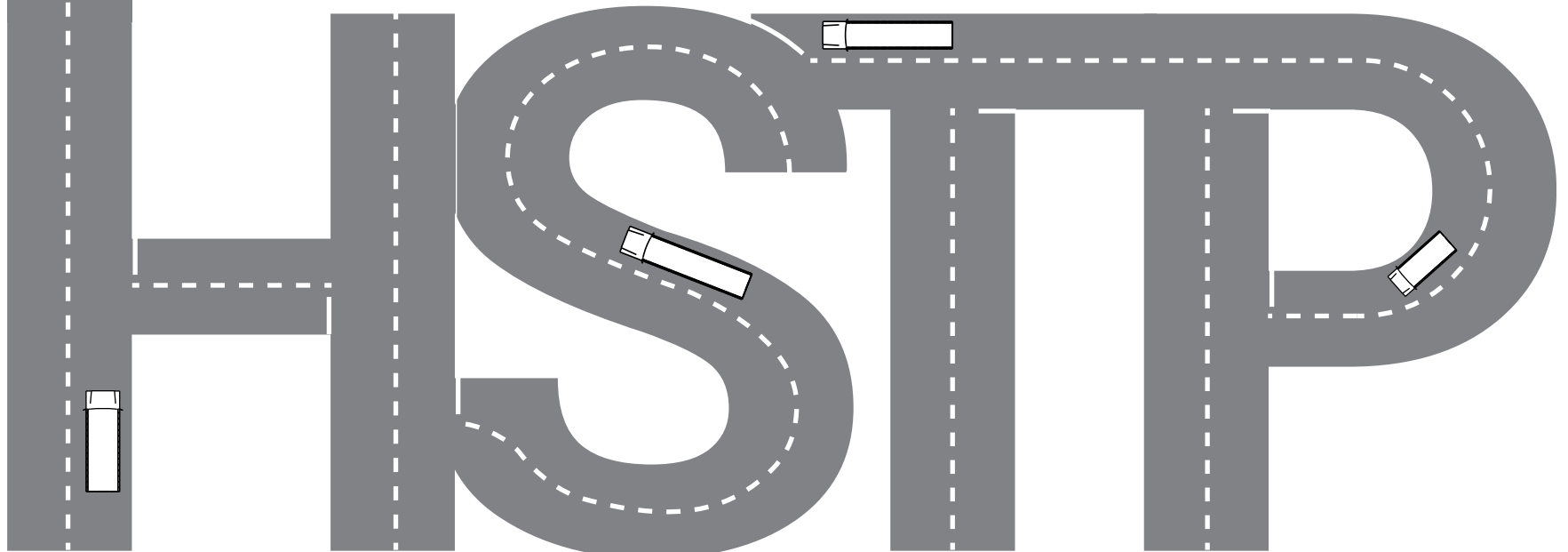




REGION



HUMAN SERVICE TRANSPORTATION PLAN

REGION 7 HUMAN SERVICE TRANSPORTATION PLAN (HSTP) COMMITTEE

RESOLUTION TO APPROVE THE 2019 REGION 7 (CENTRAL ILLINOIS) HUMAN SERVICE TRANSPORTATION PLAN (HSTP)

WHEREAS, it is the responsibility of the Western Illinois Regional Council (WIRC), in cooperation with the Illinois Department of Transportation (IDOT), to certify that the transportation planning process complies with all applicable Federal and State laws and regulations; and

WHEREAS, a Human Service Transportation Plan (HSTP) is required by the FAST Act; and

WHEREAS, the Region 7 HSTP was developed by WIRC for the region consisting of Cass, Christian, Logan, Mason, Menard, Morgan, Sangamon, and Scott counties in Illinois, in conjunction with the Region 7 Transportation Committee and stakeholders including public transit agencies, human service agencies, and the public; and

WHEREAS, the Region 7 HSTP Transportation Committee participates in and oversees the planning process.

NOW, THEREFORE, BE IT RESOLVED, that the Region 7 HSTP Transportation Committee approves the 2019 Region 7 (Central Illinois) Human Service Transportation Plan (HSTP) to meet the coordination mandate stipulated by the Illinois Department of Transportation, Office of Intermodal Project Implementation (IDOT-OIPI) under the FAST Act.

Passed and Approved this 11th day of July, 2019.

ATTEST: _____
Region 7 HSTP Transportation Committee Chair

REGION 7 HUMAN SERVICE TRANSPORTATION PLAN (HSTP) COMMITTEE

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Passed and Approved this 11th day of July, 2019.

ATTEST



Region 7 HSTP Transportation Committee Chair

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Introduction

The Human Services Transportation Plan (HSTP) is an initiative to evaluate existing transportation services, identify the transportation needs of individuals with disabilities, older adults, and those with low incomes, and establish goals and strategies for meeting these needs in Cass, Christian, Logan, Mason, Menard, Morgan, Sangamon, and Scott Counties in Illinois. The HSTP program was originally instated in 2005 as part of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), which guaranteed funding for highways, highway safety, and public transportation.

As a requirement for SAFETEA-LU, grantees under Section 5310: *Enhanced Mobility of Seniors and Individuals with Disabilities*, Section 5316: *Job Access and Reverse Commute* (JARC), and Section 5317: *New Freedom Program* were required to be under a "locally developed coordinated public transit human services transportation plan" (HSTP) to be eligible for transportation funding for federal fiscal year 2007 and beyond. Over the years, Sections 5316 and 5317 have been rolled into urban and rural formula grants programs, and the HSTP program has been continued by each federal transportation bill as a means of enhancing access and quality through coordination.

Each state receives Federal Transit Administration (FTA) funds for the programs subject to the HSTP coordination process, and each state is required to determine how best to meet the mandate for coordination. The Illinois Department of Transportation - Office of Intermodal Project Implementation (IDOT-OIPI), formerly the Department of Public and Intermodal Transportation (DPIT), established eleven HSTP Regions (**Map 1**) and a coordinator for each. The Western Illinois Regional Council (WIRC) is contracted through IDOT to employ the HSTP Coordinator for Region 7 and is required to develop and maintain the Region 7 Human Service Transportation Plan.



Map 1: Illinois Human Service Transportation Plan (HSTP) Regions

Major Plan Components

The Region 7 Human Services Transportation Plan consists of six major components:

- An overview of current transportation legislation and funding;
- Public participation and the planning process;
- Existing conditions and demographics of the region;
- A view of mobility today, analyzing major trip generators, top employers, and existing transportation services in the region;
- Service coordination, gaps, unmet needs, and duplication; and
- A vision for mobility tomorrow, identifying goals and objectives for the region.

Transportation Legislation and Funding

MAP-21

On July 6, 2012, SAFETEA-LU was replaced with the authorization of a two-year federal transportation bill named Moving Ahead for Progress in the 21st Century (MAP-21), covering federal fiscal years 2013 and 2014. MAP-21 reaffirmed the statute mandating local coordination of transportation services, and condensed some of the funding programs affected by these requirements. Job Access and Reverse Commute (JARC), formerly Section 5316, no longer exists as a separate program, but funding for these activities is available under both Urbanized Area Formula Grants (Section 5311); and New Freedom, formerly Section 5317, was absorbed by Section 5310. As a result, Section 5307 and Section 5311 providers were required to participate in the HSTP process. MAP-21 was originally set to expire September 30, 2014, however five extensions allowed the bill to remain in effect until December 4, 2015.

FAST Act: Current Funding

The five-year Fixing America's Surface Transportation Act Bill (FAST

Act) for federal fiscal year 2016 through 2020 was authorized by President Obama on December 4, 2015. The FAST Act includes roughly one billion dollars per year in increases across all transit funding streams. The FAST Act also reintroduced a Discretionary Bus and Bus Facilities Program (Section 5339), available to 5307 and 5311 recipients.

Section 5310 Changes and Continued Funding Status

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) provides funding for programs beyond traditional public transportation and ADA para-transit service to meet the specific needs of seniors and persons with disabilities. Section 5310 remains largely unaltered by the FAST Act. A minimum of 55% of funds must be allocated for capital projects such as the procurement of ADA accessible buses and vans, vehicle maintenance, purchase of service, computer hardware and software, etc. The other 45% of program funds may be used for other projects, such as those originally targeted by the New Freedom program: travel trainings, sidewalks, improved signage, way-finding technology, etc. The goals of the Section 5310 are to maintain a safe fleet of vehicles to service transportation needs of the indicated target populations, to support the continuation and growth of existing services, and foster the growth of new services.

Funding is allocated to state Departments of Transportation (DOTs) for rural and small urban (population under 200,000), based on each state's population of the two target groups for this program. For large urbanized areas (population over 200,000), the Governor selects a designated direct recipient. In Illinois Section 5310 funding is primarily used to finance the Consolidated Vehicle Procurement (CVP) program, providing vehicles at no cost to the grantee; funded by 80% federal funds with a 20% state match. Sub recipients of these funds within Region 7 include local government authorities that operate public transit, rural mass transit districts, and private non-profit organizations.

Although Section 5310 has been largely by the FAST Act legislation, one notable provision, Section 3006 of the Act, created a discretionary “pilot program for innovative coordinated access and mobility,” which opens up funding for innovations in coordination of transportation for disadvantaged populations, Non-Emergency Medical Transportation (NEMT) services, and coordination technology such as one-call or one-click centers. This provision also calls on the federal inter-agency Coordinating Council on Access and Mobility (CCAM) to create and update a strategic plan on transportation coordination between federal agencies, including proposed changes to federal laws and regulations that currently hinder transportation coordination at the local level.

Section 5311 Changes and Continued Funding Status

Formula Grants for Rural Areas (Section 5311) is an FTA program that allocates funds to states for the purpose of supporting rural public transportation, defined as areas with a population under 50,000. Section 5311 has been largely unaltered by the FAST Act. The formula is based on population, square miles of service area, revenue vehicle miles, and low-income population. The objectives of Section 5311 are to provide rural residents with enhanced access to jobs, medical services, education, and other opportunities concentrated in urbanized areas; assist in the maintenance, development, improvement, and use of public transit in on-urbanized communities; encourage and facilitate the most efficient use of all transportation funds to provide passenger transportation in rural areas through the coordination of programs and services; and assist in the development of intercity bus transportation, (each state must commit no less than 15% of its annual 5311 funds to intercity bus service).

Section 5311 provides capitol, planning, and operating assistance, including funding for projects previously available through JARC. Under the FAST Act, Section 5311 recipients are now able to

utilize revenue from advertisement and concessions as local match, allowing for the spend-down of a larger percentage of the apportionment. In Region 7, there are currently 4 rural public transportation entities that utilize Section 5311 funds.

Urbanized vs. Rural Funding Eligibility

Section 5307, *Urbanized Area Formula Grants*, serves the same purpose as Section 5311, but for areas with 50,000 or more residents and designated as “urbanized areas” by the United States Census Bureau. Within Region 7 there are no communities that are designated as urbanized areas. For the areas that do receive funding from Section 5307, the FTA funds are distributed to the Governor, and apportioned to the sub-recipient public transportation providers.

These agencies submit requisitions and coordinate vehicle purchases directly with the FTA; however all reporting must be submitted to IDOT, and these agencies are subject to compliance reviews conducted or contracted by IDOT. JARC and New Freedom type projects must be applied for through the respective Metropolitan Planning Organization (MPO) as part of the Urbanized Area HSTP coordination process, and included in the Transportation Improvement Plan (TIP) if awarded.

In an effort to facilitate connections between Urbanized and Rural systems, Section 5311(f) Intercity Bus funding is available to rural transit providers, private motor coach, and rail providers for projects that connect rural communities with cities and opportunities to travel to further destinations.

State Funding and Local Match

The State of Illinois provides state funding for all public transportation providers, regardless of population, in the form of *Downstate Operating Assistance Program* (DOAP) funds. DOAP provides assistance to recipients to assist in the operation and improvement of public transportation services in the urban and rural areas of downstate Illinois. For most operators, DOAP is the primary source of reimbursement for operating and administrative expenses. Rural transit agencies utilize Section 5311 dollars as local match for DOAP. Another Form of local match available to public transit operators is called Transportation Development Credit (TDC), formerly known as Toll Revenue Credit (TRC). These credits are distributed by the FTA to states based on actual expenditures made by state toll authorities to build and maintain critical transportation infrastructure.

Other Transportation Funding

In addition to funding mechanisms dedicated specifically to transit, numerous funding sources exist at various federal, state, and local levels through a number of programs and initiatives that may be applied to transportation services.

Social Security Act Title XIX - Medicaid Transportation Funding

The Illinois Department of Healthcare and Family Services (IDHFS) contracts with First Transit, Inc. to provide the Non-Emergency Transportation Services Prior Authorizations Program (NETSPAP) and brokerage for Medicaid funded transportation. IDHFS maintains the requirements and regulations for transportation providers to become Medicaid certified, and First Transit is the call center that approves all transportation funded by Medicaid. This funding becomes particularly

vital in rural transit due to long-distance trips for specialized medical services, as these span multiple service areas in many cases.

Older Americans Act Title IIIB - Area Agency on Aging Transportation Funding

The federal Older Americans Act of 1965 (OAA) provides funding for a variety of in-home and community-based services to enhance quality of life, maintain independence, and assist with aging in place. A prime contributor to the success of these goals is transportation. Title I and Title II of the OAA declare the objectives and create the Administration on Aging (AOA), and Title III establishes Grants for State and Community Programs on Aging including transportation. Funding for Title III programs is distributed to states based on population of individuals over the age of 60. It is then up to each state to apportion its funding to area agencies on aging. President Obama signed the *Older Americans Act Reauthorization* into law April 19, 2016, guaranteeing funding throughout FFF2019.

HSTP Region 7 is serviced by Area Agency on Aging for Lincolnland Inc. in Cass, Christian, Logan, Mason, Menard, Morgan, Sangamon, and Scott counties. The agency relies on the public and private transportation offered to the counties they service.

Service Contracts and Associated Human Service Program Funding

Human Service Agencies serve vital direct-service roles for their consumers, but are sometimes also compelled to provide transportation services in order to get their consumers to and from their agencies. Ideally, service agencies would spend their time solely providing direct-service and transportation providers would transport the consumers. The primary focus of the HSTP is to increase coordination between public

transportation providers and human service agencies so consumers have efficient, affordable, and quality access to services and agencies they need. In addition, to the benefits for consumers, service contracts are fiscally advantageous to service providers on both sides. While the human service agency benefits in cost-savings and/or convenience, the public transit operator is able to show increased ridership and use contract revenue as local match to access more Downstate Operating Assistance Program (DOAP) funding. Additional benefits include:

- Pooling resources for a reduction in underutilization;
- Utilization of economies of scale for increased efficiency;
- Elimination of unnecessary competition for scarce resources;
- Better use of deadhead time;
- Attainment of skills or services without long-term commitment;
- Solution to agency limitations;
- Overall reduction in transit system cost per trip; and
- Ability of human service agencies to spend more time on core services.

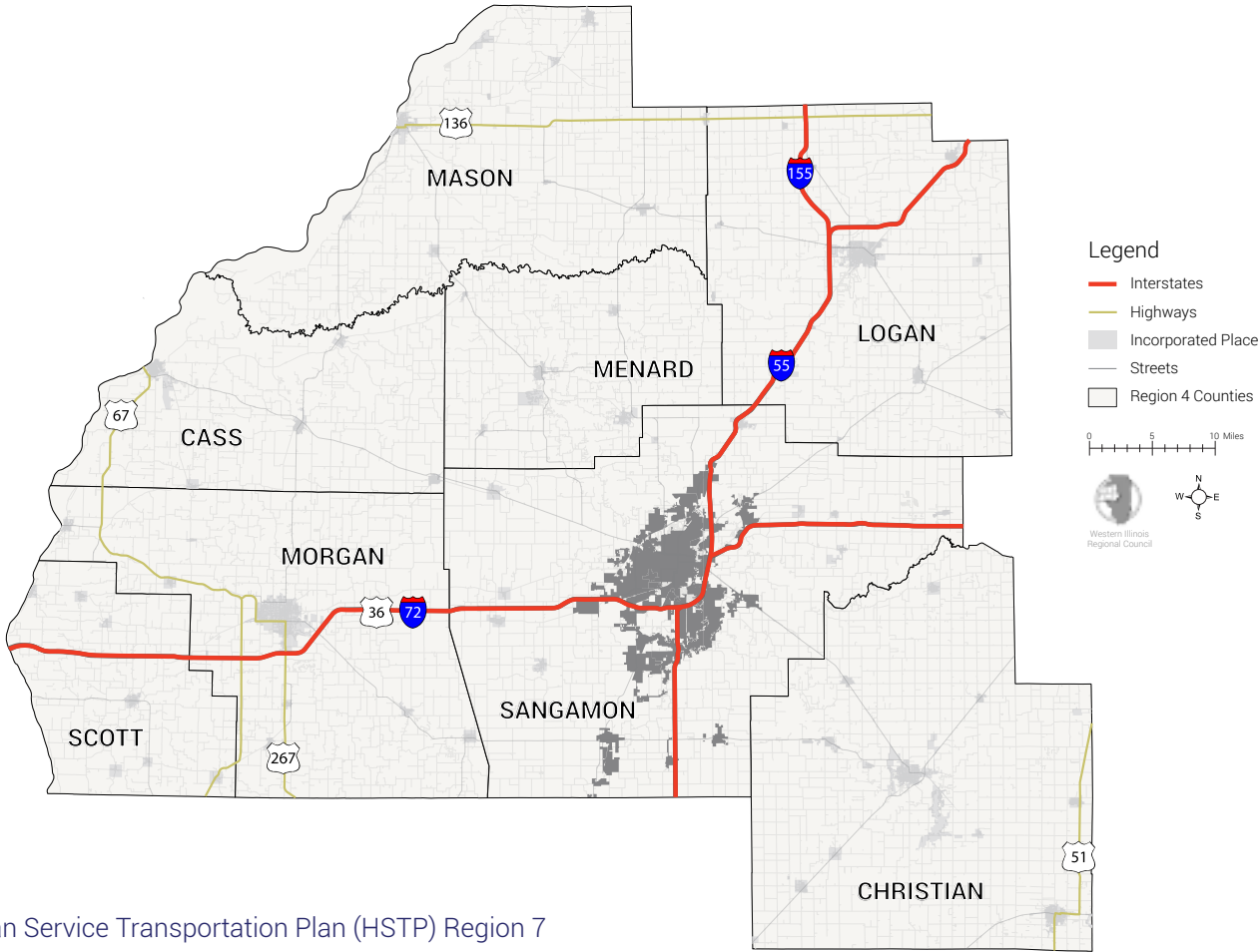
Human service agencies serve vital direct-service roles for their consumers, and aside from community outing trips, these agencies provide transportation out of necessity to get consumers to and from services. In an ideal situation, service agencies would spend their time solely providing direct-service, and transportation would be provided by agencies whose specialty is transportation. For many reasons discussed later in the plan, this is not possible to the ideal degree however, steps can be made toward achieving this relationship where possible. While the human service agency benefits in cost-savings and/or convenience, the public transit operator is able to show increased ridership and use contract revenue as local match to draw down DOAP funding.

