and making public transportation more affordable.

Transit-Related MPO and Region 9 LRTP Survey Input Questions & Answers Summary

R9 LRTP Survey Questions:

What three things would you like to see improved for transportation in Muscatine County or rural Scott County in the next ten years?

The primary concern was extending transit hours, preferably to 24/7 or at least to seven days a week. Access to public transportation, especially for minors, was another concern. The issue of cost was raised, along with the interconnectedness of routes between Quad Cities metro areas. Beyond the metro area, access for those who live in rural areas was another raised issue, especially for the elderly and/or those in need of access to healthcare. Free transportation for Medicaid and SNAP recipients (through grant funding) was recommended, along with buses going electric and implementing rides on demand.

What do you think are the three biggest transportation issues in Muscatine County or rural Scott County?

Hours of operation and lack of access were once again raised as primary issues. Lack of information on routes and cost was one raised issue, along with a complicated ticket process for one time usage. Comments around expanding rural public transit and connections to health care were also mentioned.

MPO LRTP Survey Questions

What three things would you like to see improved for transportation in the Quad Cities Area in the next ten years?

Extending hours was an issue raised in the MPO area, along with recommending more routes. School related busing was another raised issue, particularly in regard to safety and accessibility for different purposes, like field trips. Improving the quality of bus stops was requested in terms of improving seat comfort and shelters. Reducing the size of buses to increase the number and range of routes, to serve the needs of more individuals with more regularity and flexibility, and improving transit service to those with disabilities were all recommendations. Some other comments include nightlife (the Loop), interconnectedness between cities, electronic payment through an app with route mapping, and better service for low-income neighborhoods.

What do you think are the three biggest transportation issues in the Quad Cities Area today?

Concerns included increasing connections to manufacturing hubs, schools, and retail areas. Bus frequency was another issue, along with convenience and safety. The issue of connections between routes, rural areas, and other metro areas was raised once again. Extending bus hours, particularly for workers, was also raised again. Electronic payment availability was another issue.

Question 14: What does a thriving community mean to you?

A viable and vibrant transit system, serving those with disabilities, and increasing the transit connectivity of the Quad Cities for those without a car.

Other Comments

Reducing transit time, busing should be provided for kids, bus transit is needed in the outer Quad

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

Tuesday, May 12, 2026, 10:00 a.m.
Bi-State Regional Commission
Third Floor Conference Room 320
1504 Third Avenue
Rock Island, Illinois

MEMBERS PRESENT

Brian Ballard	City of Riverdale
Faith Duncan	Illinois Department of Transportation – District 2
Jim Grafton	Rock Island County
Justin Johnson	City of Rock Island
Tim Kammler	City of East Moline
Laura Klauer	City of Moline
Alan Silas	MetroLINK
Gary Statz	City of Davenport
Hector Torres-Cacho	Iowa Department of Transportation
Jeri Vondera	City of Davenport

OTHERS PRESENT

Sarah Bambas	Bi-State Regional Commission
Doug DeLillie	Illinois Department of Transportation – Springfield
Nithin Kalakuntla	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Tanner Osing	City of Rock Island
Bryan Schmid	Bi-State Regional Commission

1. Approval of Minutes of the March 10, 2026 Transportation Technical Committee (TTC) Meeting. Mr. Kammler requested a motion for approval of the March 10, 2026 minutes of the Transportation Technical Committee. Mr. Silas motioned to approve the minutes. Mr. Statz seconded, and the motion carried.
2. Consideration of Revisions to the Quad Cities MPO FFY2026-2029 Transportation Improvement Program. Ms. Bambas reported that there were eight amendments: one from Iowa DOT, three from Illinois DOT, one from East Moline, one from Bettendorf Transit, and two from MetroLINK. There were also several administrative modifications listed. For the amendments, both Iowa and Illinois have new projects. East Moline has their Bend Boulevard project decreasing in federal funds by over 30%. Bettendorf Transit's federal transit planning funds increased by over 30%. MetroLINK's project to replace a medium bus also increased over 30%, and their other project is a pending grant application. Mr. Silas motioned to recommend the amendments to the Policy Committee for approval. Mr. Ballard seconded, and the motion carried. The amendments are included at the end of these minutes.
3. Status of Project Progress Report. Each jurisdiction was asked to refer to the e-mailed project progress report and provide updates to Bi-State staff. Updated progress reports are posted following the Technical Committee meetings at: <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/tip-and-funding-projects-quad-cities-mpo>. Ms. Bambas requested updates to the progress report. Mr. Statz provided the update from Davenport: 4th Street is at 20% completion; Rockingham from U.S. 61 to Fairmount is at 100% pre-design and ROW and will let June 8; and the Eastern Avenue Bridge over Duck Creek is at 100% design and pre-design, does not require ROW, and is 5% constructed. MetroLINK provided an update that the East Village dock in Davenport is delayed by one week due to high river water levels. The project is supposed to be completed a week after Memorial Day. Ms. Duncan provided updates from the Illinois DOT. There will be a public meeting for U.S. 67 on May 20 from 3:00 p.m. to 6:00 p.m. at the Rock Island Holiday Inn. The third TAG/CAG meetings were on May 7. The IL-92 Phase 1 project in Silvis/Moline is 70% complete. There will be a public meeting this fall for that project. IL-84 Phase 1 is almost done. The Big X, I-74/I-80, is

on the June 2027 letting schedule. The I-80 Mississippi Bridge Phase 1 is complete, and Phase 2 is underway; there will be five separate contracts for that phase. There will also be an open house later this year for Phase 2. Mr. Kammiller reported on the updates for East Moline. The extension of Bend Boulevard has a letting coming up in July. The streetscaping for 15th and 16th Streets is 99% complete. Construction is underway for 12th Avenue and is at 10%. Ms. Bambas thanked the committee for providing updates and asked to keep sending updates via email when committee members become aware of any changes. The next verbal report will be in August.

4. Presentation of Transit Development Plan Draft. Ms. Bambas provided an overview of the Transit Development Plan (TDP) and explained the plan provides information and guidance on future passenger transportation mobility options and human services coordination. The TDP is adopted by committees from three planning areas (Urbanized IL/IA, IL Region 2, and IA Region 9). The plan's goals include convenience, investment, affordability, land use, geographic coverage, and safety. Ms. Bambas then went into the survey results collected from the agencies, transportation providers, existing riders, and the community. Survey results included a need for medical trips in and outside the county, a need for public transportation to work and other meetings, and a need for trips to social services. Many of the transportation providers also indicated that federal and state regulations cause a barrier when it comes to the coordination of transportation. Ms. Bambas then moved on to discuss the Transit Accessibility Analysis. The goal of the Transit Accessibility Analysis is to find areas and populations that are and are not served by existing transit options. The analysis looked at population, population density, diversity index, household median income, households below the poverty level, households with 0 vehicles, and the population of 16+ who take transit to work. Ms. Bambas explained that darker shaded areas on the map were where transit need is the highest. These areas consisted of most of the downtown areas, but there were also some outer areas in Rock Island and Davenport. Three other maps were shown: Service Area Gap Analysis, Average bus frequency by 5-minute walkshed, and Access to residential and commercial land uses by transit. Some barriers that are discussed in the TDP include availability of funding, frequency, medical trips, shelters and access points, disconnections between destinations, and non-standard work hours. Ms. Bambas concluded the presentation and requested comments on the TDP by May 22. Ms. McCullough mentioned that the TDP is available to view on the Bi-State website, and that the committee will be considering it for approval at the June meeting.
5. Concurrence with Thrive 2055: Quad Cities Long Range Transportation Plan Model Documentation Report. Mr. Kalakuntla presented on the travel demand model technical report. The purpose of the report is to summarize how the regional travel demand model was developed. The report documents roadway network, socio-economic, and land use inputs. The four-step travel demand modeling process was stated, which includes trip generation, trip distribution, mode split, and traffic assignment. Each of these steps was described. Mr. Kalakuntla then explained the model validation using 2022 traffic counts. The traffic assignment validation table was shown and maps and outputs created from the analysis were described. The 2055 alternative analysis identified future roadway scenarios and supports fiscally constrained LRTP recommendations. Mr. Silas motioned to recommended approval of the travel demand model technical report to the Transportation Policy Committee. Mr. Statz seconded, the motion carried.
6. Public Comments. There were no public comments.
7. Other Business. Mr. Schmid brought the following items to the attention of the committee and mentioned that the STBG/TASA/CRP applications are open until the end of July. Mr. Torres-Cacho mentioned the U.S. 67 bridge public meeting on May 20th from 3:00 p.m. – 6:00 p.m. at the Rock Island Holiday Inn. Mr. DeLillie mentioned to the committee that the SS4A Implementation grant application is due May 26. Lastly, Ms. McCullough mentioned that an American Trails grant is due May 15 and one community in the MPO is applying so far.
 - Building Resilient Infrastructure and Communities discretionary grants deadline 7/23/26 <https://www.fema.gov/press-release/20260325/fema-announces-1-billion-federal-funding-help-states-mitigate-impact>
 - Defense Community Infrastructure Program grant deadline 7/25/26 <https://grants.gov/search-results-detail/361941>
8. Adjournment. Mr. Johnson motioned to adjourn. Mr. Ballard seconded, and the meeting adjourned at 10:40 a.m.