2 Existing Conditions

Purpose and Mission

The Region 7 HSTP provides a comprehensive review of existing public transportation and human service coordination, a foundation for continued communication between human service agencies and transportation providers, and identification of strategies to address unmet transportation needs within the community. Transportation

providers and human service agencies can use the plan to identify coordination opportunities and areas for improvement. The study area for this plan includes Cass, Christian, Logan, Mason, Menard, Morgan, Sangamon, and Scott Counties in South Central Illinois (Map 2).



Map 2: Human Service Transportation Plan (HSTP) Region 7

Policy and Technical Committees

The Region 7 Policy and Technical Committees are responsible for the approval and adoption of this plan as it relates to the counties of Cass, Christian, Logan, Mason, Menard, Morgan, Sangamon, and Scott in Western Illinois. These committees are governed by bylaws which were first established as operating procedures in 2007 before being adopted as bylaws in 2011 per suggestion from IDOT, and most recently updated in 2019.

Region 7 convenes quarterly for a combined Policy and Technical Committee meeting; the June meeting each year serves as the annual business meeting to vote for Committee Chairs when applicable, nominate new members, and address other business items as needed. All meeting agendas and minutes are posted on the Region 7 HSTP website in compliance with the Illinois Open Meetings Act (OMA).

Representation

The Policy Committee consists of one appointed representative from each Region 7 county, who act as liaisons for their respective county governments. At the time of the adoption of this plan, The Region 7 Policy Committee consists of one representative for the following entities:

- Cass County Board;
- Christian County Board;
- Logan County Board;
- Mason County Board;
- Menard County Board;
- Morgan County Board;
- Sangamon County Board; and

- Scott County Board.

The Technical Committee consists of representatives from rural public transportation agencies that receive Section 5311 funding, human service agencies that receive Section 5310 funding, and other voting members representing consumers who use public and/or human service transportation. The Region 7 Technical Committee is represented by the members of the following entities:

Rural Public Transportation Providers - 5311 Recipients

- SHOW BUS Public Transportation;
- Sangamon Menard Area Regional Transit (SMART); and
- West Central Mass Transit District (WCMTD).

Human Service Agencies - 5310 Recipients

- Menard County Board; and
- Senior Services of Central Illinois (SSOCI).

Other Voting Members

- Cass County Health Department;
- CTF Illinois;
- Menard County Housing Authority;
- Mental Health Centers of Central Illinois (MHCCI); and
- Springfield-Sangamon County Regional Planning Commission.

Table 2-1: Technical Committee Representation

Agency	Transit Operator	Human Service	Older Adults	Low-Income	Persons with Disabilities	General Public
Cass County Health Department		X				
CTF Illinois		X			X	
Menard County Housing Authority		X		X		
Menard Senior Senior Transportation	X		X			
Mental Health Center of Central Illinois (MHCCI)		X			X	
SHOW BUS Public Transportation	X					X
Sangamon-Menard Area Regional Transit (SMART)	X					
Springfield-Sangamon County Regional Planning Commission		X				
Senior Services of Central Illinois (SSOCI)	X	X	X			
West Central Mass Transit District (WCMTD)	X					X

EXISTING CONDITIONS: POLICY AND TECHNICAL COMMITTEES

Stakeholders

In 2007, a list of potential stakeholders was developed based on information provided by IDOT to HSTP Coordinators. The mailing list included organizations within Region 7 that provide any type of transportation service, or may have clients needing transportation. Also included were agencies such as children care centers, mental health facilities, hospitals, nursing homes, and assisted living facilities. Starting in 2019, the list of potential stakeholders will be updated annually. The HSTP Coordinator will work to create a Stakeholder Contact Tool that will provide a more comprehensive list of organizations provided by IDOT and keep these contacts updated with relevant information.

Coordination and Planning Process

The diverse background of committee members and stakeholders in Region 7 foster a well-rounded planning process and meaningful dialogue for coordination efforts. Although the agencies provide a wide variety of services with different funding regulations and requirements, the core mission of providing the highest quality service and experience to the end-user unifies this group. Transportation is a vital component across the board, as either the primary function or a necessary means to delivery of the primary function of each agency.

Quarterly meetings of the HSTP Region 7 Policy and Technical Committees serve as the primary source of feedback tied to the planning process. Public providers and human service agencies discuss current services, voice concerns and difficulties, offer advice, identify coordination opportunities, and develop a vision for future conditions through discussion at the quarterly meetings.

During this update of the Region 7 Human Service Transportation Plan, members of the Technical Committee contributed to the

planning process in numerous capacities. County-specific needs, gaps, and barriers were updated through discussion at quarterly meetings as well as communication between providers and the HSTP Coordinator. Five agencies administered surveys regarding achievements as well as barriers to coordination.

During the quarterly meeting in March of 2019, the Policy and Technical Committees approved new short-term goals and objectives as well as long-term goals and objectives to be included in the 2019 Region 7 HSTP.

Public Participation Efforts

Opportunities for public participation exist in many forms throughout Region 7. Many counties have transportation advisory groups or inter agency coalitions whose meetings are open to the public. Some of these advisory groups were initiated during the Inter agency Coordinating Committee on Transportation (ICCT) Primer Process. All Region 7 HSTP meetings are open to the public, and consumers from participating human service agencies are encouraged to attend, however public participation is rare.

The Illinois State Plan for Independent Living (SPIL) 2017-2019 includes a transportation element, including an objective to increase the capacity of Centers for Independent Living (CILs) to provide services and advocacy for people with disabilities. To achieve this objective the Statewide Independent Living Council (SILC) will provide five CILs each year with a mini-grant for sending consumers to participate in local and regional transportation meetings. In an effort to increase public participation in Region 7 meetings, the local CILs are encouraged to apply for these mini-grants.

Representation

In addition to public participation in meetings, recipients of Section 5310 and Section 5311 funding are required by these programs to conduct annual surveys to collect input from their consumers. These survey results are used by each agency to evaluate existing service and develop targets for improvement.

From a regional perspective, the survey results are not extremely useful as the questions vary from provider to provider. To address this, the Region 7 Technical and Policy Committees will approve a uniform

survey to be administered across the region. For this update of the Region 7 HSTP, the first round of uniform consumer surveys were distributed to almost all 5310 and 5311 providers represented on the Technical Committee, in an effort to assess satisfaction, obstacles, mobility barriers, and unmet needs across the region.

Three 5311 agencies (SHOW BUS Public Transportation, Sangamon Menard Area Regional Transit, and West Central Mass Transit District) distributed surveys along with one human service agency (Menard County Senior Transportation). Together these agencies produced 75 surveys. The results of the 75 surveys, synthesized in Appendix A, helped shape the recommendations for this plan by assessing unmet needs and identifying opportunities for improvement from the perspective of those who use transportation services in rural Region 7.

Study Area Demographics

Careful analysis of the mobility needs of various subsets of the population, and potential ridership of transit services based on certain quantifiable factors, is key in developing and evaluating transit plans. As part of the development process of the Region 7 HSTP, American Community Survey (ACS) data was collected to identify and illustrate the distribution of the following populations considered by the transportation and human service sections as more likely to be dependent on transit services:

- Youth (0 to 17 years);
- Older Adults (60+);
- Persons with Disabilities;
- Persons and families with low-income;
- Veterans; and
- Zero Vehicle Households.

In general, the characteristics of these groups increase the likelihood that the individuals do not drive, for a variety of reasons, making carpooling and transit the only viable alternatives available. This section also includes demographic information on racial and ethnic minorities in the region in order to ensure this plan, and any outreach efforts based on the plan, includes constituencies that are traditionally under-served or could warrant distinct outreach efforts or language assistance.

The four types of limitations which preclude persons from driving are: physical (a disability or health condition), financial (insufficient funds to purchase or maintain a personal vehicle), legal (suspended or revoked license, or children who are not old enough to drive), and self-imposed

(a personal choice to refrain from driving some or all of the time for any reason other than those listed). U.S. Census data is generally capable of providing information about the first three categories of limitation, while the fourth is currently recognized as representing a small but significant portion of transit ridership. The most recent demographic data comes from the 2017 ACS administered by the United States Census Bureau, and is available at the census tract level for most demographics. There are several factors which affect demand, not all of which can be projected, however demand estimation is an important task in the development of any transportation transit plan. The populations data in this plan were collected at the Census Tract level, unless otherwise indicated, to provide a more detailed spatial analysis available for each target population.

County Seats are plotted on the maps in this section for spatial reference, however the addition of labels for each seat detracted from the visibility of the information depicted. For reference, the county seats are: Virginia (Cass County), Taylorville (Christian County), Lincoln (Logan County), Havana (Mason County), Petersburg (Menard County), Jacksonville (Morgan County), Springfield (Sangamon County), and Winchester (Scott County).

Age

For the purposes of the HSTP, older adults are defined as 60 years or older, and individuals 17 and under are considered youth. Section 5310 funding specifically aims to expand public mobility options for older adults as deteriorating health and other factors limit the feasibility of personal vehicle use. For older adults who are no longer able, or prefer not to drive, critical services may be inaccessible without general public or specialized transportation. Youth are limited in terms of mobility until they are able to obtain a driver's license.

Region 7 has a population of 74,416 youth, making up 21.9 percent of the total population. This percentage is lower than the state (23.0 percent) and national (22.9 percent) levels. With a population of 184,735, adults age 18 to 59 account for 54.3 percent of the total Region 7 population. This comes in lower than the state and national levels, 56.6 percent and 56.2 percent respectively. Older adults account for 23.8 percent (80,784) of the regions population (339,935). Older adults make up 20.3 percent of the population in Illinois, and 20.9 percent of the United States population.

Table 2-2: Youth, Adult, and Older Adult Populations

County	Total Population	Youth Population	Youth Percent of Total	Adult Population	Adult Percent of Total	Older Adult Population	Older Adult Percent of Total
Cass	12,880	3,139	24.4%	6,845	53.1%	2,896	22.5%
Christian	33,562	6,966	20.8%	18,220	54.3%	8,376	25.0%
Logan	29,488	5,604	19.0%	16,798	57.0%	7,086	24.0%
Mason	13,904	2,900	20.9%	7,056	50.7%	3,948	28.4%
Menard	12,416	2,779	22.4%	6,481	52.2%	3,156	25.4%
Morgan	34,442	6,773	19.7%	18,883	54.8%	8,786	25.5%
Sangamon	198,134	45,112	22.8%	107,831	54.4%	45,191	22.8%
Scott	5,109	1,143	22.4%	2,621	51.3%	1,345	26.3%
Region 7	339,935	74,416	21.9%	184,735	54.3%	80,784	23.8%
Illinois	12,854,526	2,958,997	23.0%	7,280,896	56.6%	2,614,633	20.3%
United States	321,004,407	73,601,279	22.9%	180,446,679	56.2%	66,956,449	20.9%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B01001

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Logan and Morgan Counties have a lower proportion of youth while they also have a higher proportion of adults age 18-59. The remaining counties do not vary significantly with the percentage of adults age 18-59. Logan and Mason Counties have the largest percentage of older adults while Christian County has a much lower percentage of older adults than the remaining counties.

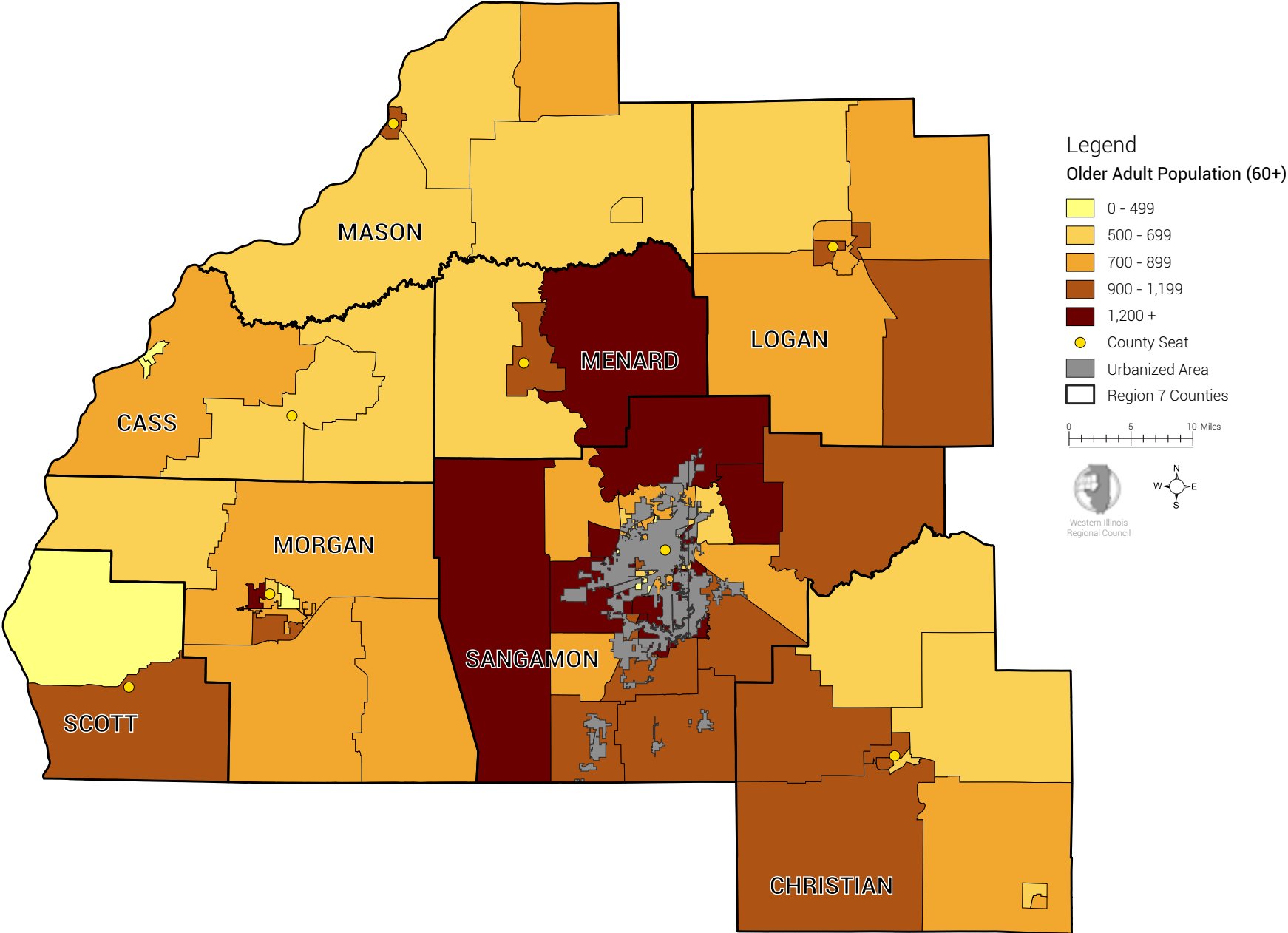
Map 3 Illustrates the number of older adults, age 60 and older, by census tract within Region 7. In some counties, the largest groups of adults are located around the county seat: Taylorville (Christian), Lincoln (Logan), Havana (Mason), Jacksonville (Morgan), and Winchester (Scott); this pattern is not observed in all counties. In Sangamon County the older adult population is distributed a little more evenly. Menard County is the only county where the older adult population is not concentrated around the county seat or evenly distributed, instead it has a majority of older adults concentrated around the eastern side of the county, closer to the interstate.

Population with Disabilities

According to the U.S Census Bureau, the American Community Survey (ACS) covers six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. These categories account for many of the reasons that individuals may require public or specialized transportation services.

Region 7 has 46,420 individuals living with at least one disability, making up 13.7 percent of the total population. This percentage is higher than that of the state (11.0 percent), and relates closer to the national average (12.6 percent). In Region 7, 5.4 percent of youth (4,021 individuals), 12.3 percent of adults age 18 to 64 (22,761), and 24.3 percent of older adults 65 and over (19,638) live with a disability. Disability status is not available in the same age groupings as other 2017 ACS data, thus the older adult population for disability refers to individuals 65 and over, rather than 60 and over which is how the HSTP defines older adults for all other purposes.

Mason and Morgan Counties have the largest percentage of total individuals living with a disability. Logan County has a significant population of youth living with a disability (7.5 percent), while the remaining counties range from 3.0 percent to 5.8 percent. Mason County at 13.5 percent, has the highest percentage of adults age 18 to 64 living with a disability, and Scott County has the lowest percentage of individuals with a disability in this age group (10.3 percent). Cass County has the largest proportion of older adults 65 and over living with a disability (28.1 percent) followed by Mason County (28.0 percent). Scott County has the smallest proportion (20.3 percent) of older adults living with a disability.



Map 3: Distribution of Older Adults (Over 60 years)

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Map 4 Illustrates the number of persons with a disability in Region 7. The distribution of these individuals are similar to that of the older adult populations. The largest population concentrations are located adjacent to the county seats for Christian, Logan, Mason, Morgan, and Scott Counties. Sangamon and Scott have a more uniform distribution and Menard has a larger concentration closer to the interstate on the eastern side of the county.