May 12, 2026 - Transportation Technical Committee –
FFY2026-2029 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPWS #)	Notes
STATE OF IOWA - IA														
IA-26-13	2026	US 61	S of I-80 to N 210th St	Resurfacing	MAINT	\$1,897,588	\$1,518,070	NHPP	\$379,518	PRF			58817	New Project, Amendment Approved 5/2026
STATE OF ILLINOIS - IL														
IL-26-13	2026	Iowa Interstate Railroad (604295P)	W 10th Ave and W 9th St in Rock Island & Milan (boarders)	Railroad crossing improvement	MAINT	\$800,000	\$800,000	RR-Protect						New Project, Amendment Approved 5/2026
IL-26-14	2026	Iowa Interstate Railroad (605924D)	South of W 5th Ave in Milan	Railroad crossing improvement	MAINT	\$1,100,000	\$1,100,000	RR-Protect						New Project, Amendment Approved 5/2026
IL-27-15	2027	US 6 at US 150 in Moline	US 6 at US 150 in Moline	Traffic Signal Modernization	OTHER	\$300,000	\$240,000	STP	\$60,000	STA			0-01498-2000	New Project, Amendment Approved 5/2026
CITY OF EAST MOLINE - EM														
EM-23-04	2026	Bend Blvd.	(3rd - 7th Sts., 3,000 ft. +/-)	New Construction	OTHER	\$7,759,019	\$1,000,028	RAISE			\$6,758,991	CTY		Federal Share decreased by over 30% and project moved to FFY26 from FFY27. Amendment Approved 5/2026

AMENDMENTS - COMMITTEE ACTION REQUIRED												
TRANSIT												
Project Number	Year Programmed (FFY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
BETTENDORF TRANSIT - BT												
BT-26-04	2026	Transit Planning	P	\$27,000	\$15,297	5307-FFY20 Funds	\$0		\$5,400	LOC	993	Federal share increased by over 30%. Amendment Approved 5/2026
					\$6,303	5307- FFY21 Funds						
METROLINK - ML												
ML-26-10	2026	Replace (1) Medium Duty Buses	C	\$242,644	\$194,115	5310	\$48,529	STA				Federal share increased over 30%, Amendment Approved 5/2026
ML-26-20	2026	Compressed Natural Gas (CNG) Fueling System Replacement Project	C	\$7,500,000	\$6,000,000	Community Project Funding			\$1,500,000	Property tax revenue and other local sources		pending grant application, Amendment Approved 5/2026

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
CITY OF DAVENPORT - DA														
DA-24-05	2026	Marquette Street/Rockingham Road	Marquette Street Between 2nd and 3rd Streets/Rockingham Road Between Sturdevant and Marquette	Raise and reconstruct Rockingham Road / 2nd Street between Sturdevant and Marquette. Raise and reconstruct 2nd St and Marquette Street intersection, with new traffic signals, up to 3rd Street	CMP	\$6,498,000	\$5,000,000	PROTECT			\$1,498,000	CTY	55829	Moved to FFY2026 from FFY2027, admin mod 4/2026

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED											
ROADWAY/TRAIL/OTHER											
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Notes
DA-24-08	2026	3rd Street & LeClaire Street/4th Street and LeClaire Street/3rd and 4th Streets & River Drive	LeClaire St from 2nd to 4th St/ 3rd St ½ block on each side of LeClaire/ 3rd & River Dr Intersection/4th & River Drive Intersection.	Raise & reconstruct approximately 800 LF of LeClaire Street and 750 LF of 3rd Street and reconfigure geometry at the intersections of River Drive & 3rd Street and River Drive & 4th Street	CMP	\$3,445,000	\$2,800,000	PROTEC T			Moved to FFY2026 from FFY2027, admin mod 4/2026
STATE OF ILLINOIS - IL											
IL-24-06	2026	I 80	Mississippi River, ILL 84 & RR	Reconstruction (PEII)	L RTP	\$16,640,000	\$7,488,000	NHPP	\$832,000	STA	Change from one funding source to another, admin mod 4/2026
										Adjacent State to Illinois	2- 45800-0211
IL-27-13	2027	I 80	Mississippi River, ILL 84 & RR	Reconstruction (PEII)	MAINT	\$10,000,000	\$4,500,000	NHPP	\$500,000	STA	Change from one funding source to another, admin mod 4/2026
										Adjacent State to Illinois	2- 45800-0211
CITY OF EAST MOLINE - EM											
EM-23-01	2026	15th Ave.	(6th-13th Streets)	Reconstruction. Sidewalks. Streetscaping.	OTHER*	\$12,888,208	\$10,131,607	RAISE			Federal Share increased by less than 30% and project moved from FFY25 to FFY26. Admin Mod 4/2026
											CTY
											\$2,756,601

Quad Cities MPO Transportation Technical Committee – Minutes
 May 12, 2026
 Page 6

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPWS #)	Notes
CITY OF MOLINE - MO														
MO-23-03	2026	36th Ave	7th - 13th Streets	Bike Trail	L RTP	\$1,024,215	\$259,175	TASA			\$765,040	MFT		Local share increase, admin mod 4/2026
MO-25-02	2026	Sidewalks near Lincoln-Irving School	Various sidewalks on 10th St and 16th Ave	Sidewalk Replacement	MAINT*	\$475,000	\$250,000	SRTS			\$225,000	MFT		Local share increase, admin mod 4/2026
MO-25-03	2026	Mississippi River to Rock River (MIRR Path)	19th/27th St	Shared-Use Path	OTHER*	\$5,092,253	\$3,000,000	ITEP	\$640,000	State of Illinois	\$1,452,253	MFT		State share added and local share increased, admin mod 4/2026
MO-26-01	2026	City-Wide	City-Wide	Systematic intersection improvements- adding retro-reflective backplates to traffic signals and pedestrian signals	CMP	\$562,308	\$515,308	HSIP			\$47,000	MFT		Local share increase, admin mod 4/2026

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED												
TRANSIT												
Project Number	Year Programmed (FFY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
BETTENDORF TRANSIT - BT												
BT-26-01	2026	Transit Operations	O	\$975,000	\$380,000	5307/ARPA	\$0		\$301,865	LOC	985	Federal Share increased less than 30%, admin mod 4/2026
					\$220,665	5307- FFY20 Funds						
					\$72,470	5307- FFY21 Funds						
BT-26-02	2026	Preventative Maintenance	C	\$125,000	\$99,594	5307- FFY20 Funds	\$0		\$25,406	LOC	987	Federal share decreased by less than 30%, admin mod 4/2026
BT-26-03	2026	ADA Paratransit	O	\$528,097	\$40,993	5307-FFY20 Funds	\$260,000	STA	\$165,988	LOC	3787	Federal share decreased by less than 30%, admin mod 4/2026
					\$61,116	5310-FFY25 Funds						
METROLINK - ML												
ML-24-11	2026	Replace (3) Light Duty Buses & 2 Medium Duty Buses	C	\$240,508	\$192,406	5310	\$48,102	STA				Federal share decreased by less than 30%, admin mod 4/2026.
ML-26-17	2026	OMC Equipment Modernization	C	\$6,250,000	\$5,000,000	Community Project Funding			\$1,250,000	Property tax revenue and other local sources		Local share added, admin mod 4/2026

Minutes of the

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

Tuesday, May 26, 2026, 12:00 p.m.
Bi-State Regional Commission
Conference Room 320, Third Floor
1504 Third Avenue
Rock Island, IL

MEMBERS PRESENT

Richard Brunk	Chair, Rock Island County Board
Jeffrey Deppe	Aldersperson, City of East Moline
Faith Duncan	Illinois Department of Transportation, District 2
Rick Dunn	Aldersperson, City of Davenport
Jason Gordon	Mayor, City of Davenport
Ross Paustian	Scott County Board of Supervisors
Sangeetha Rayapati	Mayor, City of Moline
Hector Torres-Cacho	Iowa Department of Transportation

OTHERS PRESENT

Sarah Bambas	Bi-State Regional Commission
Doug DeLille	Illinois Department of Transportation, District 2
Nithin Kalakuntla	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Elizabeth Tanner	Quad Cities Chamber
Dave Whitson	American Discovery (virtual)

1. Approval of Minutes of the March 24, 2026 for the Quad Cities MPO Transportation Policy Committee Meeting. A copy of the meeting minutes was enclosed in Committee members' packets. Chairman Brunk requested a motion to approve the minutes from the March 24, 2026 Transportation Policy Committee meeting. Mayor Gordon motioned to approve the minutes as written. Mr. Paustian seconded, and the motion carried.
2. Consideration of Revisions to the Quad Cities MPO FFY 2026-2029 Transportation Improvement Program (TIP). Ms. Bambas reported that there were several amendments: two from Iowa DOT, three from Illinois DOT, one from East Moline, one from Bettendorf Transit, two from MetroLINK, and three from Davenport. There were also several administrative modifications listed. For the amendments, Davenport's Safe Streets for All (SS4A) award was listed as three separate projects since the funding is going to three different locations. Each project is also split by design and construction years as outlined in the notes column. Ms. Bambas also noted that the local source of "CITY" was missing from the printed packets, but will be incorporated into the TIP. Both Iowa and Illinois DOTs have new projects. Iowa DOT also has a project on U.S. 61 that had its federal share increase by over 30%. East Moline has their Bend Blvd. project decreasing in federal funds by over 30%. Bettendorf Transit's transit planning federal funds increased by over 30%. The same goes for MetroLINK's first project on the list that is for replacing a medium bus, and their other project is a pending grant application. Mayor Rayapati motioned to approve the amendments to the TIP. Mayor Gordon seconded, and the motion carried. After the motion, Illinois DOT District 2 noted that IL-26-14 needed a location correction. Ms. Duncan made a motion to correct the revisions. Mr. Paustian seconded, and the motion carried. See attached TIP amendments at the end of the minutes for reference.

3. Consideration of Letter of Support for Corn Belt Port’s Application for Centers of Excellence Domestic Maritime Workforce Training and Education Consortium Designation. Ms. McCullough reviewed the letter of support to the Committee. Mayor Gordon asked what is gained by this designation. Ms. McCullough explained that the designation would help with workforce training, and a designation might help secure funding in the future. Mayor Gordon made a motion to approve the Letter of Support. Mr. Deppe seconded, and the motion carried.
4. Concurrence with Thrive 2055: Quad Cities Long Range Transportation Plan – Travel Demand Model Documentation Technical Report Addendum. Mr. Kalakuntla presented on the travel demand model technical report. The purpose of the report is to summarize the regional travel demand model development. The report documents roadway network, socio-economic, and land use inputs. The four-step travel demand modeling process was stated, which includes trip generation, trip distribution, mode split, and traffic assignment. Each of these steps was described. Mr. Kalakuntla then explained the model validation that was validated using 2022 traffic counts. The traffic assignment validation table was shown, and maps and outputs created from the analysis were described. The 2055 alternative analysis identified future roadway scenarios and supports fiscally constrained LRTP recommendations. Ms. Rayapati motioned to approve the travel demand model technical report. Mr. Gordon seconded, and the motion carried.
5. Presentation of Bi-State Region Transit Development Plan (TDP) Draft. Ms. Bambas provided an overview of the TDP and explained that it provides information and guidance on future passenger transportation mobility options and human services coordination. The TDP is adopted by committees from three planning areas (Urbanized IL/IA, IL Region 2, and IA Region 9). The goals of the TDP include convenience, investment, affordability, land use, geographic coverage, and safety. Ms. Bambas then went into the survey results collected from the agencies, transportation providers, existing riders, and the community. Survey results included a need for medical trips in and outside the county, a need for public transportation to work and other meetings, and a need for trips to social services. Many of the transportation providers also indicated that federal and state regulations cause a barrier when it comes to the coordination of transportation.

Ms. Bambas then explained that the goal of the Transit Accessibility Analysis is to find areas and populations that are and are not served by existing transit options, and examine ways to increase coverage. The analysis looked at population, population density, diversity index, household median income, households below the poverty level, households with 0 vehicles, and the population of 16+ who take transit to work. Ms. Bambas explained that darker shaded areas on the map are where transit need is the highest. These areas consist of most of the downtown areas, but there are also some outer areas in Rock Island and Davenport. Three other maps were shown: service area gap analysis, average bus frequency by 5-minute walkshed, and access to residential and commercial land uses by transit. Some barriers that are discussed in the TDP include availability of funding, frequency, medical trips, shelters and access points, disconnections between destinations, and non-standard work hours. Ms. Bambas concluded by saying the TDP is available to view on the Bi-State website. Ms. Bambas requested comments on the TDP by mid-June in order for Bi-State staff to incorporate those changes into the final TDP that will be presented at the June meeting.
6. Presentation on The American Discovery 250 Relay through the Quad Cities. Mr. Whitson announced to the committee that the relay will begin in June and end in November. The relay will be in the Quad Cities on October 5 and 7. October 5 will be bike focused and 75 miles from West Branch to Davenport. October 7 will be 17 miles from Davenport to Colona. Sign-ups are now available, and Mr. Whitson encourages communities to share these dates and sign-up opportunities with residents. Mr. Whitson said American Discovery is in communication with some of the cities, and they are trying to coordinate events for the days in October. Mr. Torres-Cacho asked if permits have been secured for the sections where the relay will be on Iowa highways and asked if they have not been to get in contact with the Iowa DOT. Mayor Gordon asked if social media materials could be shared when the dates are closer for the word to be spread that way.

Quad Cities MPO Transportation Policy Committee – Minutes
 May 26, 2026
 Page 3

7. Public Comments. There were no public comments.
8. Other Business. Ms. McCullough noted the items below and mentioned that 165 people attended the U.S. Centennial Bridge open house on May 20. Mr. Torres-Cacho mentioned to the group that the public has until June 3 to submit comments on the two alternatives. There will be an additional public open house later this summer where the alternatives will be more refined. Mayor Rayapati expressed how well the 19th to 27th Street north-south bike route is going. It was funded with the MPO Transportation Alternatives Set-Aside funds. Other items noted from the agenda:
 - *USDOT Competitive Grants Dashboard* <https://www.transportation.gov/grants/dashboard>
 - *U.S.67/Centennial Bridge Corridor Study Public Open House – 5/20/26 3:00-6:00 p.m. Holiday Inn, 226 17th Street, Rock Island, Illinois*
 - *Bridge Restriction Notice*
 - *Iowa State Recreation Trail Grant – Deadline 7/1/26*
 - *Illinois Transportation Enhancement Program (ITEP) Cycle 17 open from 8/1/26-10/5/26*
 - *Next Quad Cities MPO Policy Committee Meeting – 6/23/26*
9. Adjournment. Mayor Gordon motioned to adjourn. Mr. Deppe seconded, and the meeting adjourned at 12:47 p.m.

May 26, 2026 - Transportation Policy Committee –
 FFY2026-2029 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
STATE OF IOWA - IA														
IA-26-13	2026	US 61	S of I-80 to N 210th St	Resurfacing	MAINT	\$2,726,871	\$2,181,497	NHPP	\$545,374	PRF			58817	New Project, Amendment Approved 5/2026
IA-28-08	2026	US 61	DME RR 0.8 mi N of I-80 (NB/SB)	Bridge Rehabilitation	MAINT	\$10,910,206	\$8,728,165	STBG	\$2,182,041	PRF	\$0		55685	Federal share increased by over 30%, Amendment Approved 5/2026
CITY OF DAVENPORT - DA														
DA-26-04	2026	Kimberly Road & Fairmount Street	Kimberly Road & Fairmount Street	Construct a roundabout & includes sidewalks & ADA-compliant crossings	CMP*	\$87,000	\$69,600	SS4A			\$17,400	CTY	59084	New SS4A Grant 5/2026. Design in 2026 & 2027, Construction 2028. Amendment Approved 5/2026
DA-26-05	2026	Brady Street & Veterans Memorial Parkway/65th Street	Brady Street & Veterans Memorial Parkway/65th Street	Construction of left turn lanes northbound and southbound, ADA compliant crossings with pedestrian signals, improved	CMP*	\$87,000	\$69,600	SS4A			\$17,400	CTY	59085	New SS4A Grant 5/2026. Design in 2026, 2027 & 2028, Construction 2029. Amendment Approved 5/2026

Quad Cities MPO Transportation Policy Committee – Minutes
May 26, 2026
Page 5

AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
				signage and pavement markings										
DA-26-06	2026	W 65th Street & N Brady Frontage Road	W 65th Street & N Brady Frontage Road	Roundabout with sidewalks and ADA-compliant crossings	CMP*	\$87,000	\$69,600	SS4A			\$17,400	CTY	59086	New SS4A Grant 5/2026. Design in 2026 & 2027, Construction 2028. Amendment Approved 5/2026
DA-26-04	2027	Kimberly Road & Fairmount Street	Kimberly Road & Fairmount Street	Construct a roundabout & includes sidewalks & ADA-compliant crossings	CMP*	\$148,000	\$118,400	SS4A			\$29,600	CTY	59084	Design (2027)
				Construction of left turn lanes northbound and southbound, ADA compliant crossings with pedestrian signals, improved signage and pavement markings										
DA-26-05	2027	Brady Street & Veterans Memorial Parkway/65th Street	Brady Street & Veterans Memorial Parkway/65th Street	Roundabout with sidewalks and ADA-compliant crossings	CMP*	\$64,000	\$51,200	SS4A			\$12,800	CTY	59085	Design (2027)
DA-26-06	2027	W 65th Street & N Brady Frontage Road	W 65th Street & N Brady Frontage Road	Roundabout with sidewalks and ADA-compliant crossings	CMP*	\$148,000	\$118,400	SS4A			\$29,600	CTY	59086	Design (2027)

AMENDMENTS - COMMITTEE ACTION REQUIRED											
ROADWAY/TRAIL/OTHER											
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Notes
DA-26-04	2028	Kimberly Road & Fairmount Street	Kimberly Road & Fairmount Street	Construct a roundabout & includes sidewalks & ADA-compliant crossings	CMP*	\$2,265,000	\$1,812,000	SS4A		\$453,000	CTY 59084 Construction (2028)
DA-26-05	2028	Brady Street & Veterans Memorial Parkway/65th Street	Brady Street & Veterans Memorial Parkway/65th Street	Construction of left turn lanes northbound and southbound, sidewalks, ADA compliant crossings with pedestrian signals, improved signage and pavement markings	CMP*	\$64,000	\$51,200	SS4A		\$12,800	CTY 59085 Design (2028)
DA-26-06	2028	W 65th Street & N Brady Frontage Road	W 65th Street & N Brady Frontage Road	Roundabout with sidewalks and ADA-compliant crossings	CMP*	\$1,765,000	\$1,412,000	SS4A		\$353,000	CTY 59086 Construction (2028)
DA-26-05	2029	Brady Street & Veterans Memorial Parkway/65th Street	Brady Street & Veterans Memorial Parkway/65th Street	Construction of left turn lanes northbound and southbound, sidewalks, ADA compliant crossings with pedestrian signals, improved signage and pavement markings	CMP*	\$2,785,000	\$2,228,000	SS4A		\$557,000	CTY 59085 Construction (2029)

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AMENDMENTS - COMMITTEE ACTION REQUIRED											
TRANSIT											
Project Number	Year Programmed (FFY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	Notes
BETTENDORF TRANSIT - BT											
BT-26-04	2026	Transit Planning	P	\$27,000	\$15,297	5307- FFY20 Funds	\$0		\$5,400	LOC	Federal share increased by over 30%, Amendment Approved 5/2026
					\$6,303	5307- FFY21 Funds					
METROLINK - ML											
ML-26-10	2026	Replace (1) Medium Duty Buses	C	\$242,644	\$194,115	5310	\$48,529	STA			Federal share increased over 30%, Amendment Approved 5/2026
ML-26-20	2026	Compressed Natural Gas (CNG) Fueling System Replacement Project	C	\$7,500,000	\$6,000,000	Community Project Funding			\$1,500,000	Property tax revenue and other local sources	pending grant application, Amendment Approved 5/2026