Table 2-3: Population with at Least One Disability

County	Total Population	Population with a Disability	Percent of Total
Cass	12,880	1,625	12.6%
Christian	33,562	4,160	12.4%
Logan	29,488	3,897	13.2%
Mason	13,904	2,223	16.0%
Menard	12,416	1,683	13.6%
Morgan	34,442	4,914	14.3%
Sangamon	198,134	27,340	13.8%
Scott	5,109	578	11.3%
Region 7	339,935	46,420	13.7%
Illinois	12,854,526	1,388,827	11.0%
United States	321,004,407	39,792,082	12.6%

Table 2-4: Population with at Least One Disability (0 to 17 Years)

County	Youth Population	Population with a Disability	Percent of Youth
Cass	3,139	99	3.2%
Christian	6,966	154	2.2%
Logan	5,604	423	7.5%
Mason	2,900	168	5.8%
Menard	2,779	132	4.7%
Morgan	6,773	393	5.8%
Sangamon	45,112	2,618	5.8%
Scott	1,143	34	3.0%
Region 7	74,416	4,021	5.4%
Illinois	2,958,997	98,040	3.3%
United States	73,601,279	3,054,559	4.2%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B18101

Table 2-5: Population with at Least One Disability (18 to 64 Years)

County	Adult Population	Population with a Disability	Percent of Adults
Cass	6,845	713	10.4%
Christian	18,220	1,924	10.6%
Logan	16,798	1,776	10.6%
Mason	7,056	951	13.5%
Menard	6,481	823	12.7%
Morgan	18,883	2,378	12.6%
Sangamon	107,831	13,925	12.9%
Scott	2,621	271	10.3%
Region 7	184,735	22,761	12.3%
Illinois	7,280,896	680,678	9.3%
United States	180,446,679	20,276,199	11.2%

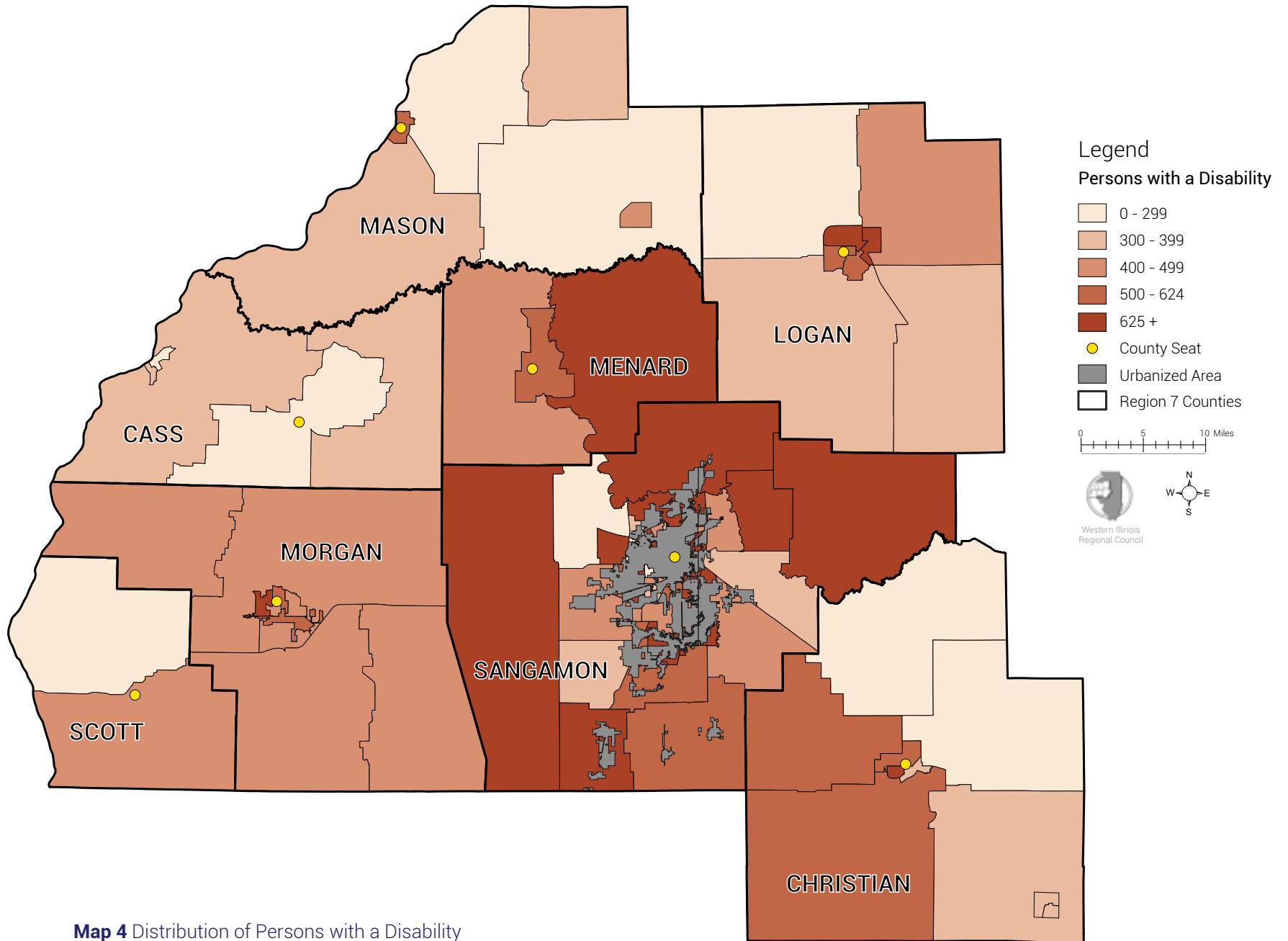
Table 2-6: Population with at Least One Disability (65 Years +)

County	Older Adult Population	Population with a Disability	Percent of Older Adults
Cass	2,896	813	28.1%
Christian	8,376	2,082	24.9%
Logan	7,086	1,698	24.0%
Mason	3,948	1,104	28.0%
Menard	3,156	728	23.1%
Morgan	8,786	2,143	24.4%
Sangamon	45,191	10,797	23.9%
Scott	1,345	273	20.3%
Region 7	80,784	19,638	24.3%
Illinois	2,614,633	610,109	23.3%
United States	66,956,449	16,461,324	24.6%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B18101

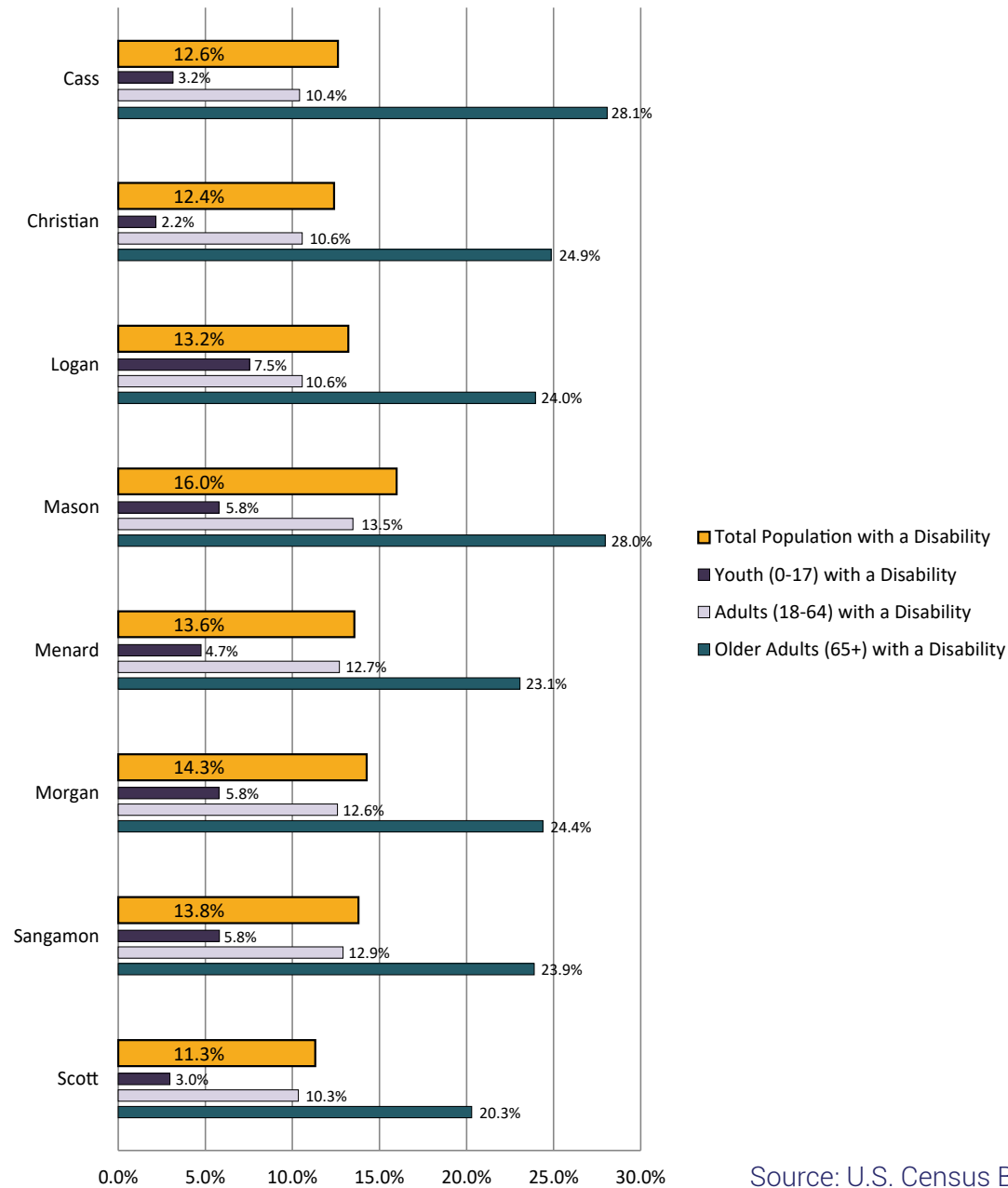
Figure 1: Illustrates the percentage of persons with disabilities for each age group by county. Naturally the proportion of seniors with a disability is much greater than other age groups, due to the deterioration of health as we age. As Baby Boomers get older, these rates will continue to elevate, causing a greater demand for transit.

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



Map 4 Distribution of Persons with a Disability

Figure 1 Percentage of Individuals with a Disability by Age



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B18101

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Low-Income Population

The American Community Survey (ACS) determines poverty status by comparing a householder's total family income to established poverty thresholds for the twelve months prior to questionnaire date. Family size, number of related children under the age of eighteen, and for one and two-person householders, the age of the householder are all input variables that influence the poverty threshold. The poverty determination is independent of regional cost of living variances. Household income and size factors are also not affected by the income or presence of any unrelated individuals in the residence. If a household is considered

below the poverty level, then the householder and all related members are counted as living below poverty.

The total population living below poverty is calculated by the sum of all related people from families living in poverty and the number of all unrelated individuals whose individual incomes independently met the poverty threshold. Financial constraints factor into transit-dependency due to the cost associated with the purchase and maintenance of a reliable personal vehicle, among other reasons.

Table 2-7: Population Living Below Poverty Level

County	Total Population	Population Below Poverty	Percent of Total
Cass	12,880	1,666	12.9%
Christian	33,562	4,033	12.0%
Logan	29,488	2,327	7.9%
Mason	13,904	1,897	13.6%
Menard	12,416	1,386	11.2%
Morgan	34,442	4,611	13.4%
Sangamon	198,134	30,348	15.3%
Scott	5,109	738	14.4%
Region 7	339,935	47,006	13.8%
Illinois	12,854,526	1,698,613	13.5%
United States	321,004,407	45,650,345	14.6%

Table 2-8: Population Living Below Poverty Level (0 to 17 Years)

County	Youth Population	Population Below Poverty	Percent of Youth
Cass	3,139	512	16.3%
Christian	6,966	1,245	17.9%
Logan	5,604	761	13.6%
Mason	2,900	605	20.9%
Menard	2,779	593	21.3%
Morgan	6,773	1,456	21.5%
Sangamon	45,112	10,802	23.9%
Scott	1,143	199	17.4%
Region 7	74,416	16,173	21.7%
Illinois	2,958,997	549,508	18.6%
United States	73,601,279	14,710,485	20.0%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B17001

Table 2-9: Population Living Below Poverty Level (18 to 64 Years)

County	Adult Population	Population Below Poverty	Percent of Adults
Cass	6,845	1,045	15.3%
Christian	18,220	2,281	12.5%
Logan	16,798	1,373	8.2%
Mason	7,056	1,094	15.5%
Menard	6,481	608	9.4%
Morgan	18,883	2,742	14.5%
Sangamon	107,831	17,567	16.3%
Scott	2,621	429	16.4%
Region 7	184,735	27,139	14.7%
Illinois	7,280,896	992,650	13.6%
United States	180,446,679	26,622,668	14.8%

Table 2-10: Population Living Below Poverty Level (65 Years +)

County	Older Adult Population	Population Below Poverty	Percent of Older Adults
Cass	2,896	109	3.8%
Christian	8,376	507	6.1%
Logan	7,086	193	2.7%
Mason	3,948	198	5.0%
Menard	3,156	185	5.9%
Morgan	8,786	413	4.7%
Sangamon	45,191	1,979	4.4%
Scott	1,345	110	8.2%
Region 7	80,784	3,694	4.6%
Illinois	2,614,633	156,455	6.0%
United States	66,956,449	4,317,192	6.4%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B17001

Region 7 has 47,006 individuals living below the poverty level, making up 13.8 percent of the total population. This is between the state and national levels, 13.5 percent and 14.6 percent respectively. In Region 7, 21.7 percent of youth (16,173 individuals), 14.7 percent of adults age 18 to 64 (27,139), and 4.6 percent of older adults 65 and over (3,694) live below poverty. Poverty status is not available in the same age groupings as other 2017 ACS data, thus the older adult population for poverty refers to individuals 65 and over, rather than 60 and over which is how the HSTP defines older adults for all other purposes.

Sangamon and Scott Counties have the largest percentages of total individuals living below poverty, while Logan County has the smallest percentages (7.9 percent). Sangamon has the largest proportion of youth living below poverty (23.9 percent), while Logan has the lowest percentage (13.6 percent). Scott County, at 16.4 percent, has the highest percentage of adults age 18 to 64 living below poverty followed by Sangamon County, at 16.3 percent. Logan County also has the lowest percentage of adults age 18 to 64 living below poverty at 8.2 percent. Scott County has the largest percentage of older adults 65 and over living below poverty (8.2 percent) while Logan is the lowest (2.7 percent).

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Figure 2 Percentage of Individuals Living Below Poverty by Age

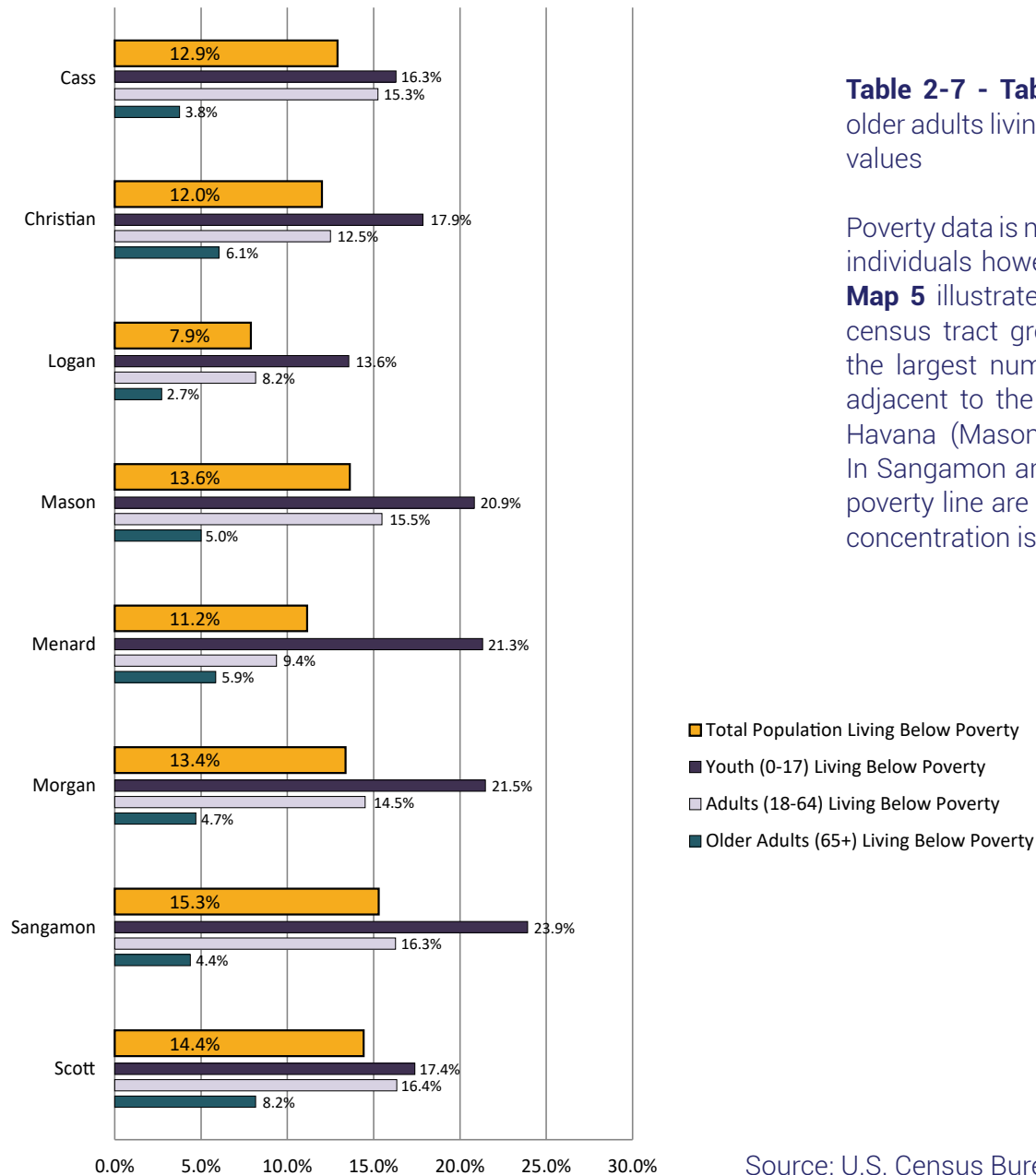
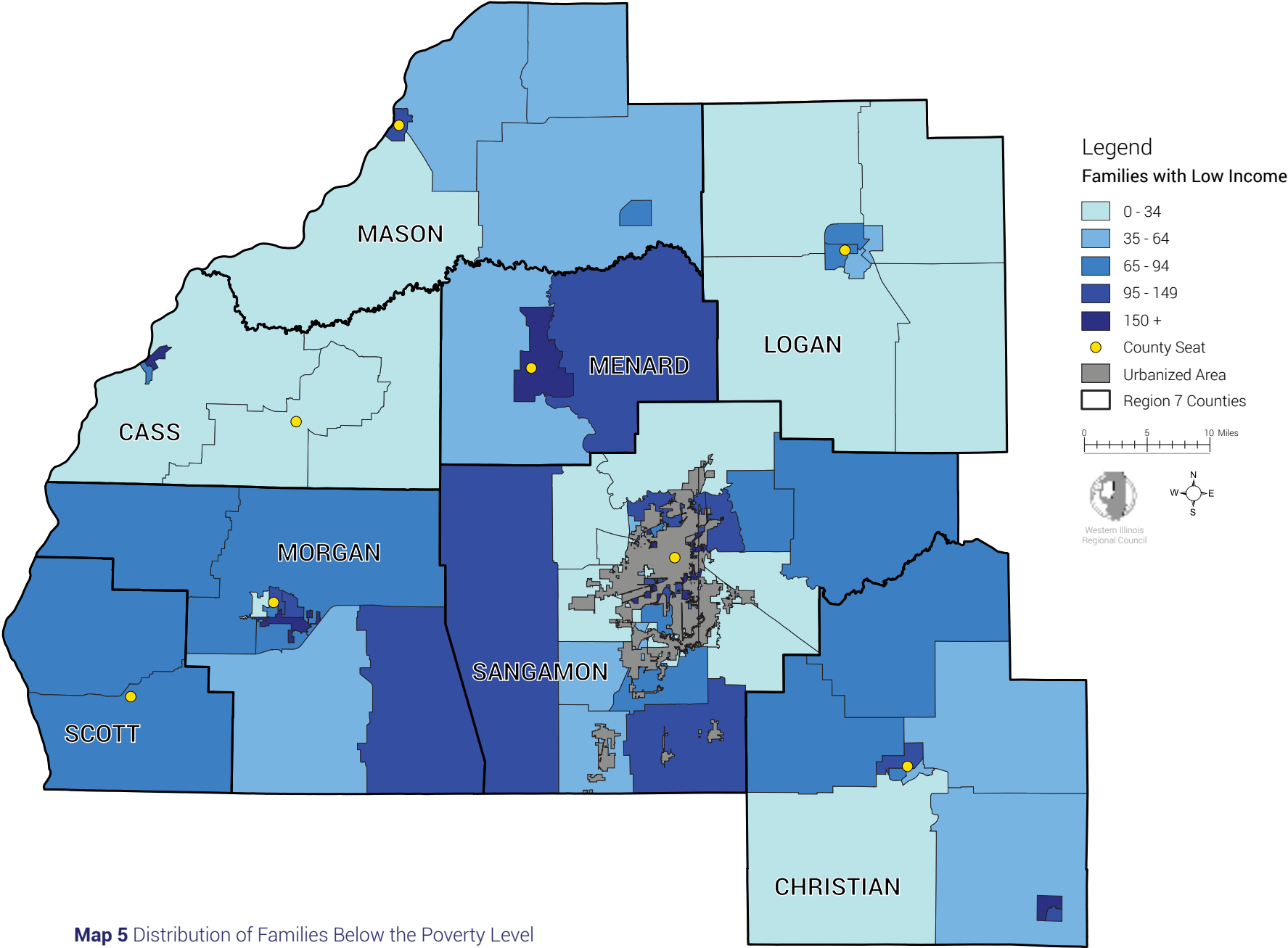