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ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
														admin mod 4/2026
IL-27-13	2027	I 80	Mississippi River, ILL 84 & RR	Reconstruction (PEII)	MAINT	\$10,000,000	\$4,500,000	NHPP	\$5,000,000	Adjacent State to Illinois			2-45800-0211	Change from one funding source to another, admin mod 4/2026
CITY OF EAST MOLINE - EM														
EM-23-01	2026	15th Ave.	(6th-13th Streets)	Reconstruction. Sidewalks. Streetscaping.	OTHER*	\$12,888,208	\$10,131,607	RAISE			\$2,756,601	CTY		Federal Share increased by less than 30% and project moved from FFY25 to FFY26. Admin Mod 4/2026
CITY OF MOLINE - MO														
MO-23-03	2026	36th Ave	7th - 13th Streets	Bike Trail	L RTP	\$1,024,215	\$259,175	TASA			\$765,040	MFT		Local share increase, admin mod 4/2026
MO-25-02	2026	Sidewalks near Lincoln-Irving School	Various sidewalks on 10th St and 16th Ave	Sidewalk Replacement	MAINT*	\$475,000	\$250,000	SRTS			\$225,000	MFT		Local share increase, admin mod 4/2026

Quad Cities MPO Transportation Policy Committee – Minutes
 May 26, 2026
 Page 11

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FFY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
MO-25-03	2026	Mississippi River to Rock River (MIRR Path)	19th/27th St	Shared-Use Path	OTHER*	\$5,092,253	\$3,000,000	ITEP	\$640,000	State of Illinois	\$1,452,253	MFT		mod 4/2026
														State share added and local share increased, admin mod 4/2026
MO-26-01	2026	City-Wide	City-Wide	Systematic intersection improvements- adding retro-reflective backplates to traffic signals and pedestrian signals	CMP	\$562,308	\$515,308	HSIP			\$47,000	MFT		Local share increase, admin mod 4/2026

ADMINISTRATIVE MODIFICATIONS - COMMITTEE ACTION NOT REQUIRED												
TRANSIT												
Project Number	Year Programmed (FFY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPWS #)	Notes
BETTENDORF TRANSIT - BT												
BT-26-01	2026	Transit Operations	O	\$975,000	\$380,000	5307/ARPA						Federal Share increased less than 30%, admin mod 4/2026
					\$220,665	5307- FFY20 Funds	\$0				985	
					\$72,470	5307- FFY21 Funds						
BT-26-02	2026	Preventative Maintenance	C	\$125,000	\$99,594	5307- FFY20 Funds	\$0		\$25,406	LOC	987	Federal share decreased by less than 30%, admin mod 4/2026
BT-26-03	2026	ADA Paratransit	O	\$528,097	\$40,993	5307-FFY20 Funds	\$260,000	STA	\$165,988	LOC	3787	Federal share decreased by less than 30%, admin mod 4/2026
					\$61,116	5310-FFY25 Funds						
METROLINK - ML												
ML-24-11	2026	Replace (3) Light Duty Buses & 2 Medium Duty Buses	C	\$240,508	\$192,406	5310	\$48,102	STA				Federal share decreased by less than 30%, admin mod 4/2026.
ML-26-17	2026	OMC Equipment Modernization	C	\$6,250,000	\$5,000,000	Community Project Funding			\$1,250,000	Property tax revenue and other local sources		Local share added, admin mod 4/2026

Cities, there is inefficiency, and there needs to be better options for workers.

TDP Draft Comments Received and Response Record

Date Received	Last Name		Jurisdiction, Organization, or Place of Residence	Summary Comment and Response [Blue Type]
5/6/2026	Wolf		Davenport CitiBus	Chapter 3 Davenport CitiBus section, updated text. [Adjusted text to reflect update]
5/21/2026	Starling		Illinois Iowa Center for Independent Living	We want to emphasize the following: • To make traffic signs more accessible for the aging population. • Expand services for rural counties and improve connections points to urban areas • Continue to expand transportation to industrial employment sites • Increase safety measures [Took these into account when discussing input received at committee meetings and discussions with Iowa and Illinois DOTs]
5/29/2026	Thompson		Iowa DOT	• No meeting minutes included. Add minutes from 2 meetings and will be accepted. [Will include meeting minutes and TAG minutes in final document] • Page 24 – Table 2.1 is repeated, should be 2.6 [Will update to correct table number] • No meeting minutes included in the document. Once meeting minutes & C are completed, we can consider this document finalized. [Will include meeting minutes and finished Appendix C in final document]
6/2/2026	Childers		River Bend Transit	Minor updates to River Bend Transit's data [Adjusted data as noted]

Minutes of the
REGION 9
TRANSPORTATION TECHNICAL COMMITTEE

Serving Rural Scott County and all of Muscatine County

Monday, June 1, 2026 – 2:30 p.m.
Scott County Secondary Roads
950 Blackhawk Trail Rd, Eldridge, IA
Angie Kersten, Chair

Technical Committee Members Present

Sherli Childers	River Bend Transit
Amy Fortenbacher	City of Muscatine
Bryan Horesowsky	Muscatine County
Jeff Horne	City of Wilton
Hector Torres-Cacho	Iowa Department of Transportation (DOT)

Others Present

Gena McCullough	Bi-State Regional Commission
Zach Sutton	Bi-State Regional Commission

1. Approval of Minutes of the April 9, 2026 Region 9 Transportation Technical Committee Meeting. Acting as interim chair, Mr. Horesowsky called the meeting of the Iowa Region 9 Transportation Technical Committee to order at 2:33 p.m. Mr. Sutton noted that there had been a revision to the minutes, as Item 5, “Consideration of Opting in to Pavement Collection Data for CY 2027 Using STBG Funds” had been omitted in the initial draft included in the members’ packets. Mr. Horesowsky noted that the names listed in Item 3 “Concurrence with FY2027 Transportation Planning Work Program (TPWP) Activities” in the revised minutes were incorrect. He then asked for a motion to approve the revised minutes, with additional revisions to Item 3. Ms. Childers motioned to approve the minutes of the April 9, 2026 meeting with revisions. Ms. Fortenbacher seconded, and the motion passed unanimously.
2. Consideration of 2050 Long Range Transportation Plan for Iowa Region 9. Mr. Sutton, having presented on the full draft of the Long Range Transportation Plan (LRTP) at the April 9 meeting, gave the members a quick summary of changes that had been made to the draft, as well as an overview of the public input opportunities offered in the last month. He informed the group that the trails map had been revised, and now showed the ADT/MRT as existing shared roadway trails on New Era Road, and proposed separated trails on IA-22. The other change of note was, based on feedback from the Iowa DOT, Chapter 6 now included a callout of projects that would be located in potentially environmentally-sensitive areas. Based on overlap with wetland areas, the four projects called out in the chapter were the F70 and G28 resurfacing projects in Muscatine County (crossing the Cedar River) and the 115th and Z30 resurfacing projects in Scott County (crossing the Wapsipinicon River). He shared that a memo had been sent out to the state and county resource agencies in the region, requesting feedback on the plan, but no responses had been received so far. Mr. Sutton then highlighted opportunities for public input that had been offered over the last two months. An online public survey allowing the public to provide feedback on the document was created on April 9. A virtual public input session was held on May 14, but no members of the public attended. A notice for the upcoming public hearing on the plan (to be held at the June 11 meeting of

the Policy Committee) was published on the Bi-State website on May 27, was sent to the media on May 28, and was published in the *Quad City Times* and *Muscatine Journal* on June 2. Following the presentation, Mr. Horne motioned to recommend the *2050 Long Range Transportation Plan for Iowa Region 9* for approval to the Region 9 Transportation Policy Committee. Ms. Fortenbacher seconded, and the committee voted unanimously to recommend the LRTP for approval. Following consideration of approval by the Policy Committee, the plan would be taken to the Bi-State Regional Commission on June 24, 2026.

3. Consideration of FFY2027 -2030 Transportation Improvement Program (TIP) for Iowa Region 9. A draft copy was included in the meeting materials. Mr. Sutton gave a presentation on the draft of the FFY 2027-2030 Region 9 TIP document. The presentation included a brief overview of what a TIP document is, as well as the process of creating and amending the TIP. The presentation also included a table of the projects in the TIP for the next fiscal year (FFY 2027) with a cost greater than \$1 million. He also noted that a series of corrections had been identified in between the draft being sent to the committee and the meeting, and that these revisions would be present in the final draft. These revisions included showing Ms. Childers as River Bend's representative to the TTC, updates to Tables 2 and 6 – as well as the FFY 2027 annual element – to include the \$48,000 in STBG funds programmed for pavement data collection, and updates to the Public Participation Plan. Mr. Horesowsky noted that the funding numbers for project MC-28-02 were incorrect. The funding numbers will be corrected in the final draft. Ms. McCullough told the group that there would be a call for STBG and TAP projects following the adoption of the LRTP and the beginning of the new fiscal year in July. Ms. Childers then motioned to recommend the FFY 2027-2030 Region 9 TIP for approval pending the above revisions. Ms. Fortenbacher seconded, and the committee voted unanimously to recommend the TIP for approval.
4. Consideration of Revisions to the Public Participation Plan. Ms. McCullough informed the group of a substantive proposed revision to the Region 9 Public Participation Plan, by which the advanced notice required for the public to request reasonable accommodation for a meeting would be changed from 24 hours to 72 hours. She noted other minor edits in the wording as it appeared in the appendix of the TIP for their reference. Mr. Horesowsky moved to recommend approval of the revision to the Region 9 Public Participation Plan to the Region 9 Transportation Policy Committee. Mr. Horne seconded, and revision the motion passed unanimously.
5. Consideration of the 2026 Bi-State Region Transit Development Plan (TDP). Mr. Sutton provided an overview of the TDP and discussed what it is. He explained the plan provides information and guidance on future passenger transportation mobility options and human services coordination. The TDP is adopted by committees from three planning areas (Urbanized IL/IA, IL Region 2, and IA Region 9). The plan's goals include convenience, investment, affordability, land use, geographic coverage, and safety. Mr. Sutton then discussed the results of four surveys that were distributed in the spring, one each for human service agencies, transportation providers, existing riders, and the community at large. Survey respondents indicated a need for medical trips both within and outside of the county, a need for public transportation to work and other meetings, and a need for trips to social services. Many of the transportation providers also indicated that federal and state regulations cause a barrier when it comes to the coordination of transportation. Mr. Sutton then reviewed a series of maps related to the Transit Accessibility Analysis. The goal of the Transit Accessibility Analysis is to find areas and populations that are and are not served by existing transit options. The analysis used the variables of population, population density, diversity index, household median income, households below the poverty level, households with 0 vehicles, and the population of 16+ who take

Appendix C

Region 9 Transportation Technical Committee Meeting – Minutes
June 1, 2026
Page 3

transit to work to identify census block groups where the need for transit is the highest in the city of Muscatine. These areas were predominantly concentrated on downtown Muscatine, but southwest Muscatine also showed a potentially high need for transit. Three other maps were shown: a service area gap analysis, average bus frequency by 5-minute walkshed, and access to residential and commercial land uses by transit. Some barriers that are discussed in the TDP include availability of funding, frequency, medical trips, shelters and access points, disconnections between destinations, and non-standard work hours. Mr. Sutton concluded the presentation and requested comments on the TDP by June 5, and indicated that the document can be found on the Bi-State website. There was a brief discussion regarding providing medical trips across state lines, and Ms. Childers said that River Bend Transit has the ability to take passengers to Rock Island as long as the trip originates in Iowa. Following this discussion, Ms. Fortenbacher motioned to recommend the 2026 TDP for approval to the Policy Committee. Ms. Childers seconded, and the committee voted unanimously to recommend the 2026 TDP for approval.

6. Public Comments. There were no public comments.
7. Other Business. Mr. Torres-Cacho said that the Iowa DOT 5-year program will be presented on June 9 at the DOT Commission meeting. Ms. McCullough reminded the members of the virtual attendance option (any member attending virtually will count towards quorum), but noted she appreciates having members attend in person when possible. Mr. Sutton informed the members that Iowa State Recreational Trails grant applications were due July 1, and that the Federal Recreational Trails applications were due October 1.
8. Adjournment. Mr. Horne made a motion to adjourn the meeting, and Ms. Fortenbacher seconded. The motion was approved by consensus, and the meeting adjourned at 3:25 p.m.

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

Tuesday, June 9, 2026, 10:00 a.m.
 Bi-State Regional Commission
 Third Floor Conference Room 320
 1504 Third Avenue
 Rock Island, Illinois

MEMBERS PRESENT

Dennis Bockenstedt	City of LeClaire
Kristy DeFauw	MetroLINK
Jim Grafton	Rock Island County
Jeremiah Houtekier	Illinois Department of Transportation – District 2
Tim Kammler	City of East Moline
Laura Klauer	City of Moline
Brent Morlok	City of Bettendorf
Gary Statz	City of Davenport
Jeri Vondera	City of Davenport

OTHERS PRESENT

Sarah Bambas	Bi-State Regional Commission
Brian Ballard	City of Riverdale
Doug DeLillie	Illinois Department of Transportation – Springfield
Stephan Letsky	Illinois Department of Transportation – Central Office
Gena McCullough	Bi-State Regional Commission
Zach Sutton	Bi-State Regional Commission

1. Approval of Minutes of the May 12, 2026 Transportation Technical Committee (TTC) Meeting. Mr. Morlok requested a motion for approval of the May 12, 2026 minutes of the Transportation Technical Committee. Mr. Kammler motioned to approve the minutes. Ms. Klauer seconded, and the motion carried.
2. Consideration of Revisions to the Quad Cities MPO FFY2026-2029 Transportation Improvement Program. Ms. Bambas reported that there were ten amendments: one from Illinois DOT and nine from MetroLINK. Illinois DOT has a new safety project on Avenue of the Cities and 19th Avenue. For MetroLINK's amendments, there were various changes, including projects increasing over 30%, projects decreasing over 30%, a project being removed, project description updates, and four new projects. Ms. Klauer motioned to recommend the amendments to the Policy Committee for approval. Mr. Kammler seconded, and the motion carried. The amendments are included at the end of these minutes.
3. Status of Project Progress Report. Ms. Bambas asked the committee members to keep sending in their progress report updates. Ms. Bambas noted that in the FFY27-30 TIP update, the FFY2026 projects have a status column to indicate project status. Ms. Bambas also noted that FFY2027 projects, if not already added, will be added to the progress report on July 1. The next verbal report from the committee will be at the August meeting.
4. Consideration of Transportation Planning Process Certification. Ms. McCullough explained the metropolitan transportation planning certification process as it is discussed under Title 23/Chapter 1/Subchapter E/Part 450/Subpart C/§450.336. The TIP follows the federal guidance for Metropolitan Planning, Statewide Planning, Title VI Civil Rights Act of 1964, Disadvantaged Business Enterprises (DBE), ADA, Older Americans Act, Equal Opportunity and Nondiscrimination, Rehabilitation Act of 1973 and Clean Air Act: Air-Pollution Prevention and Control. The Transportation Policy Committee chair signs off on this certification, as well as the Illinois and Iowa departments of transportation. Mr. Kammler motioned to

recommend the approval of the certification to the Transportation Policy Committee. Ms. Klauer seconded, and the motion carried.

5. Consideration of the FFY2027-2030 Transportation Improvement Program (TIP). Ms. Bambas presented an overview of the draft FFY2027-2030 TIP update. The presentation included an overview of the general information and requirements, the TIP process, revisions criteria, various funding summaries of the programming of projects by the Technical and Policy Committees, including Surface Transportation Block Grant (STBG), Transportation Alternatives Program Set-Aside (TASA), Carbon Reduction Program (CRP), and transit funding. Finished STBG and TASA projects from the last year were shown as well as some major FFY2027 upcoming projects. There was a question on how targets were derived from each state for STBG, TASA, and CRP. Ms. Bambas explained that both states gave a target for FFY2027, and the other years are a flat rate of that same targeted number. Moving on, transit funding for sections 5307, 5310, 5339, and 5337 was shown. System indicators and performance were highlighted, which included Complete Streets, High Injury Network, pavement condition, and road network criticality. Projects were highlighted along with various mapping elements. Unmet Needs were explained: these projects are not fiscally constrained nor do they have federal funding identified or awarded. Ms. Bambas noted that public input can be considered prior to the Transportation Policy Committee meeting (June 23), and that there will be a public hearing before the policy committee meeting. Draft annual elements had been posted to the website, and the fully assembled document was shared with the Technical Committee. Ms. Klauer motioned to recommend approval to the Policy Committee of the annual element tables as provided and the document as a whole with any recommendations for revisions. Mr. Bockenstedt seconded the motion, and it carried.
6. Consideration of the 2026 Transit Development Plan. Ms. Bambas reminded the committee members of the discussion on the Transit Development Plan (TDP) at last month's meeting. Ms. Bambas displayed the comments that were received on the plan and how they were addressed. Having received no additional comments or questions, Mr. Morlok asked for a motion to recommend approval of the TDP to the policy committee. Mr. Staz motioned to approve, Ms. Klauer seconded, and the motion carried.
7. Consideration of FFY2026 FTA Suballocation Resolutions. Ms. McCullough discussed the supplemental agreement resolutions with the committee. Resolutions were enclosed in Committee members' packets. Ms. McCullough explained that the MPO is a designated recipient of the funds, and the funds are passed through to the transit systems as direct recipients based on an agreed on suballocation process. She presented the suballocation amounts for FTA Sections 5307, 5310, 5337, and 5339 Quad Cities, Iowa/Illinois allocations for FFY 2026. The 5307 and 5339 formula-based sub-allocations by transit system are reviewed by transit managers and are based on various pieces of data, including total population, population density, and unlinked passenger trips. Sections 5310 and 5337 are allocated by population. Mr. Kammler motioned to recommend the approval of the supplemental agreements to the Policy Committee. The motion was seconded by Ms. Klauer, and it carried.
8. Presentation on ADA Transition Plans. Mr. Letsky from the Illinois DOT central office went over ADA Transition Plans and getting ADA items up to date. Mr. Letsky provided a brief background on the Americans with Disabilities Act of 1990. Moving ahead, it was explained that ADA requirements can vary based on the number of employees a jurisdiction has. Jurisdictions with fewer than 50 employees must have general ADA compliance, develop an ADA notice, and conduct a self-evaluation. Justifications with 50 employees or more must meet those requirements and additionally develop an ADA transition plan, adopt an ADA grievance procedure, and designate a responsible employee as the ADA coordinator. Mr. Letsky informed the committee that ILDOT is in the process of developing templates for anyone to use when creating these items. Templates should be available by the end of June. Mr. Letsky also noted that there is an online ADA coordinators group that meets on a regular basis that anyone nationwide can join. There was a question about how to deal with ADA changes within the last 10-15 years. Mr. Letsky explained that if it was designed before PROWAG was adopted in 2023, then it is fine. Anything designed after 2023 must meet PROWAG requirements. There was another question about what is counted towards ADA. Mr. Letsky answered that if there is no infrastructure (for example, a walked-on grass path) then it does not count towards ADA requirements. If there is infrastructure, like a sidewalk, that counts towards ADA requirements. Mr. Letsky

Quad Cities MPO Transportation Technical Committee – Minutes
June 9, 2026
Page 3

said he will share his slides and contact information with Bi-State staff, who will send them out to the committee members. Mr. Letsky reminded the committee members about the ADA coordinators group, and that the ADA templates will be available soon.