Table 2-7 - Table 2-10: Show the percentage of youth, adults and older adults living below the poverty level and **Figure 2** compares these values

Poverty data is not currently available at the census tract group level for individuals however census tract group data is available for families. **Map 5** illustrates the number of families below the poverty level by census tract group within Region 7. In most of Region 7 counties, the largest number of families below the poverty level are located adjacent to the county seat: Taylorville (Christian), Lincoln (Logan), Havana (Mason), Petersburg (Menard), and Jacksonville (Morgan). In Sangamon and Scott County the distribution of families below the poverty line are a little more spread out while in Cass County a larger concentration is in Beardstown, along the Illinois River.

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B17001



Map 5 Distribution of Families Below the Poverty Level

Veteran Population

The American Community Survey (ACS) describes a civilian veteran as a person, 18 years old or over who has served (even for a short time), but is not now serving, on active duty in the U.S. Army, Navy, Air Force, Marine Corps, or the Coast Guard, or who served in the U.S. Merchant Marine during World War II. People who served in the National Guard or military Reserves are classified as veterans only if they were ever called or ordered to active duty, not counting the 4-6 months for initial training or yearly summer camps. All other civilians 16 years old and over are classified as nonveterans.

Region 7 has a total population, 16 years old and over, of 265,519. The total veteran population is 9.4 percent (25,030 individuals) this is considerably higher than both the state and national percentages of 6.2 percent and 7.7 percent, respectively. Menard County has the highest proportion at 12.1 percent (1,164), while Sangamon has the most total veterans, 13,506 (8.8 percent). The lowest proportion of veterans is in Logan County with 8.7 percent of individuals, 16 years and over, being veterans (2,086).

Table 2-11 - Table 2-13: Show the percentage of adults and older adults that are veterans and **Figure 2** compares these values

Table 2-11: Veteran Population

County	Total Population (Over 16)	Veteran	Percent of Total
Cass	9,741	888	9.1%
Christian	26,596	3,005	11.3%
Logan	23,884	2,086	8.7%
Mason	11,004	1,298	11.8%
Menard	9,637	1,164	12.1%
Morgan	27,669	2,661	9.6%
Sangamon	153,022	13,506	8.8%
Scott	3,966	422	10.6%
Region 7	265,519	25,030	9.4%
Illinois	9,878,297	614,725	6.2%
United States	246,379,319	18,939,219	7.7%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B21001

Table 2-12: Veteran Population (18 to 64 Years)

County	Adult Population	Adult Veterans	Percent of Adults
Cass	6,845	411	6.0%
Christian	18,220	1,541	8.5%
Logan	16,798	964	5.7%
Mason	7,056	552	7.8%
Menard	6,481	547	8.4%
Morgan	18,883	1,187	6.3%
Sangamon	107,831	6,976	6.5%
Scott	2,621	168	6.4%
Region 7	184,735	12,346	6.7%
Illinois	7,280,896	287,377	3.9%
United States	180,446,679	9,667,749	5.4%

Table 2-13: Veteran Population (65 Years +)

County	Older Adult Population	Older Adult Veterans	Percent of Older Adults
Cass	2,896	477	16.5%
Christian	8,376	1,464	17.5%
Logan	7,086	1,122	15.8%
Mason	3,948	746	18.9%
Menard	3,156	617	19.6%
Morgan	8,786	1,474	16.8%
Sangamon	45,191	6,530	14.4%
Scott	1,345	254	18.9%
Region 7	80,784	12,684	15.7%
Illinois	2,614,633	327,348	12.5%
United States	66,956,449	9,271,470	13.8%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B21001

The American Community Survey (ACS) only considers those 18 and over as “civilian veterans” so there was no data to collect for the youth population. In Region 7, 6.7 percent of the adult population, 18 to 64 years, are considered veterans, this percentage is higher than both the state (3.9 percent) and the national (5.4 percent) percentages. Christian and Menard Counties have the highest proportion of adult veterans with 8.5 percent and 8.4 percent, respectively. While Logan County (5.7 percent) and Cass County (6.0 percent) have the lowest proportions.

The older adult population has considerably higher proportions of veterans compared to the proportion of adults. In Region 7 there are 12,684 individuals who classify as veterans (15.7 percent). The State percentage is lower, at 12.5 percent, and the national percentage is also lower, at 13.8 percent. Within Region 7, Menard County has the highest proportions of older adult veterans (19.6 percent). The counties with the lowest percentages, Sangamon and Logan Counties, are 14.4 percent and 15.8 percent, respectively.

Figure 3 Percentage of Veteran Population by Age

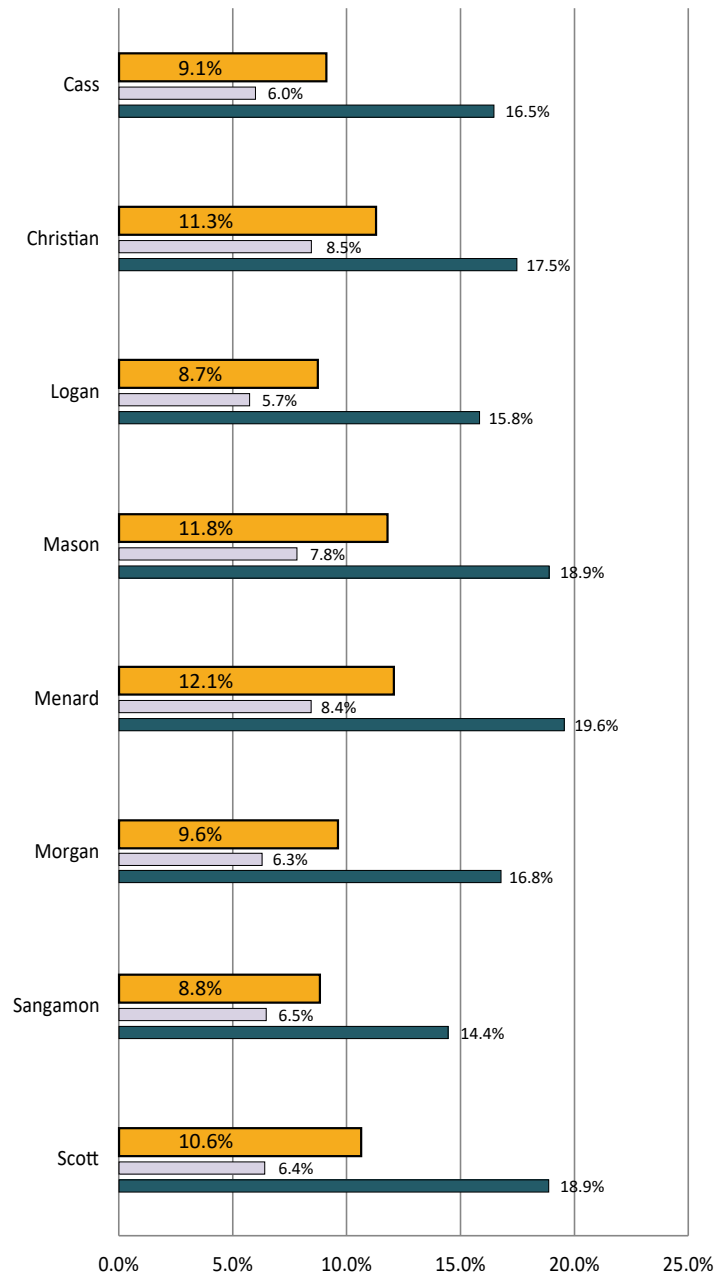
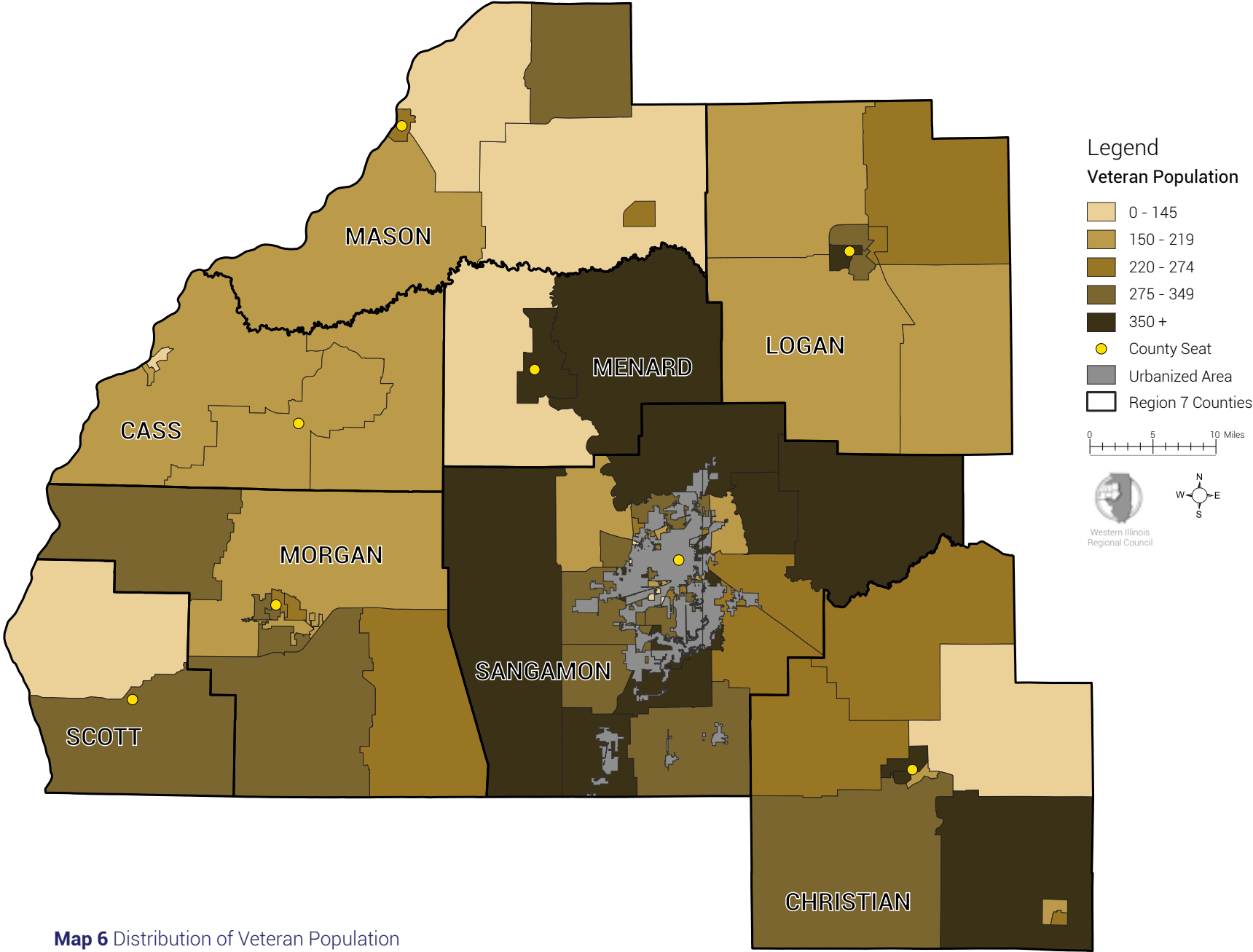


Table 2-11 - Table 2-13: Show the percentage of adults and older adults who are veterans and **Figure 3** compares these values

Map 6 illustrates the number of veterans in Region 7. The distribution of these individuals are similar to that of the older adult populations in most counties. The largest population concentrations are located adjacent to the county seats for Christian, Logan, and Scott Counties. Menard County has a large portion adjacent to the county seat in Petersburg but also has a large portion along the eastern side of the county. Cass, Mason, and Sangamon all have a more uniform distribution of veterans.

- Total Veteran Population
- Adults (18-64) Veteran Population
- Older Adults (65+) Veteran Population

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B21001



Map 6 Distribution of Veteran Population

Zero-Vehicle Households

Outside of carpooling and utilization of taxis, households lacking access to a personal vehicle are heavily reliant on transit. According to the ACS, 9,700 of the 141,005 households in Region 7 (6.9 percent) do not own a vehicle, detailed by county in **Table 2-14**. Region 7 has a much lower proportion of zero-vehicle households than Illinois and the United States, 10.8 percent and 8.8 percent respectively.

Sangamon County has the highest proportions of households without access to a vehicle, one reason for that may be that Springfield (Sangamon County) has a fixed route bus services that households have access to. Christian, Menard, and Scott Counties have the lowest rate for this demographic.

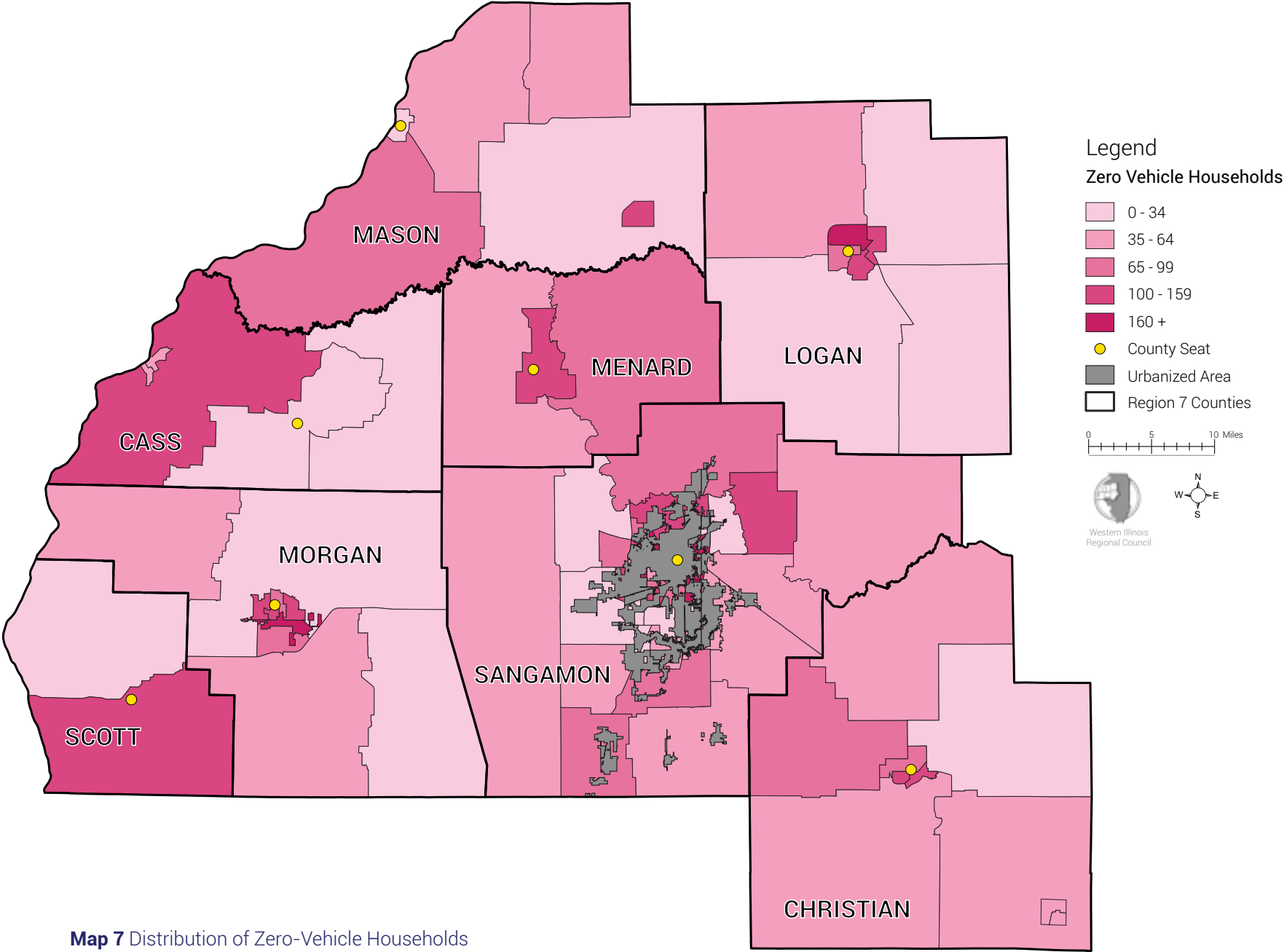
One limitation of this data is that it does not account for households in which multiple adults share a vehicle. Individuals in that scenario are also more likely to rely on transportation services when carpooling is not feasible. In addition, reliability of the personal vehicle is not considered, meaning that the number of households without access to a reliable vehicle may be higher than reflected in these numbers.