9. Public Comments. There were no public comments.

10. Other Business. Mr. Morlok highlighted the items below.

- Building Resilient Infrastructure and Communities discretionary grants deadline 7/23/26
<https://www.fema.gov/press-release/20260325/fema-announces-1-billion-federal-funding-help-states-mitigate-impact>
- Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA), Carbon Reduction Program (CRP) deadline 7/31/26
<https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/tip-and-funding-projects-quad-cities-mpo>

11. Adjournment. Mr. Kammler motioned to adjourn. Ms. Klauer seconded, and the meeting adjourned at 11:00 a.m.

June 9, 2026 - Transportation Technical Committee –
 FFY2026-2029 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
PROJECT NUMBER	Year Programme d (FFY)	PROJECT ROUTE	PROJECT LOCATION	PROJECT DESCRIPTION	PLAN JUST.	TOTAL ESTIMATE D COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
STATE OF ILLINOIS - IL														
IL-26-15	2026	Avenue of the Cities & 19th Avenue	Ave of Cities: 0.1 Mi E of 54th St in East Moline to Hospital Rd in Silvis and 19th Ave: Ave of Cities to 35th Ave in East Moline	Phase 1 Safety project	SFTY	\$3,000,000	\$2,700,000	HSIP	\$300,000	STA			0- 00821 -2002	New Project, Amendmen t Approved 6/2026

AMENDMENTS - COMMITTEE ACTION REQUIRED												
TRANSIT												
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
METROLINK - ML												
ML-23-18	2026	Ferryboat Terminal Construction Overages	C	\$542,061	\$542,061	5337	\$135,515	TDCs				Moved remaining funds from ML-23-21 and ML-23-19, Federal Share increased by over 30%, Amendment Approved 6/2026.
ML-23-19	2026	Ferryboat Terminal	C	\$67,939	\$67,939	5337	\$16,985	TDCs				Moved unspent funds to ML-23-18, Federal Share decreased by over 30%,

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Quad Cities MPO Transportation Technical Committee – Minutes
June 9, 2026
Page 5

AMENDMENTS - COMMITTEE ACTION REQUIRED												
TRANSIT												
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
		Maintenance and Repairs										Amendment Approved 6/2026.
ML-23-21	2026	Ferryboat Trailers Replacement	C	\$0	\$0	5337	\$0	TDCs	-	-	-	Moved to FFY26 from FFY25 and Funds moved to ML-23-18, removed from TIP, Amendment Approved 6/2026
ML-26-14	2026	Ferryboat Terminal Construction Overages	C	\$187,500	\$150,000	5337	\$37,500	TDCs				Project description updated, \$843,438 Funds moved to ML-26-21, ML-26-22, and ML-26-23, Projects are connected, federal share decreased by over 30%, Amendment Approved 6/2026
ML-26-16	2026	Fixed Route Vehicle	C	\$81,250	\$65,000	5339	\$16,250	TDCs				Project split funds and is connected to ML-26-24, federal share decreased by more than 30%, Amendment Approved 6/2026
ML-26-21	2026	Ferryboat Terminal Maintenance and Repairs	C	\$500,000	\$400,000	5337	\$100,000	TDCs				ML-26-14, ML-26-21, ML-26-22, and ML-26-23- Projects are connected. New project Amendment Approved 6/2026
ML-26-22	2026	Ferryboat & Trailer Maintenance & Repairs	C	\$250,000	\$200,000	5337	\$50,000	TDCs				ML-26-14, ML-26-21, ML-26-22, and ML-26-23- Projects are connected. New project Amendment Approved 6/2026
ML-26-23	2026	Ferryboat Trailers Replacement	C	\$93,438	\$74,750	5337	\$18,688	TDCs				ML-26-14, ML-26-21, ML-26-22, and ML-26-23- Projects are connected. New project

AMENDMENTS - COMMITTEE ACTION REQUIRED												
TRANSIT												
PROJECT NUMBER	Year Programmed (FFY)	PROJECT DESCRIPTION	PROJECT TYPE	TOTAL ESTIMATED COST	FEDERAL SHARE	FEDERAL SOURCE	STATE SHARE	STATE SOURCE	LOCAL SHARE	LOCAL SOURCE	STATE # (IA TPMS #)	NOTES
												Amendment Approved 6/2026
ML-26-24	2026	Vehicle Purchase - Replace Paratransit	C	\$81,250	\$65,000	5339	\$16,250	TDCs				Project is connected to ML-26-16, New Project, Amendment Approved 6/2026



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 Rock Island, IL 61201
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 Website: <http://www.bistateonline.org>

SERVICE REPORT

COUNTY/COMMUNITY: Iowa RPA 9
DATE: June 15, 2026
FILED BY: Zach Sutton, Planner
MEETING: Region 9 Transit Summit
PRESENT:

<u>COMMUNITY</u>	<u>BI-STATE:</u>	<u>ORGANIZATIONS</u>
11 Members of the Public	Zach Sutton	MuscaBus River Bend Transit Non-Emergency Transit United Way of Muscatine Muscatine Public Health Muscatine School District Iowa Total Care Molina Health Care Wellpoint R&S Transportation/ Immediate Logistics LLC

A transit summit/transportation meet and greet was held to collect public input from individuals and human service agencies in Iowa Regional Planning Area (RPA) 9, which encompasses all of Muscatine County and the areas of Scott County outside of the Quad Cities MPO. The event was also designed to inform the public about transportation options in the region. The meeting began at 11:00 a.m. on Monday, June 15, 2026, and was held at Pearl City Station on the Muscatine Riverfront. The facility was located 0.3 miles away from a public transportation stop and was ADA compliant. Refreshments were offered for members of the public that attended.

Outside of the building, buses from MuscaBus and River Bend Transit (RBT), as well as a van from the privately-owned Non-Emergency Transit, were parked, offering attendees the opportunity to see the vehicles up close and to board them if they wished. Representatives from each agency, including Ms. Sherli Childers and Ms. Amy Fortenbacher remained outside with their vehicles in order to answer any questions the public might have. Inside the station were Wellpoint, Molina Healthcare, and Iowa Total Care, agencies that provide free or reduced-cost transportation to non-emergency medical appointments for those using Medicaid. Also located inside was R&S Transportation. A new service offering long distance transportation services to Chicago and the Twin Cities.

Eleven members of the public attended the event. One individual indicated that they were looking for information regarding transportation options for their ninety-two year old friend who needed transportation to medical appointments in Iowa City and the Quad Cities. Another individual was also seeking information about medical transportation, specifically to the Quad Cities. Another member of the public was looking for information regarding transportation options for a relative living in West Liberty. Ms. Childers informed them that RBT provides transportation to Iowa City, the Quad Cities, and West Liberty, and can specifically provide non-emergency medical transportation to Iowa City, and both the Iowa and Illinois sides of the Quad Cities. Ms. Childers also discussed River Bend's efforts for passenger advocacy, which would include adding a dedicated position for an employee who would ride the bus with a client for their first few rides, in order to

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Appendix C

Quad Cities MPA Service Report
June 2, 2025
Page 2

familiarize the client with the process of using RBT and to make them more comfortable with using it.

Ms. Fortenbacher provided information about the free rides MuscaBus offers for students in the summer to a member of the staff of the Muscatine School District. The staff member also indicated that some of the parents of the children may need rides to conferences. Another member of the public inquired about transportation options within Muscatine for a relative of theirs.

The event ended at 1:00 p.m.

Minutes of the

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

Thursday, June 18, 2026 – 2:00 p.m.

Abilities Plus

1100 N East St., Kewanee, IL, 61443

Committee Members Present

Deb Kubinsky Abilities Plus / Henry County Public Transportation

Kim Walker Abilities Plus / Henry County Public Transportation

Others Present

Sarah Bambas Bi-State Regional Commission

Andrew Davis (virtual) Illinois DOT

Jean Jumper (virtual) RTAC

Nikki Lundquist Winning Wheels

Melissa Ohrwall (virtual) Illinois DOT

Bryan Schmid Bi-State Regional Commission

Jami Trybom (virtual) Illinois DOT

1. Welcome and Introductions. Ms. Bambas welcomed those in attendance and requested introductions. The meeting ensued with the absence of a quorum. Ratification of actions at this meeting will occur at the next meeting where a quorum is present.
2. Approval of the March 19, 2026 Transit Advisory Committee Meeting Minutes. The minutes were included in the agenda packet to review. Ms. Walker motioned to approve the minutes, and Ms. Lundquist seconded. The motion carried unanimously.
3. Presentation on Cost Allocation Tool. Ms. Trybom from the Illinois DOT went over the NRTAP Cost Allocation Calculator. Ms. Trybom that there is an Excel and Access version. The needed data includes service data, financial data, and operational data. The service data includes the different routes and service names. BlackCat data is used for the financial data. Operational data can be gathered from CTS or Ecolane. Once all the data is imported, the cost allocation is run. Ms. Trybom then showed an example of how the allocation tool calculates the total cost of each service and evaluates the cost effectiveness measures. The cost effectiveness measures help determine which accounts/services are profitable and which ones are losing money. The data can be used for other analyses as well.
4. Consideration of the 2026 Bi-State Region Transit Development Plan. Ms. Bambas provided an overview of the TDP and explained the plan provides information and guidance on future passenger transportation mobility options and human services coordination. The TDP is adopted by committees from three planning areas (Urbanized IL/IA, IL Region 2, and IA Region 9). The plan's goals include convenience, investment, affordability, land use, geographic coverage, and safety. Ms. Bambas then went into the survey results collected from the agencies, transportation providers, existing riders, and the community. Survey results included a need for medical trips in and outside the county, a need for public transportation to work and other meetings, and a need for trips to social services. Many of the transportation providers also indicated that federal and state regulations cause

Appendix C

Region 2 Transit Advisory Committee - Minutes
June 18, 2026
Page 2

a barrier when it comes to the coordination of transportation. Ms. Bambas then moved on to discuss the Transit Accessibility Analysis. The goal of the Transit Accessibility Analysis is to find areas and populations that are and are not served by existing transit options. The analysis looked at population, population density, diversity index, household median income, households below the poverty level, households with zero vehicles, and the population of 16+ who take transit to work. Ms. Bambas explained that darker shaded areas on the map were where transit need is the highest. Other maps shown discussed service area gap analysis and access to residential and commercial land uses by transit. Some barriers that are discussed in the TDP include availability of funding, frequency, medical trips, shelters and access points, disconnections between destinations, and non-standard work hours. Ms. Bambas concluded that the full draft of the TDP is available on the Bi-State website and emphasized that this is the committee's plan and will help with needs assessments in the future. Ms. Walker motioned to approve the Transit Development Plan, Ms. Kubinsky seconded, and the motion carried.

5. Other business. Ms. Ohrwall mentioned the CVP applications will be available soon. There was discussion about Whiteside County Public Transportation being taken over by Reagan Mass Transit on July 1. There was also discussion about Western Community Public Transportation, formally Warren County, taking over Henderson County Public Transportation.
6. Public comments. There were no comments from the public.
7. Adjournment. Ms. Walker motioned to adjourn the meeting, and Ms. Lundquist seconded. The meeting adjourned at 2:45 p.m.

Minutes of the

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

Tuesday, June 23, 2026, 12:00 p.m.
Bi-State Regional Commission
Conference Room 320, Third Floor
1504 Third Avenue
Rock Island, IL

MEMBERS PRESENT

David Adams	Rock Island County Board Member
Jeffrey Deppe	Alderspersion, City of East Moline
Jean Dickson	Scott County Board of Supervisors
Jason Gordon	Mayor, City of Davenport
Jeremiah Houtekier	Illinois Department of Transportation – District 2
Dave Krouth	Chair, MetroLINK Board
Scott Naumann	Alderspersion, City of Bettendorf
Bruce Stickell	Mayor, Village of Milan
Sangeetha Rayapati	Mayor, City of Moline
Hector Torres-Cacho	Iowa Department of Transportation

OTHERS PRESENT

Sarah Bambas	Bi-State Regional Commission
Doug DeLille	Illinois Department of Transportation, District 2
Jim Grafton	Rock Island County Administration
Nithin Kalakuntla	Bi-State Regional Commission
Gena McCullough	Bi-State Regional Commission
Bryan Schmid	Bi-State Regional Commission
Kathy Starling (virtual)	Illinois-Iowa Center for Independent Living
Katie Townsley	Rock Island County Highway Department

1. Public Hearing on the Quad Cities FFY2027-2030 Transportation Improvement Program (TIP). Mr. Deppe opened the public hearing. Ms. Bambas noted to the committee that the Draft TIP is available online at <https://bistateonline.org/transportation-and-mobility/quad-cities-metro-planning/tip-and-funding-projects-quad-cities-mpo> and noted public notices were published in the Quad City Times and Dispatch/Argus newspapers at least 14 days prior to the public hearing in accordance with Bi-State's Public Participation Plan. Presentation on the FFY2027-2030 TIP was part of the public hearing. Ms. Bambas provided a brief overview summarized under agenda item 6 below. Hearing no comments from the public, Mr. Deppe requested a motion to close the public hearing. Mayor Gordon motioned to close the public hearing. Mr. Adams seconded, and the public hearing closed.
2. Approval of Minutes of the May 26, 2026 for the Quad Cities MPO Transportation Policy Committee Meeting. A copy of the meeting minutes was enclosed in Committee members' packets. Mr. Deppe requested a motion to approve the minutes from the May 26, 2026 Transportation Policy Committee meeting. Mr. Krouth motioned to approve the minutes as written. Mr. Adams seconded, and the motion carried.
3. Consideration of Revisions to the Quad Cities MPO FFY 2026-2029 Transportation Improvement Program. Ms. Bambas reported that there were ten amendments: one from Illinois DOT and nine from MetroLINK. Illinois DOT has a new safety project on Avenue of the Cities and 19th Avenue. For MetroLINK's amendments, there were various changes, including projects increasing over 30%, projects decreasing over 30%, a project being removed, project description updates, and four new projects. Mr. Adams motioned to

approve the amendments to the TIP. Mr. Krouth seconded, and the motion carried. See attached TIP amendments at the end of the minutes for reference.

4. Consideration of Transportation Planning Process Certification. Ms. McCullough explained the metropolitan transportation planning certification process as it is discussed under Title 23/Chapter 1/Subchapter E/Part 450/Subpart C/ § 450.336. The TIP follows the federal guidance for Metropolitan Planning, Statewide Planning, Title VI Civil Rights Act of 1964, Disadvantaged Business Enterprises (DBE), ADA, Older Americans Act, Equal Opportunity and Nondiscrimination, Rehabilitation Act of 1973, and Clean Air Act: Air-Pollution Prevention and Control. The Transportation Policy Committee chair signs off on this certification, as well as the Illinois and Iowa departments of transportation. Mayor Gordon motioned to approve the self-certification. Mr. Krouth seconded, and the motion carried.
5. Consideration of FFY 2027-2030 Transportation Improvement Program. Ms. Bambas presented an overview of the draft FFY2027-2030 TIP update. The presentation included an overview of the general information and requirements, the TIP process, TIP revisions criteria, various funding summaries of the programming of projects by the Technical and Policy Committees including; Surface Transportation Block Grant (STBG), Transportation Alternatives Program Set-Aside (TASA), Carbon Reduction Program (CRP), and transit funding. Finished STBG and TASA projects from the last year were shown, as well as some major FFY2027 upcoming projects. Then transit funding for sections 5307, 5310, 5339, and 5337 was shown. System indicators and performance were highlighted, which included Complete Streets, High Injury Network, pavement condition, and road network criticality. Projects were highlighted along with various mapping elements. Ms. Bambas then noted that the Illinois DOT Multi-Year Program is yet to be released, and when it is, there will be TIP revisions to include those projects. The Draft TIP was due to Iowa DOT on June 15 and was sent to Illinois and Iowa DOT before the due date. Illinois DOT and Iowa DOT provided comments on the Draft TIP. These comments included adding more language on performance measures, providing more language on operations and maintenance, adjusting Iowa PL funds, adjusting two FFY2027 projects, adjusting the Iowa I-80 bridge replacement funds and FFYs, and removing three Iowa DOT projects. Ms. Bambas noted that these changes will be made in the final TIP, and that the previous maps and mileages reported are updated. Unmet Needs projects are not fiscally constrained or have federal funding identified or awarded. Mayor Gordon motioned to approve the FFY2027-2030 Transportation Improvement Program. Mr. Krouth seconded, and the motion carried.
6. Consideration of Resolutions Authorizing Supplemental Agreements For Davenport Iowa-Illinois Urbanized Area for Federal Transit Administration (FTA) 5307, 5310, 5337, and 5339 FY2026 Funds. Mr. Schmid explained that the MPO is a designated recipient of the funds, and the funds are passed through to the transit systems as direct recipients based on an agreed upon suballocation process. He discussed the supplemental agreement resolutions with the committee. Resolutions were enclosed in Committee members' packets. Mr. Schmid presented the suballocation amounts for FTA Sections 5307, 5310, 5337, and 5339 Quad Cities, Iowa/Illinois allocations for FFY 2026. The 5307 and 5339 formula-based sub-allocations by transit system are reviewed by transit managers and are based on various pieces of data, including total population, population density, and unlinked passenger trips. Sections 5310 and 5337 are allocated by population. Mr. Adams motioned to approve the supplemental agreements. The motion was seconded by Mr. Krouth, and it carried.
7. Consideration of the 2026 Bi-State Region Transit Development Plan. Ms. Bambas briefly went over the 2026 *Bi-State Region Transit Development Plan*. The transit planning service map and existing urban fixed-route system was shown. The goals and barriers were also discussed. Ms. Bambas then presented the draft comments that were received and how they were addressed. Comments included updating some data, inserting the Transit Summit service reports, and highlighting key issues in the area. Mayor Gordon motioned to approve the 2026 *Bi-State Region Transit Development Plan*. Mr. Adams seconded, and the motion carried.
8. Public Comments. There were no public comments.

9. Other Business. Ms. McCullough noted the items below and mentioned that Bob Sinkler had commented that the Quad Cities was under represented in discussions as compared to other Corn Belt Ports. As a way to elevate discussion locally, Bi-State staff recommended initiating a river ports and intermodal transportation committee group as an advisory and networking group, similar to the Bi-State Region Trails Committee. Staff would form and start in Quarter 1 of the new fiscal year. There was a consensus from the committee that the group would be good to start. Mr. Torres-Cacho mentioned to the group that the Iowa DOT approved their 2027-2031 five-year plan on 6/9/26, and that there is an interactive map online that allows filtering for projects in certain areas and certain types. Other items noted from the agenda:
- *USDOT Competitive Grants Dashboard* <https://www.transportation.gov/grants/dashboard>
 - *Iowa State Recreation Trail Grant – Deadline 7/1/26*
 - *Illinois Transportation Enhancement Program (ITEP) Cycle 17 open from 8/1/26-10/5/26*
 - *June Bridge Restriction Notice*
 - *Next Quad Cities MPO Policy Committee Meeting – 8/25/26*
10. Adjournment. Mr. Adams motioned to adjourn. Mayor Gordon seconded, and the meeting adjourned at 12:35 p.m.