Map 7 provides a spatial representation of zero-vehicle households by census tract group within Region 7. In every county, except for Cass and Mason Counties, the largest proportion of zero-vehicle households falls near the county seat: Taylorville (Christian), Lincoln (Logan), Petersburg (Menard), Jacksonville (Morgan), Springfield (Sangamon), and Winchester (Scott). In Cass County the higher concentration is along the western side of the county, closer to the Illinois River while in Mason County, the proportions of zero-vehicle households is spread out more evenly

Table 2-14: Zero Vehicle Households

County	Total Households	Zero Vehicle Households	Percent Zero Vehicle
Cass	5,160	280	5.4%
Christian	13,892	729	5.2%
Logan	11,011	639	5.8%
Mason	6,034	361	6.0%
Menard	5,230	270	5.2%
Morgan	13,894	938	6.8%
Sangamon	83,673	6,373	7.6%
Scott	2,111	110	5.2%
Region 7	141,005	9,700	6.9%
Illinois	4,818,452	519,591	10.8%
United States	118,825,921	10,468,418	8.8%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B08201



Map 7 Distribution of Zero-Vehicle Households

Minority Populations

Hispanic/Latino Population

Region 7 has a Hispanic/Latino population of 9,486, making up 2.8 percent of the total population, which is extremely low compared to the state and national percentages (16.8 percent and 17.6 percent respectively). **Table 2-15** shows the demographic totals and percentages for Region 7 by county.

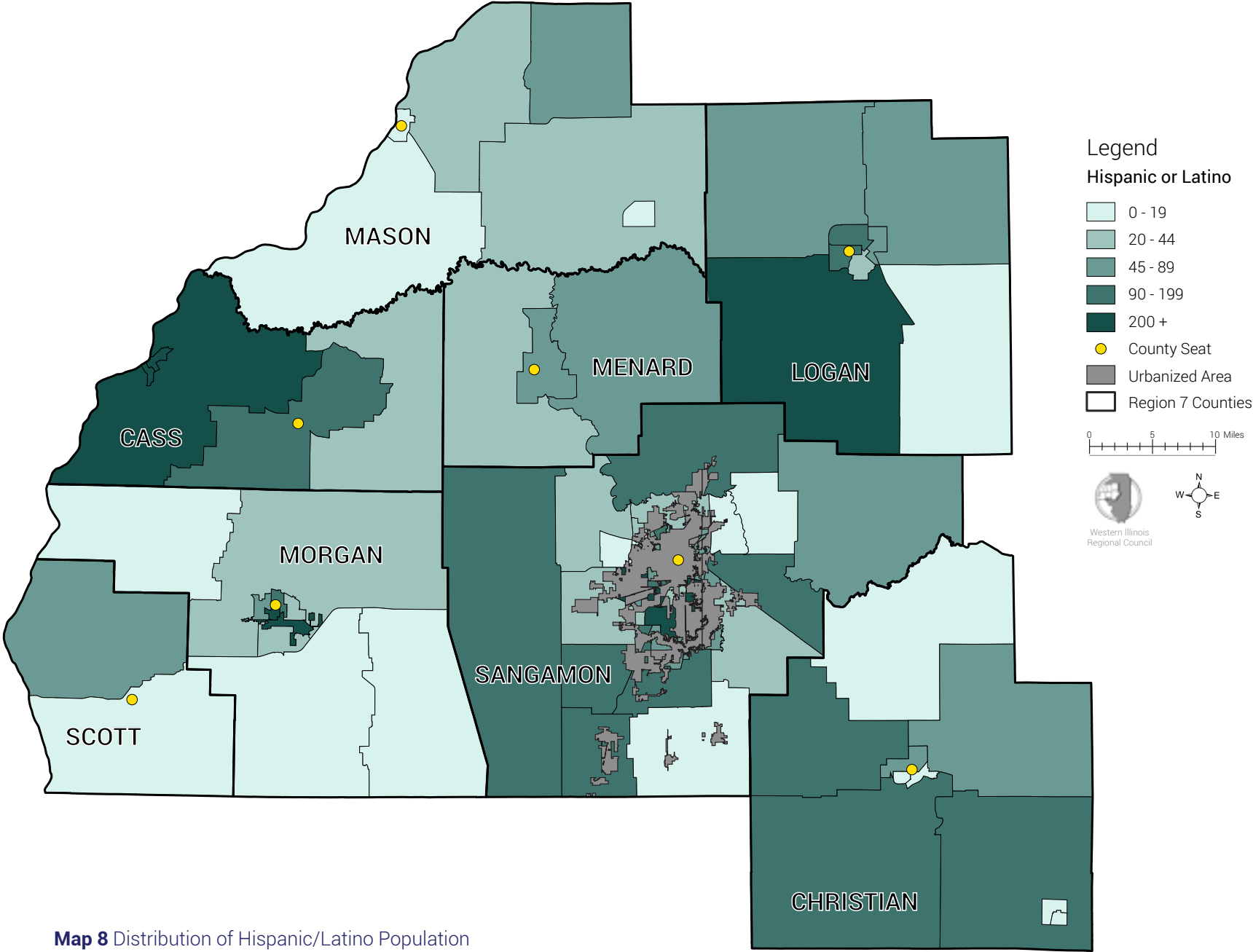
The largest Hispanic/Latino population resides in Sangamon County (4,360) followed by Cass County (2,417), and Logan County (1,002). In terms of percentage Cass County has the highest at 18.8 percent followed by Logan County (3.4 percent) and Morgan County (2.3 percent). Mason County has the smallest proportion of Hispanic/Latino residents at 1.0 percent, followed by Scott and Menard with 1.2 percent and 1.4 percent respectively.

Map 8 illustrates the Hispanic/Latino population by census tract group within Region 7. The Hispanic/Latino population is evenly spread out throughout the entire Region 7. There are clusters of larger populations along the western side of Cass County (Along the Illinois River), the southwest portion of Logan County, and in Springfield (Sangamon County).

Table 2-15: Hispanic/Latino Population

County	Total Population	Hispanic/Latino Population	Percent of Total
Cass	12,880	2,417	18.8%
Christian	33,562	523	1.6%
Logan	29,488	1,002	3.4%
Mason	13,904	142	1.0%
Menard	12,416	179	1.4%
Morgan	34,442	803	2.3%
Sangamon	198,134	4,360	2.2%
Scott	5,109	60	1.2%
Region 7	339,935	9,486	2.8%
Illinois	12,854,526	2,162,070	16.8%
United States	321,004,407	56,510,571	17.6%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B03002



Map 8 Distribution of Hispanic/Latino Population

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Black/African American Population

Region 7 has a Black or African American population of 34,453 accounting for 10.1 percent of the total population, which is lower than both the state and national percentages (15.3 percent and 13.9 percent respectively). **Table 2-16** shows the demographic totals and percentages for Region 7 by county.

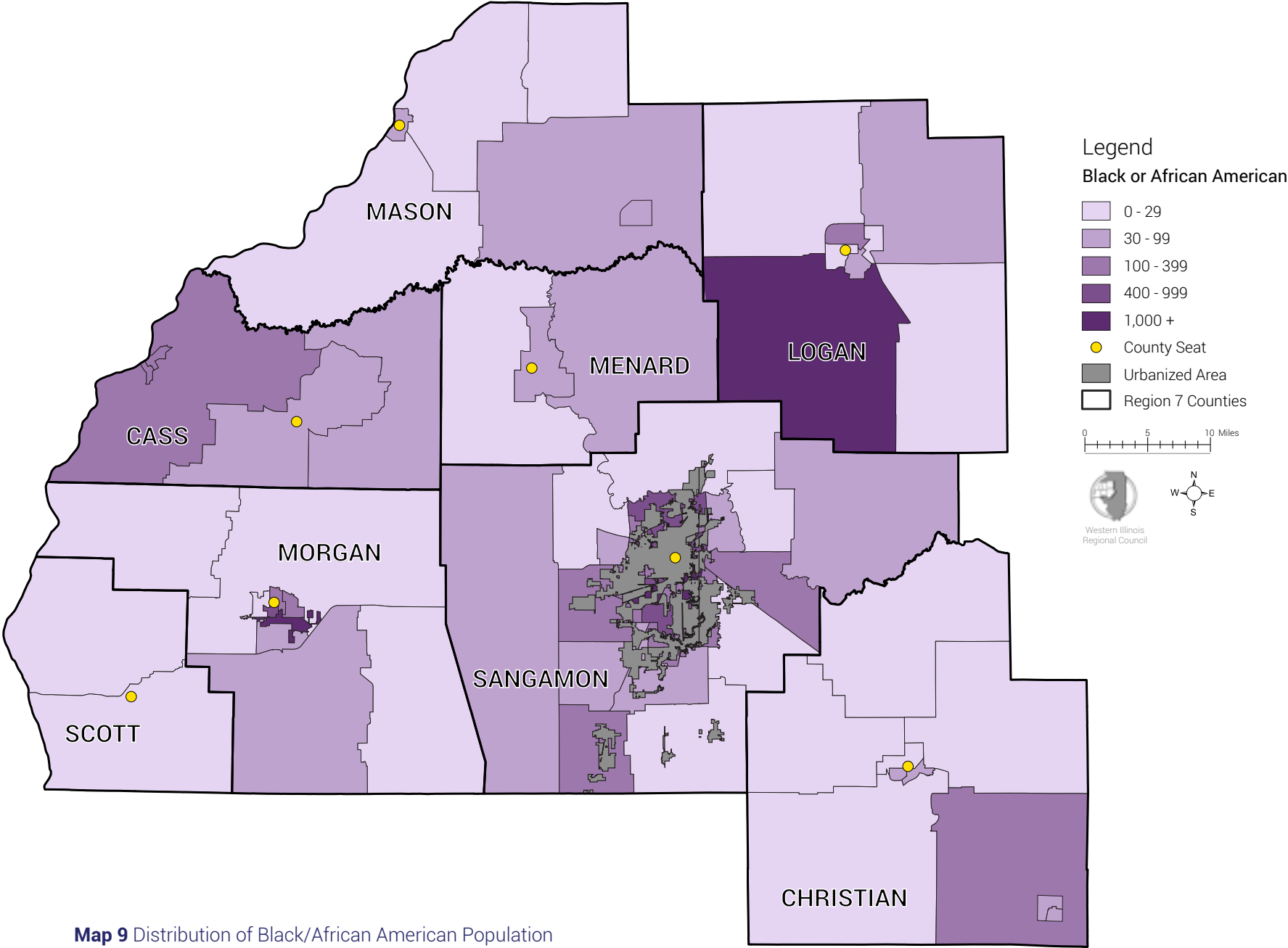
The largest Black or African American population resides in Sangamon County (27,994) followed by Morgan County (2,612). In terms of percentage, Sangamon County has the highest percentage at 14.1 percent followed by Morgan and Logan Counties with 7.6 percent and 7.3 percent, respectively. Scott and Menard Counties have the lowest percentage of Black or African American residents at 0.4 percent and 1.2 percent, respectively.

Map 9 illustrates the Black/African American population by census tract group within Region 7. Sangamon has the largest Black/African American populations, with concentrations in Springfield. The distribution of Black or African American population is evenly spread out in Region 7. There are higher concentrations near the southwestern corner of Logan County and near the county seats in Morgan County (Jacksonville) and Sangamon County (Springfield).

Table 2-16: Black/African American Population

County	Total Population	Black/African American Population	Percent of Total
Cass	12,880	638	5.0%
Christian	33,562	681	2.0%
Logan	29,488	2,152	7.3%
Mason	13,904	206	1.5%
Menard	12,416	150	1.2%
Morgan	34,442	2,612	7.6%
Sangamon	198,134	27,994	14.1%
Scott	5,109	20	0.4%
Region 7	339,935	34,453	10.1%
Illinois	12,854,526	1,965,118	15.3%
United States	321,004,407	44,631,272	13.9%

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Table B02009



County Demographics

Cass County

Total Population: 12,880
 Total Area: 384 Square Miles
 County Seat: Virginia, IL

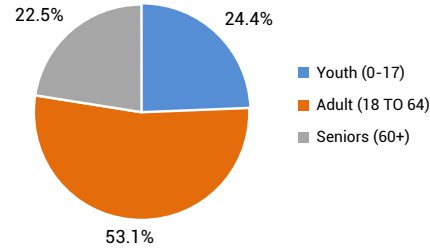


Map 10: Cass County

Table 2-17: Cass County Overall Demographics

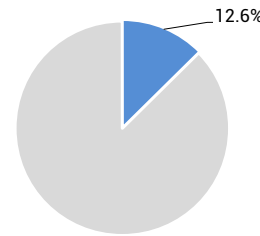
	Population	Percent
Total Population	12,880	100%
Population with Disabilities	1,625	12.6%
Population living below Poverty Line	1,666	12.9%
Minority Population: Black or African American	638	5.0%
Minority Population: Hispanic or Latino	2,417	18.8%
Veteran Population (Over 18)	888	9.1%

Age Distribution

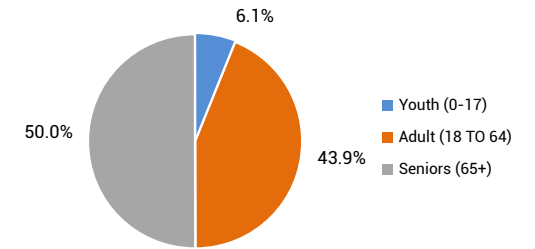


280 Zero Car Households
5,160 Total Households

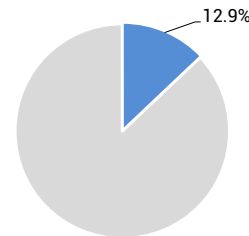
Population with Disabilities



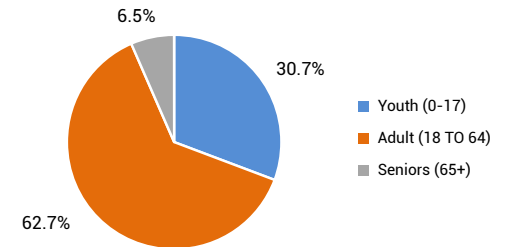
Population with Disabilities by Age



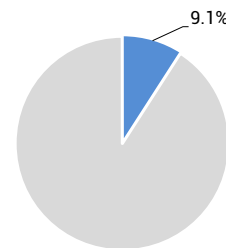
Population Below Poverty Level



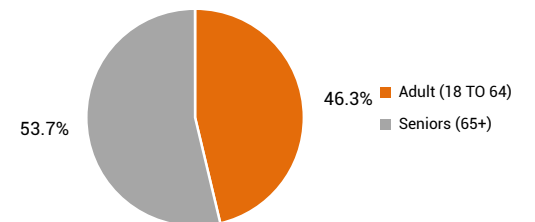
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Beardstown is home to the highest number of older adults (60+). Ashland and Virginia also have a significant number of older adults. The census track East of Beardstown has the highest number of older adults in Cass County

Population with Disabilities

The highest number of individuals with a disability are located in Beardstown. Followed by Virginia and Ashland. Arenzville and Chandlerville both have over four hundred individuals with disabilities as well.

Low-Income Population

Beardstown has the highest number of individuals below the poverty line. This is followed by Virginia and Ashland. The highest number of families living in poverty also live in Beardstown

Veteran Population

The highest number of veterans are located in Beardstown. The next highest number of veterans are located in Ashland and then in Virginia.

Zero-Vehicle Households

Beardstown has the highest number of household without a vehicle available to them. The Village of Ashland is the next highest followed by the county seat, Virginia.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Beardstown, followed, with a significant less amount, by Virginia and then Arenzville.

Black/African American Population

Beardstown has the highest Black or African American population in Cass County. This is followed by Virginia and then Ashland. There is no Black or African American population in the towns of Arenzville or Chandlerville.