June 23, 2026 - Transportation Policy Committee –
FFY2026-2029 Transportation Improvement Program

AMENDMENTS - COMMITTEE ACTION REQUIRED														
ROADWAY/TRAIL/OTHER														
Project Number	Year Programmed (FY)	Project Route	Project Location	Project Description	Plan Just.	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
STATE OF ILLINOIS - IL														
IL-26-15	2026	Avenue of the Cities & 19th Avenue	Ave of Cities: 0.1 Mi E of 54th St in East Moline to Hospital Rd in Silvis and 19th Ave: Ave of Cities to 35th Ave in East Moline	Phase 1 Safety project	SFTY	\$3,000,000	\$2,700,000	HSIP	\$300,000	STA			0-00821-2002	New Project, Amendment Approved 6/2026

AMENDMENTS - COMMITTEE ACTION REQUIRED												
TRANSIT												
Project Number	Year Programmed (FY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source	State # (IA TPMS #)	Notes
METROLINK - ML												
ML-23-18	2026	Ferryboat Terminal Construction Overages	C	\$542,061	\$542,061	5337	\$135,515	TDCs				Moved remaining funds from ML-23-21 and ML-23-19, Federal Share increased by over 30%, Amendment Approved 6/2026.
ML-23-19	2026	Ferryboat Terminal Maintenance and Repairs	C	\$67,939	\$67,939	5337	\$16,985	TDCs				Moved unspent funds to ML-23-18, Federal Share decreased by over 30%, Amendment Approved 6/2026.
ML-23-21	2026	Ferryboat Trailers Replacement	C	\$0	\$0	5337	\$0	TDCs	-	-	-	Moved to FFY26 from FFY25 and Funds moved to ML-23-18, removed from TIP, Amendment Approved 6/2026.

Quad Cities MPO Transportation Policy Committee – Minutes
June 23, 2026
Page 5

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ML-26-21	2026	Ferryboat Terminal Maintenance and Repairs	C	\$500,000	\$400,000	5337	\$100,000	TDCs				ML-26-14, ML-26-21, ML-26-22, and ML-26-23- Projects are connected. New project Amendment Approved 6/2026
ML-26-22	2026	Ferryboat & Trailer Maintenance & Repairs	C	\$250,000	\$200,000	5337	\$50,000	TDCs				ML-26-14, ML-26-21, ML-26-22, and ML-26-23- Projects are connected. New project Amendment Approved 6/2026
ML-26-23	2026	Ferryboat Trailers Replacement	C	\$93,438	\$74,750	5337	\$18,688	TDCs				ML-26-14, ML-26-21, ML-26-22, and ML-26-23- Projects are connected. New project Amendment Approved 6/2026

AMENDMENTS - COMMITTEE ACTION REQUIRED										
TRANSIT										
Project Number	Year Programmed (FY)	Project Description	Project Type	Total Estimated Cost	Federal Share	Federal Source	State Share	State Source	Local Share	Local Source
ML-26-24	2026	Vehicle Purchase - Replace Paratransit	C	\$81,250	\$65,000	5339	\$16,250	TDCs		
										Project is connected to ML-26-16, New Project, Amendment Approved 6/2026

Appendix D

Four-Factor Language Accessibility Analysis ¹

The purpose of this Language Accessibility analysis is to outline how the Bi-State Regional Commission and area transit systems identify persons who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify persons that need language assistance that help is available.

The language accessibility analysis will utilize the framework of the U.S. DOT's four-factor language accessibility analysis that considers the following elements:

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

Bi-State Regional Commission reviewed 2019-2023 U.S. Census Bureau American Community Survey (ACS) 5-year estimates to determine the percentage of persons who need language assistance in the Greater Bi-State Region. For the purposes of this analysis, persons ages 5 years and over who speak a language other than English at home and speak English at or below “very well” or “well” are considered to need language assistance. The counties with the highest percentage of individuals who speak English less than “very well” or “well” of the total population ages 5 years and over are Muscatine (2.3%), Rock Island (2.1%), and Scott (1.1%). Table D1 demonstrates the English abilities of individuals from each county and the region. Figure D1 shows the percentage languages other than English spoken in the Greater Bi-State Region.

¹ For Bi-State Regional Commission and public transit operators in Henry, Mercer, Rock Island, and Whiteside Counties in Illinois and Muscatine and Scott Counties in Iowa.

Table D1. Greater Bi-State Region Language Spoken at Home

	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA	Total
Population 5 years and over	46,428	14,862	134,591	52,264	40,194	164,032	452,371
English only	44,547	14,435	116,471	48,300	34,173	153,628	411,554
Language other than English, and speak English “very well” or “well”	1,658	361	15,340	3,620	5,105	8,680	34,764
Language other than English, and speak English less than “very well” or “well”	223	66	2,780	344	916	1,724	6,053
Percent speaking a language other than English, and speaking English less than “very well” or “well”	0.5%	0.4%	2.1%	0.7%	2.3%	1.1%	1.3%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

Figure D1. Percentage of Languages Other Than English Spoken in the Greater Bi-State Region



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019-2023.

2. The frequency with which persons who need language assistance come into contact with public transportation programs, activities, or services.

In the majority of the region, transit systems have received few or no requests for translation services from individuals who need language assistance. Driver training, public outreach, and regular assessment of potential demographic changes allow the transit systems to monitor the use of their services by individuals who need language assistance and identify ways to improve their outreach efforts.

3. The nature and importance of programs, activities, or services provided by public transportation providers to persons who need language assistance.

Based on 2019-2023 ACS 5-Year Estimates, approximately 1.3% of the Greater Bi-State Region are persons who need language assistance. Although there are areas with a higher density of persons who need language assistance, no single county within the region has a population of persons who need language assistance at or above 5%. The majority of the region's population (91.0%) speaks English at home. Services in which the transit systems are most likely to encounter persons who need language assistance are fixed-route systems and employee-specific services that primarily serve the general public.

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

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

A. Language Assistance Measures

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

B. Outreach Techniques

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

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

C. Monitoring and Updating Language Assistance Efforts

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

Appendix E

Code Explanation

The following codes are used to identify projects within the following annual element pages by plan justification and federal, state, or local funding source:

Plan Justification – Roadway

L RTP	Long Range Transportation Plan
MAINT	Projects designed to prolong the life of the existing roadway (system preservation) without expanding capacity
OTHER	Other
CMP	Transportation projects that improve the operating efficiency of the existing transportation system
*	Complete Street

Project Type – Transit

O	Operations
C	Capital
P	Planning

Federal, State, and Local Funding Sources

BUILD	Better Utilizing Investments to Leverage Development
C-STEP	County-State Traffic Engineering Program
CBP	City Bridge Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CRP	Carbon Reduction Program
CON	County - General
CTY	City – General
DEMO	Demonstration Funding
ENH	Enhancement Funds
ENH-set	Enhancement Funds – set
FAU	Federal Aid - Urban
FBD	Ferry Boat Discretionary
FBP	Construction of Ferry Boats and Ferry Terminal Facilities
FEMA	Federal Emergency Management Agency
FM	Farm To Market
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
GF	General Fund
GOB	General Obligation Bonds
HBP	Highway Bridge Program (Bridge Formula Program)
SWAP-HBP	HBP to Iowa Federal-Aid Swap (State Motor Fuel Tax source)

Appendix E

Federal, State, and Local Funding Sources

HIBP	Highway Infrastructure Bridge Funding Program
HIP	Highway Infrastructure Program
HIP-CRRSAA	Highway Infrastructure Program – Coronavirus Response and Relief Supplemental Appropriations Act
HPC	Highway Planning and Construction
HSIP	Highway Safety Improvement Program
IA	Iowa
ICAAP	Iowa Clean Air Attainment Program
IL	Illinois
IM	Interstate Maintenance
ITEP	Illinois Transportation Enhancement Program
JARC	Job Access and Reverse Commute Program
LOC	Local – General
MFT	Motor Fuel Tax
NHPP	National Highway Performance Program
NHS	National Highway System
P & D	Planning and Development
PL	Planning
PRF	State Primary Road Fund
PRV	Private Interest
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RCP	Railroad-Highway Grade Crossing Program
RISE	Revitalize Iowa's Sound Economy Program
RR	Railroad
RR-safety	Railroad Safety
RUT	Road Use Tax
SA	Special Assessment
SEC 5303	Federal Transit Administration Metropolitan Planning Funds
SEC 5305	Federal Transit Administration Planning Programs
SEC 5307	Federal Transit Administration Operational/Capital Funds
SEC 5309	Federal Transit Administration Discretionary Funds
SEC 5310	Federal Transit Administration Paratransit Funds
SEC 5316	Job Access and Reverse Commute (JARC)
SEC 5317	New Freedoms
SEC 5337	State of Good Repair Grants
SEC 5339	Grants for Buses and Bus Facilities Formula Program
SEC 5339c	Low or No Emission Vehicle Program
SIB	State Infrastructure Bank
SPR	State Planning and Research
SRTS	Safe Routes to School
SRT	State Recreational Trails Program
SS4A	Safe Streets and Roads for All Grant Program
STA	State Assistance
STIM	American Recovery & Reinvestment Act Stimulus Funds
STP	Surface Transportation Program

Federal, State, and Local Funding Sources

STBG	Surface Transportation Block Grant Program
TAP	Transportation Alternatives Program - Statewide
TASA	Transportation Alternatives Set-Aside Program - Regional
TIF	Tax Increment Financing
TSP	Traffic Safety Program
U-STEP	Urban-State Traffic Engineering Program