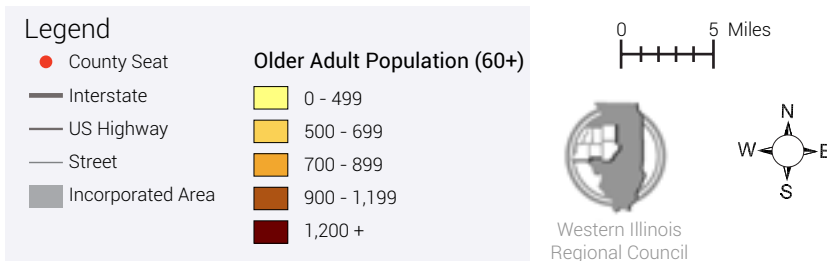
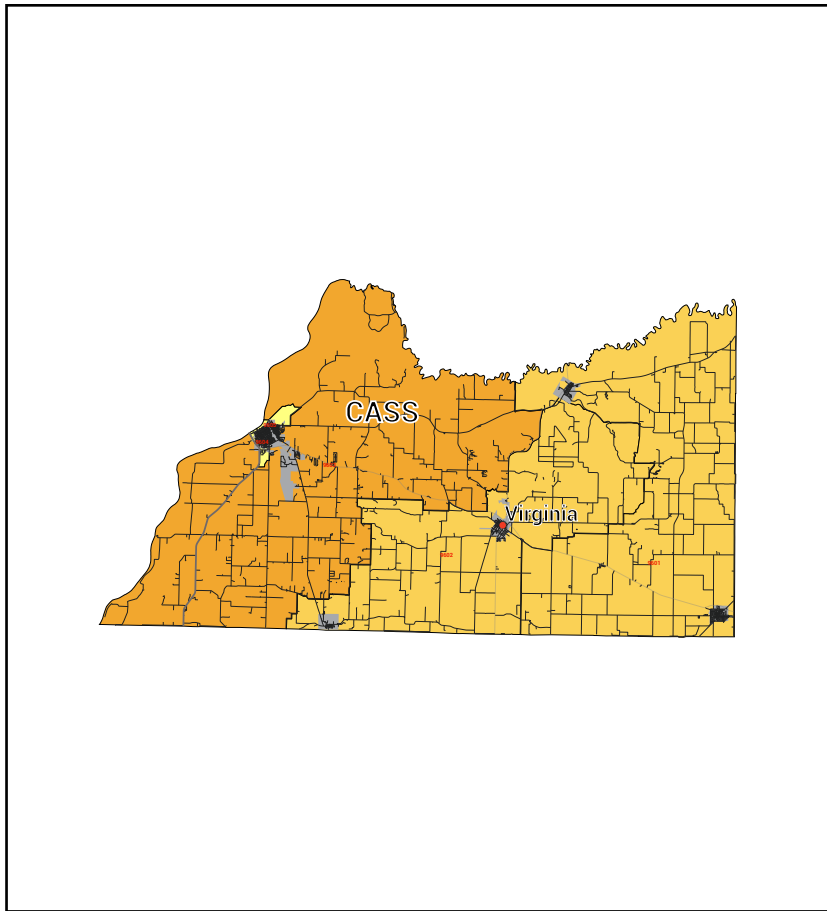
Cass County in Summary

Ashland, Beardstown, and Virginia have the largest number of populations considered as more likely to be dependent on transit services. Two out of three of these communities have both a grocery store and a medical facility. The third only has a grocery store. The residents of Cass County have access to demand response public transportation provided by West Central Mass Transit District.

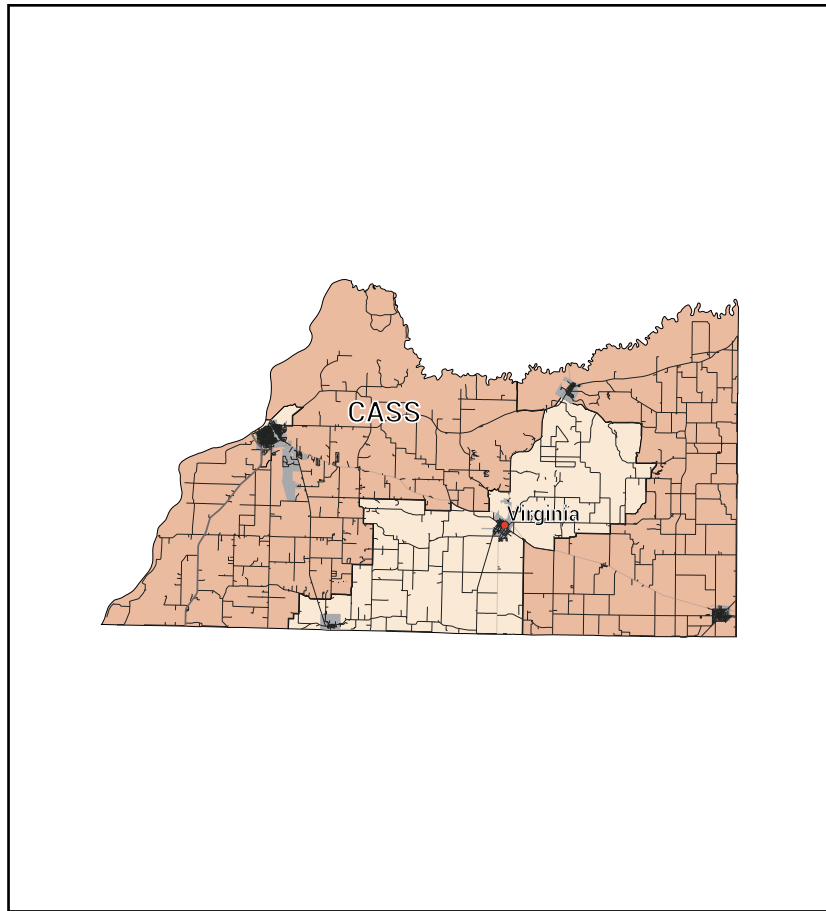
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 11: Cass County, Older Adult Population (60+)

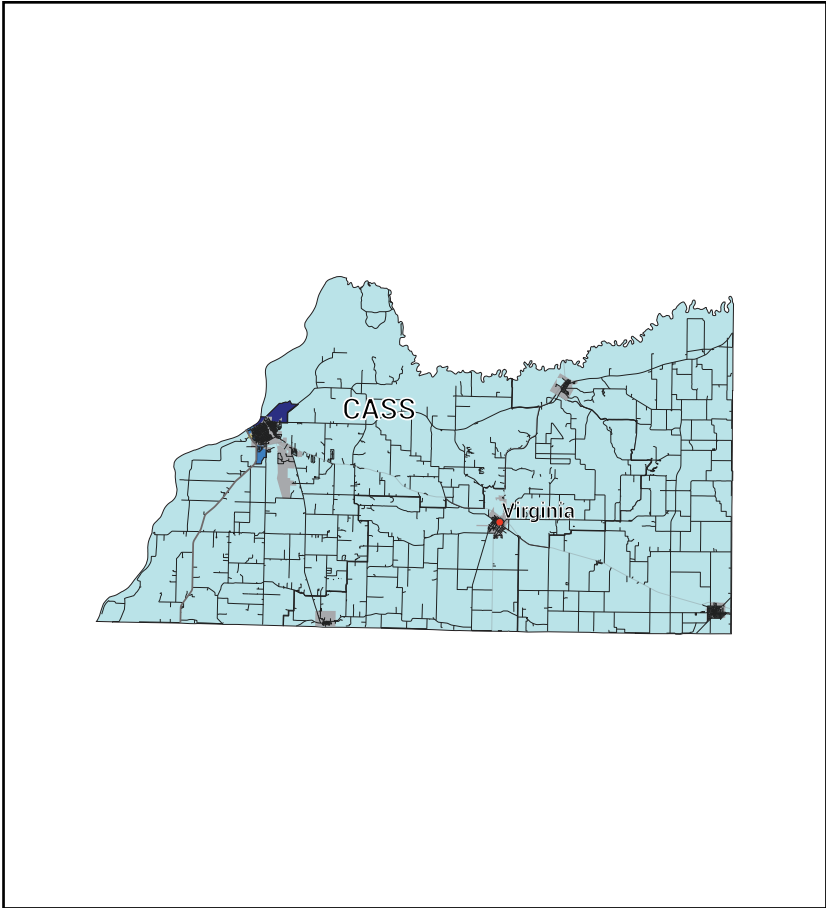


Map 12: Cass County, Persons with a Disability



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 13: Cass County, Families with Low Income



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

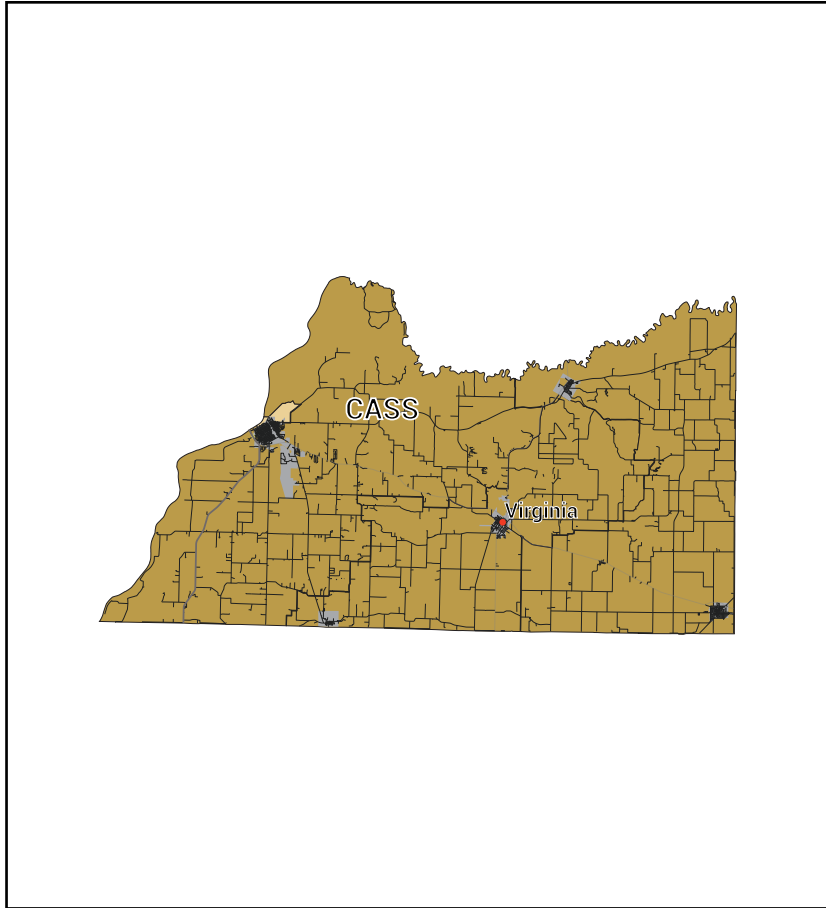
Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Map 14: Cass County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

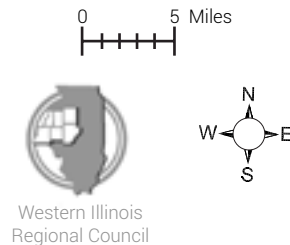
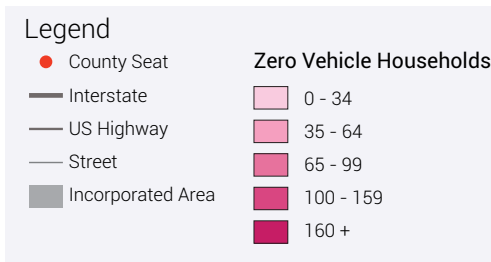
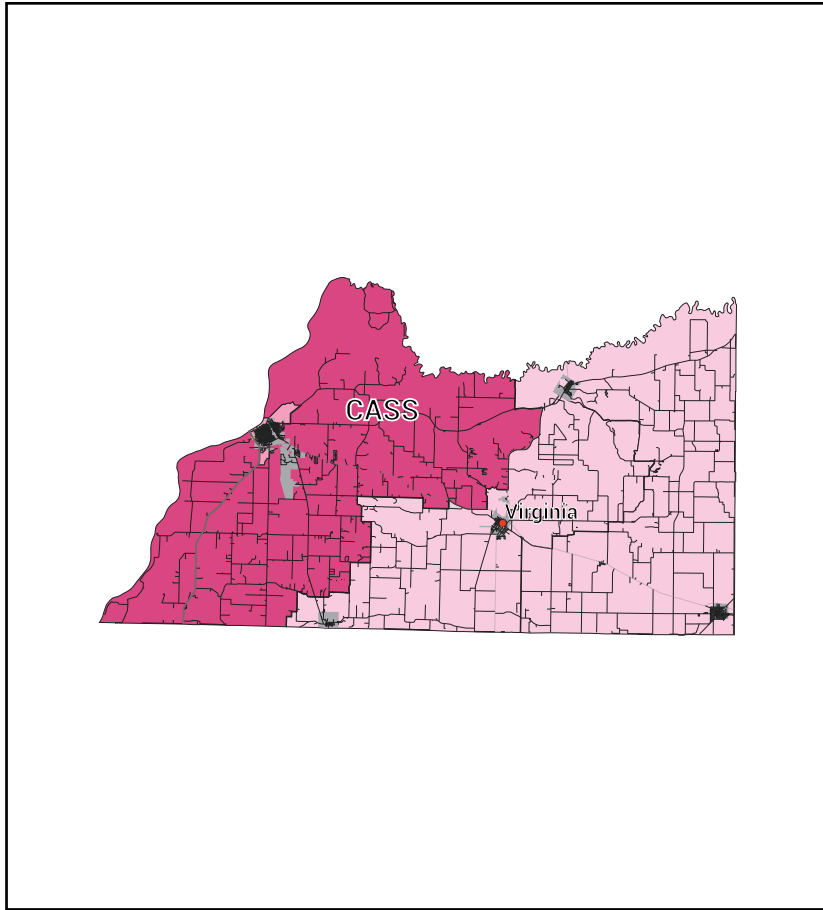
0 5 Miles

Western Illinois Regional Council

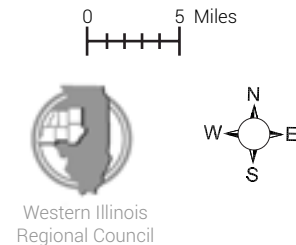
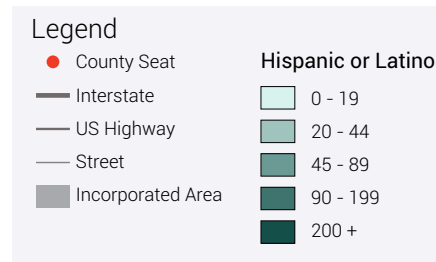
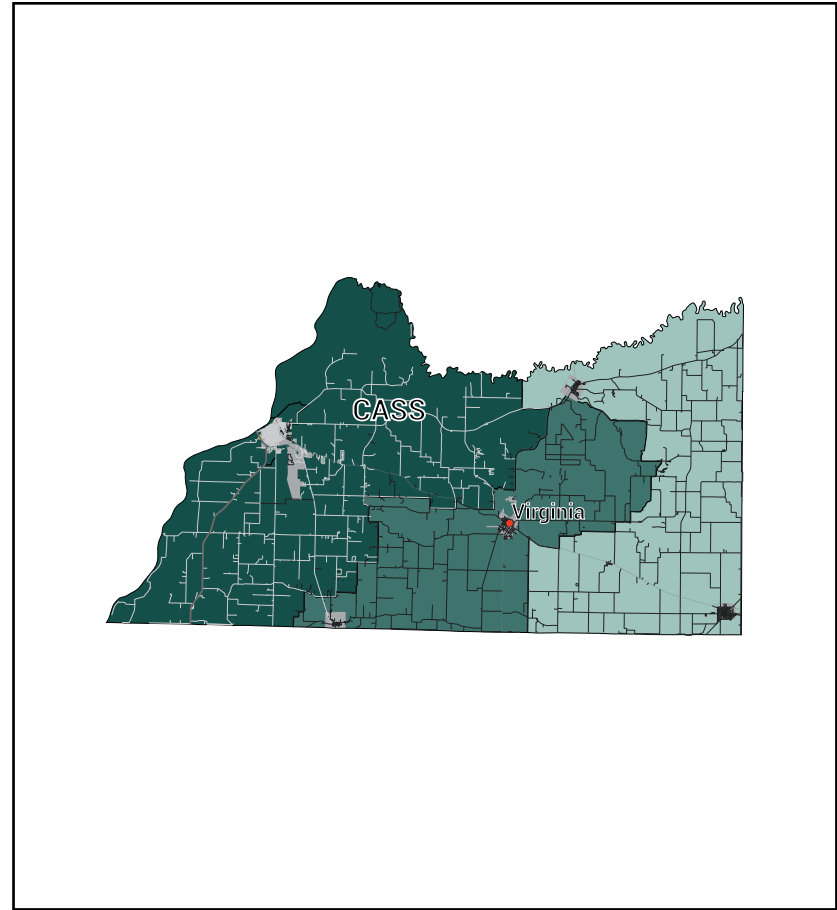
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 15: Cass County, Zero Vehicle Households

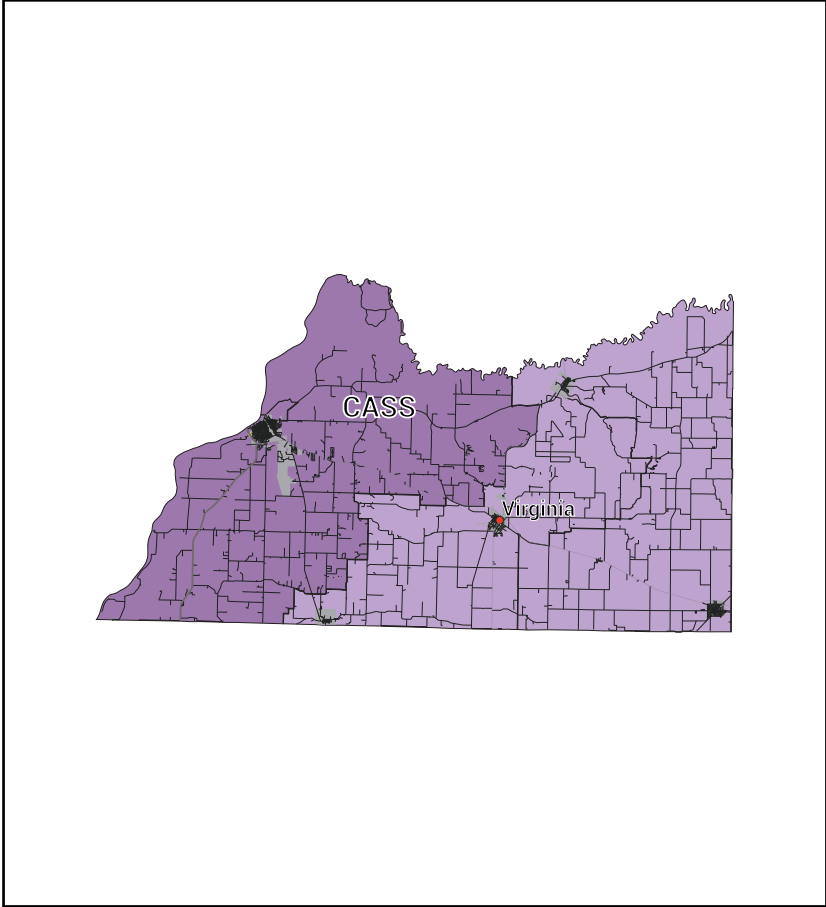


Map 16: Cass County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 17: Cass County, Black or African American Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Black or African American

- 0 - 29
- 30 - 99
- 100 - 399
- 400 - 999
- 1,000 +

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

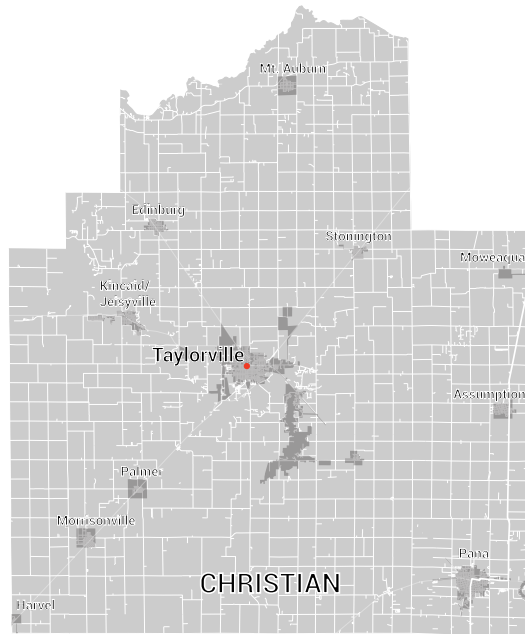
EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Christian County

Total Population: 33,562

Total Area: 716 Square Miles

County Seat: Taylorville, IL

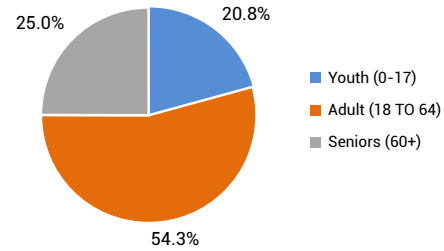


Map 18: Christian County

Table 2-18: Christian County Overall Demographics

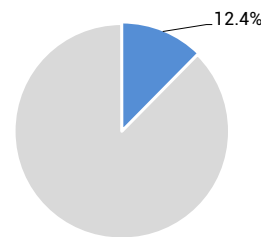
	Population	Percent
Total Population	33,562	100%
Population with Disabilities	4,160	12.4%
Population living below Poverty Line	4,033	12.0%
Minority Population: Black or African American	681	2.0%
Minority Population: Hispanic or Latino	523	1.6%
Veteran Population (Over 18)	3,005	11.3%

Age Distribution

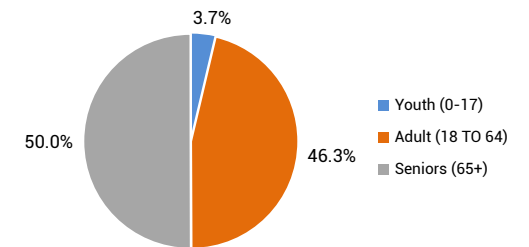


729 Zero Car Households
13,892 Total Households

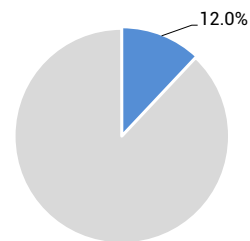
Population with Disabilities



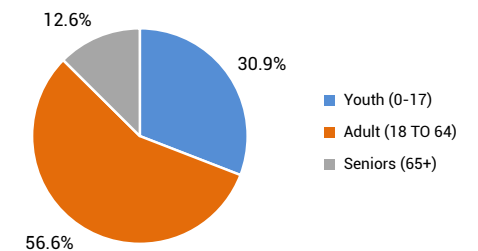
Population with Disabilities by Age



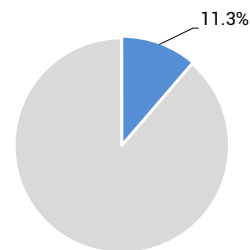
Population Below Poverty Level



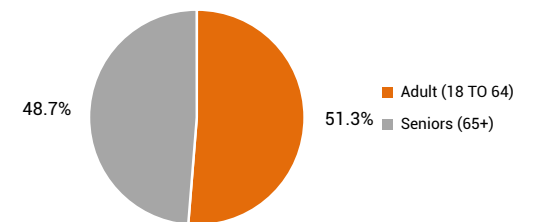
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Taylorville is home to the highest number of older adults (60+). The next highest is in Pana. The remaining cities and villages have a significant less amount of older adults.

Population with Disabilities

The highest number of individuals with a disability are located in Taylorville. Followed by Pana and Moweaqua.

Low-Income Population

Taylorville has the highest number of individuals below the poverty line. This is followed by Pana and Kincaid.

Veteran Population

The highest number of veterans are located in Taylorville. The next highest number of veterans are located in Pana. The remaining cities and villages have low amounts of veterans.

Zero-Vehicle Households

Taylorville has the highest number of household without a vehicle available to them. The City of Pana is the next highest followed by Moweaqua.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Taylorville, followed by Kincaid and Stonington. There are many communities without any Hispanic or Latino residents in Christian County.

Black/African American Population

Taylorville has the highest Black or African American population in Christian county this is followed by Pana. With significantly less, Moweaqua is the third highest.

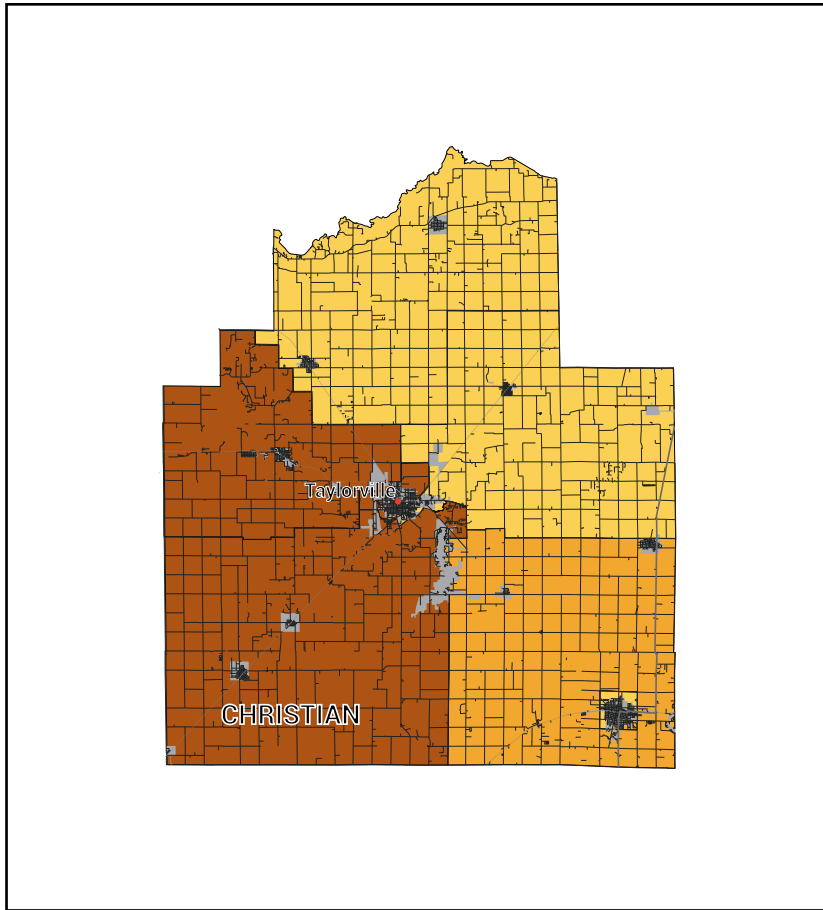
Christian County in Summary

Kincaid, Moweaqua, Pana, and Taylorville have the largest number of populations considered as more likely to be dependent on transit services. Two out of four of these communities have access to a local grocery store and medical facilities. The remaining two only have access to a grocery store. Taylorville has the largest population in the area which could account for them having the largest number of each category of individual looked at in this plan.

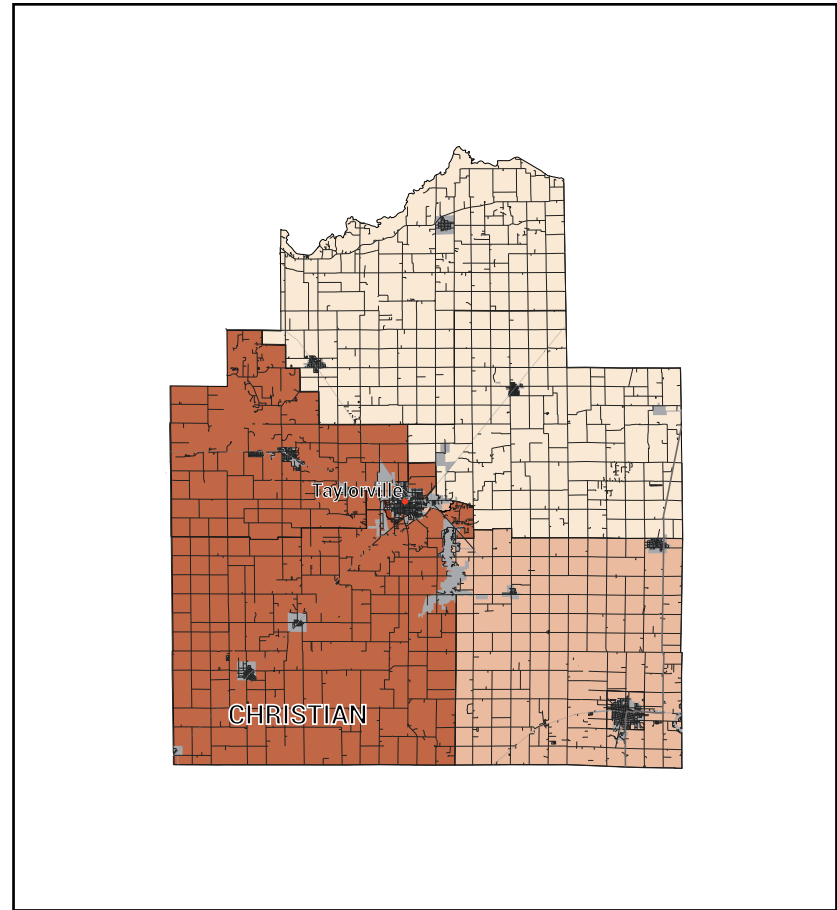
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 19: Christian County, Older Adult Population (60+)



Map 20: Christian County, Persons with a Disability




Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

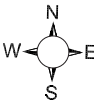
Older Adult Population (60+)

- 0 - 499
- 500 - 699
- 700 - 899
- 900 - 1,199
- 1,200 +

0 5 Miles



Western Illinois Regional Council




Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

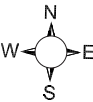
Persons with Disabilities

- 0 - 299
- 300 - 399
- 400 - 499
- 500 - 624
- 625 +

0 5 Miles

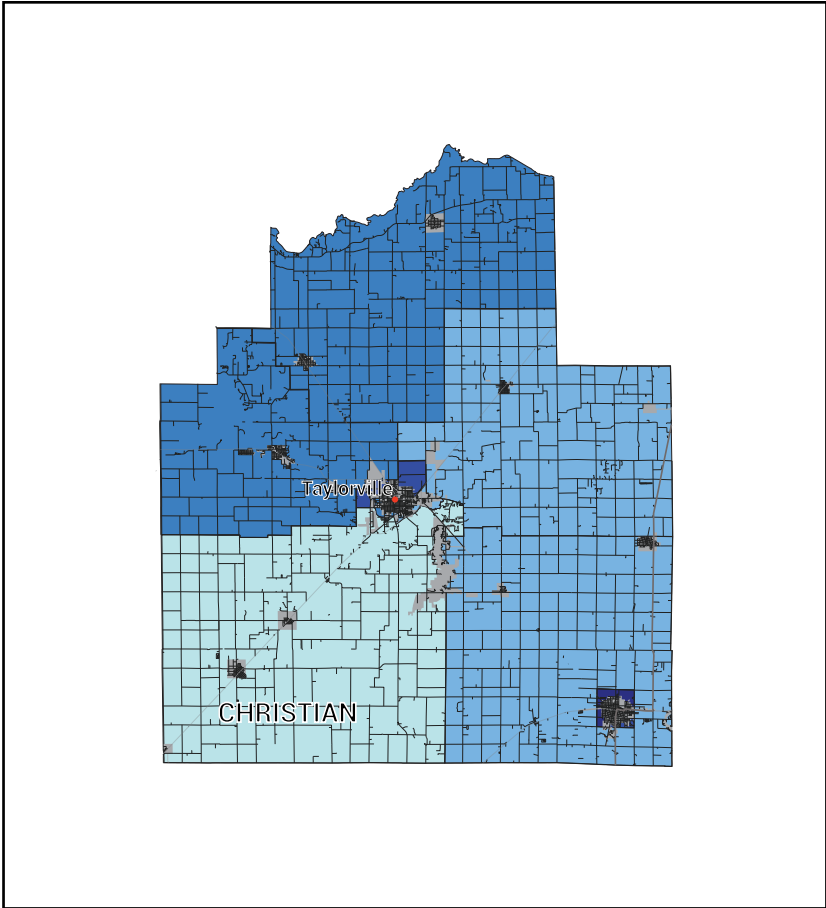


Western Illinois Regional Council

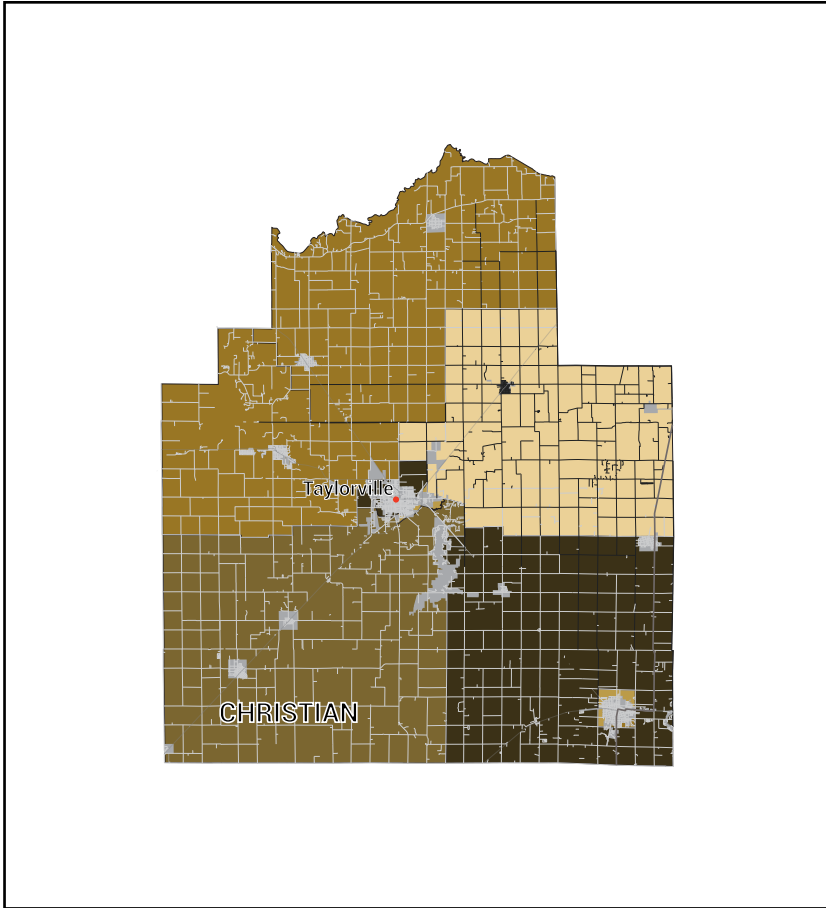


Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 21: Christian County, Families with Low Income



Map 22: Christian County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

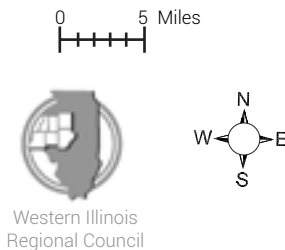
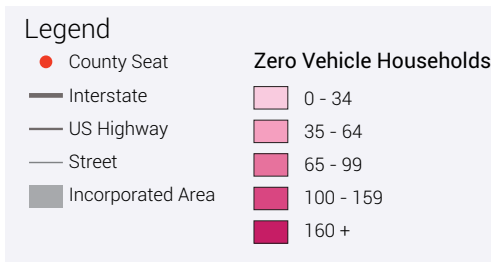
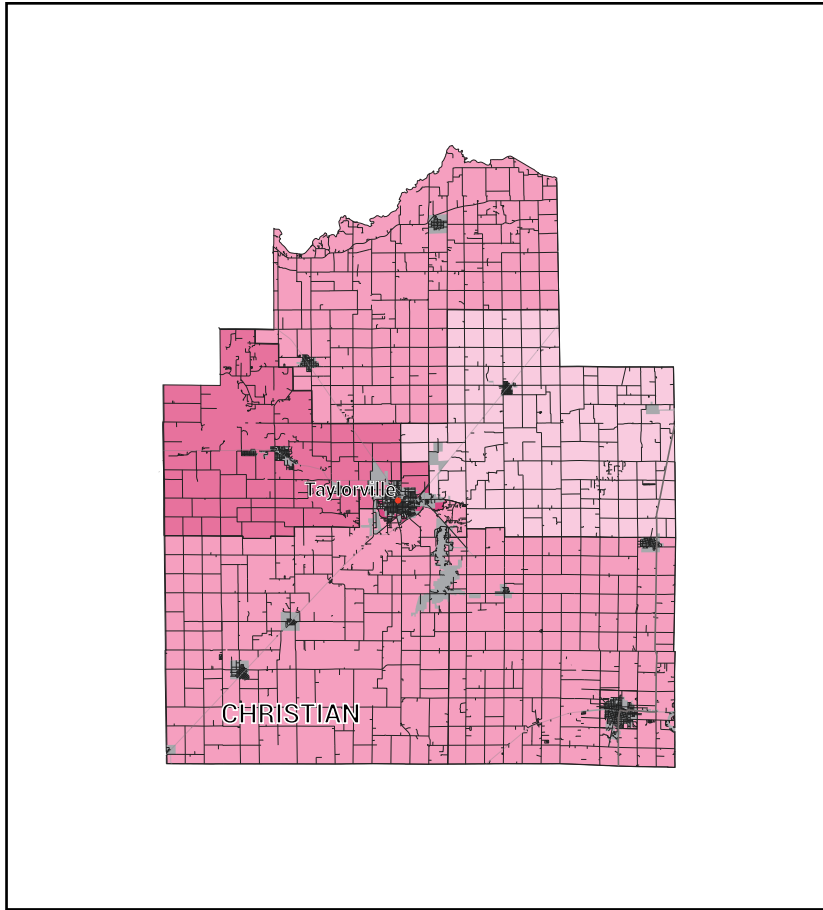
0 5 Miles

Western Illinois Regional Council

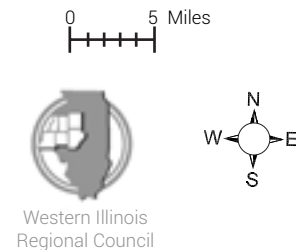
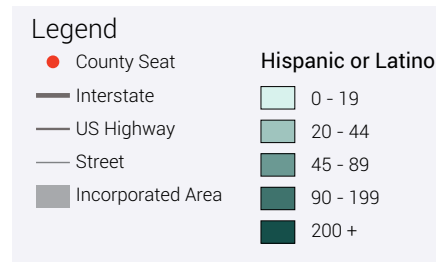
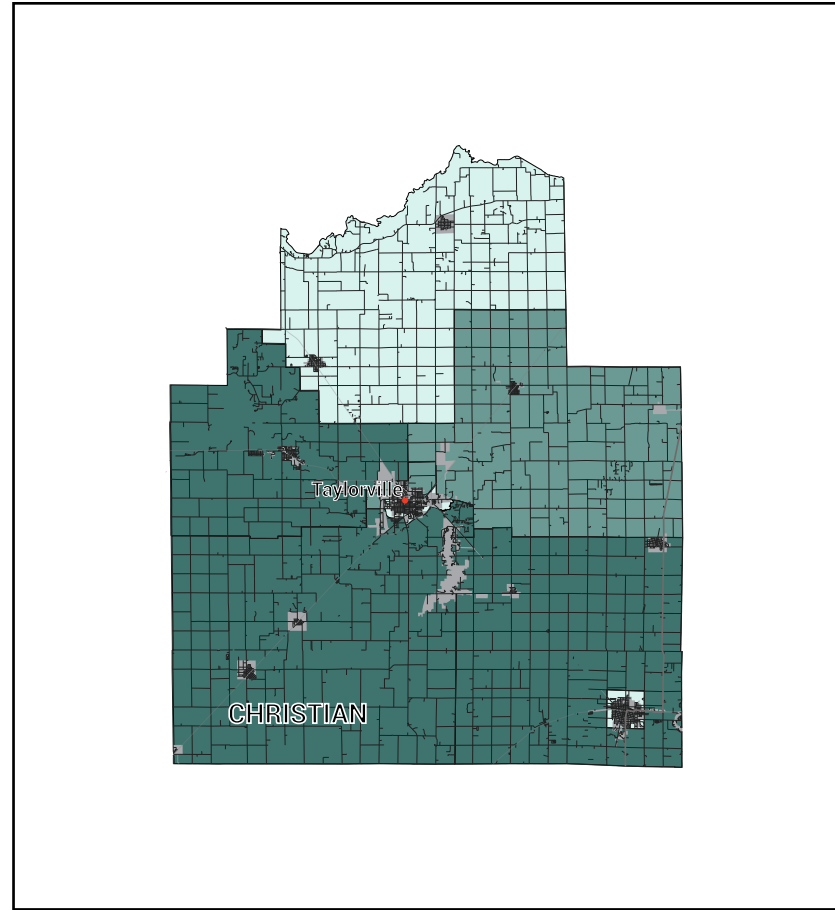
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 23: Christian County, Zero Vehicle Households

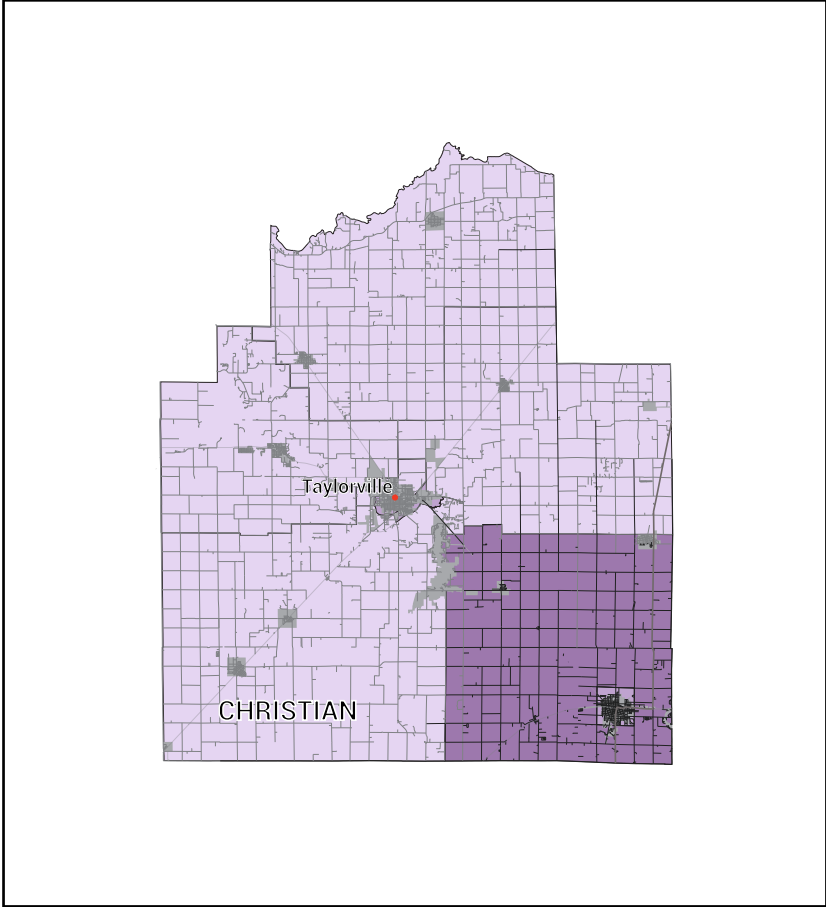


Map 24: Christian County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 25: Christian County, Black or African American Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Black or African American

- 0 - 29
- 30 - 99
- 100 - 399
- 400 - 999
- 1,000 +

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Logan County

Total Population: 29,488

Total Area: 619 Square Miles

County Seat: Lincoln, IL

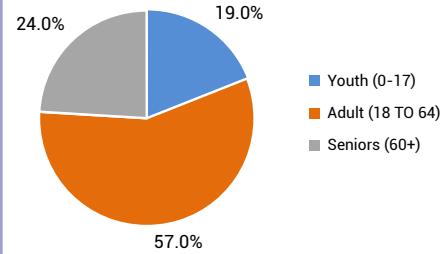


Map 26: Logan County

Table 2-19: Logan County Overall Demographics

	Population	Percent
Total Population	29,488	100%
Population with Disabilities	3,897	13.2%
Population living below Poverty Line	2,327	7.9%
Minority Population: Black or African American	2,152	7.3%
Minority Population: Hispanic or Latino	1,002	3.4%
Veteran Population (Over 18)	2,086	8.7%

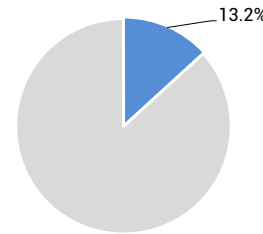
Age Distribution



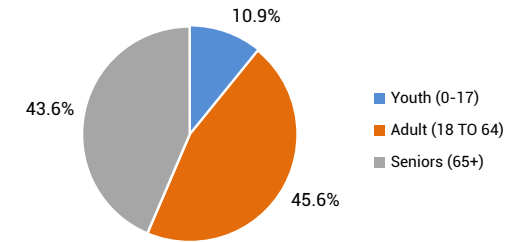
639 Zero Car Households

11,011 Total Households

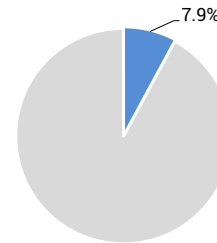
Population with Disabilities



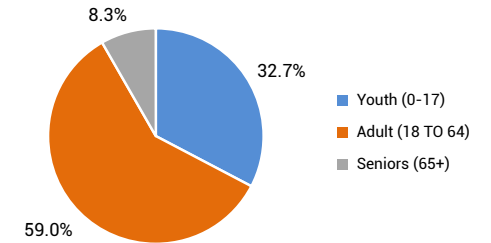
Population with Disabilities by Age



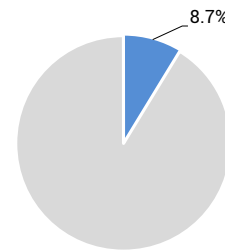
Population Below Poverty Level



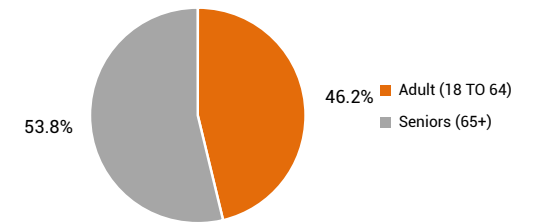
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Lincoln is home to the highest number of older adults (60+). Followed distantly by Mount Pulaski. The City of Atlanta comes in close third following closely being Mount Pulaski.

Population with Disabilities

The highest number of individuals with a disability are located in the City of Lincoln. Followed by Atlanta and then Mount Pulaski. There is only one city or village in Logan County with less than 100 individuals with a disability and that is in Cornland.

Low-Income Population

The City of Lincoln has the highest number of individuals below the poverty line. This is followed by Atlanta and Mount Pulaski. There is also a good portion of individuals living below the poverty line on the eastern side of Logan County.

Veteran Population

The highest number of veterans are located in Lincoln. The next highest number of veterans are located in Atlanta and then Mount Pulaski. There are also a large number of veterans in the northeast corner of the county.

Zero-Vehicle Households

Lincoln has the highest number of household without a vehicle available to them. The City of Atlanta is the next highest followed by Mount Pulaski. There is also a large number of households without a vehicle in the southwest and northeast portion of the county.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Lincoln, followed by San Jose and Emden. There is also a large number of Hispanic or Latino individuals in the southwest corner of the county.

Black/African American Population

Lincoln has the highest Black or African American population in Logan County. This is followed distantly by San Jose and then Emden. Many cities and villages within Logan County report zero residents that are Black or African American.

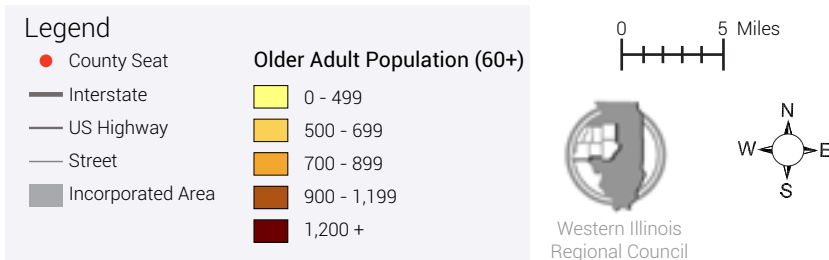
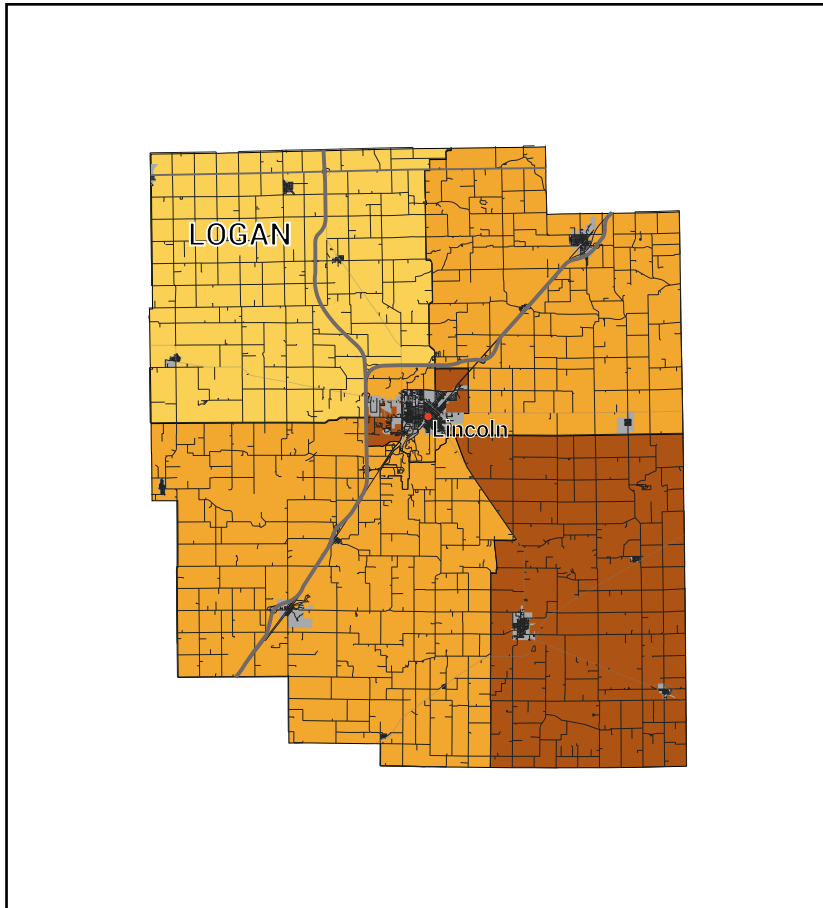
Logan County in Summary

Atlanta, Lincoln, Mount Pulaski, and San Jose have the largest number of populations considered as more likely to be dependent on transit services. Two out of four of these communities have both a grocery store and a medical facility. One community only has a medical facility and a discount grocery store that may only contain essential grocery items. The residents in Logan county have access to public transportation through SHOW BUS Public Transportation. With this service residents will be able to reach medical appointments and grocery stores within the county and the surrounding communities

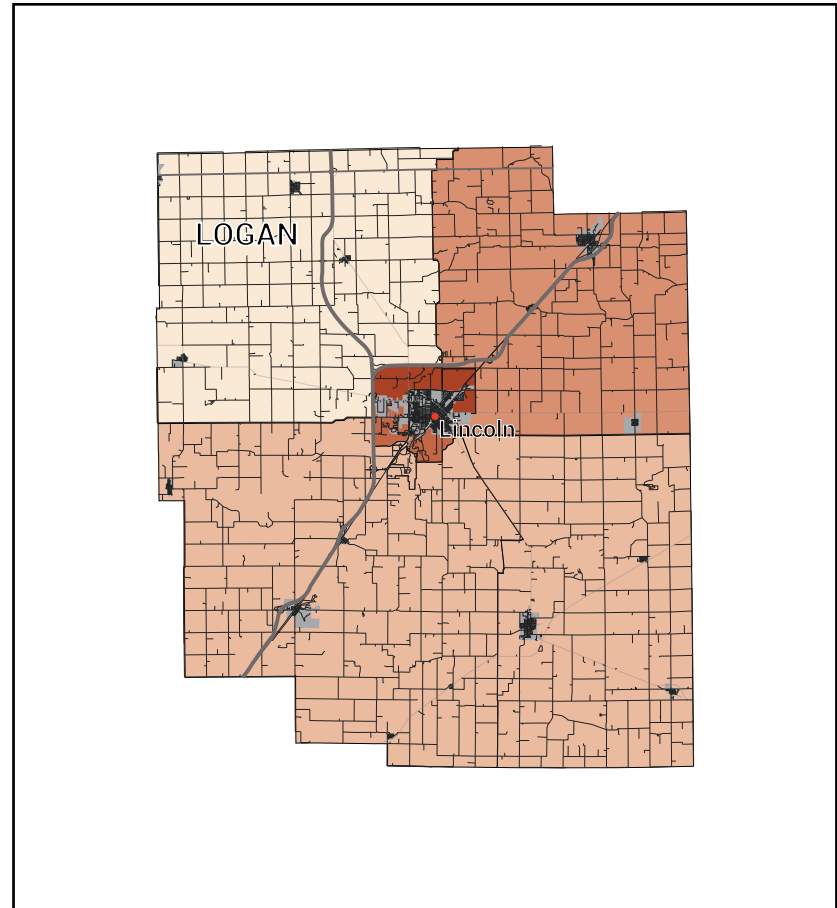
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 27: Logan County, Older Adult Population (60+)

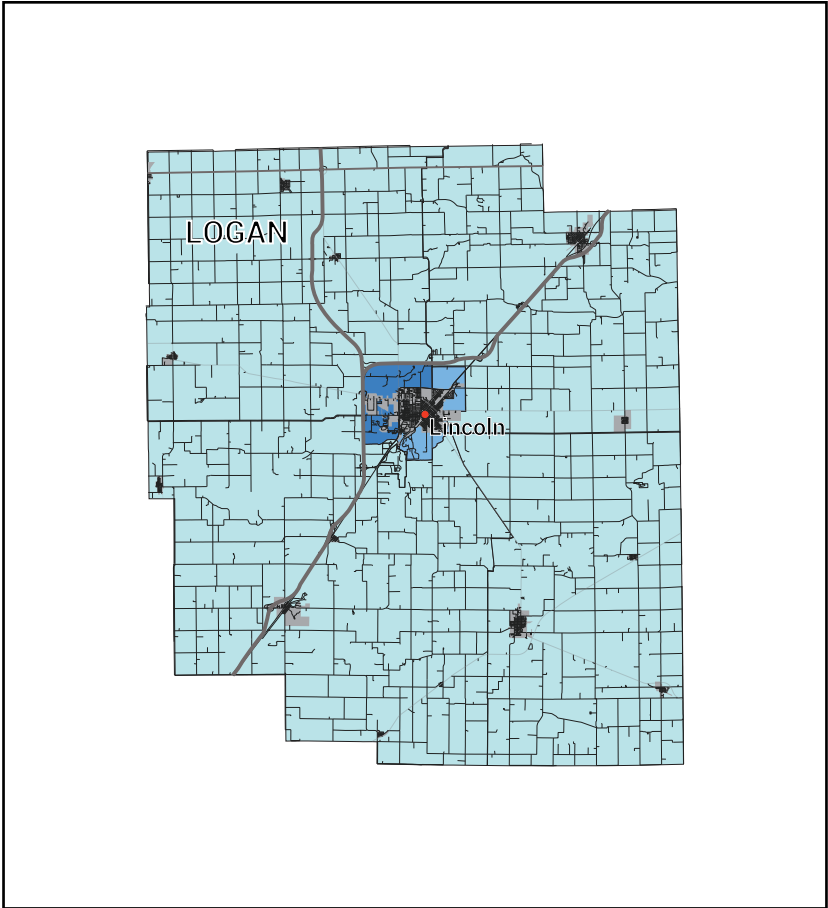


Map 28: Logan County, Persons with a Disability

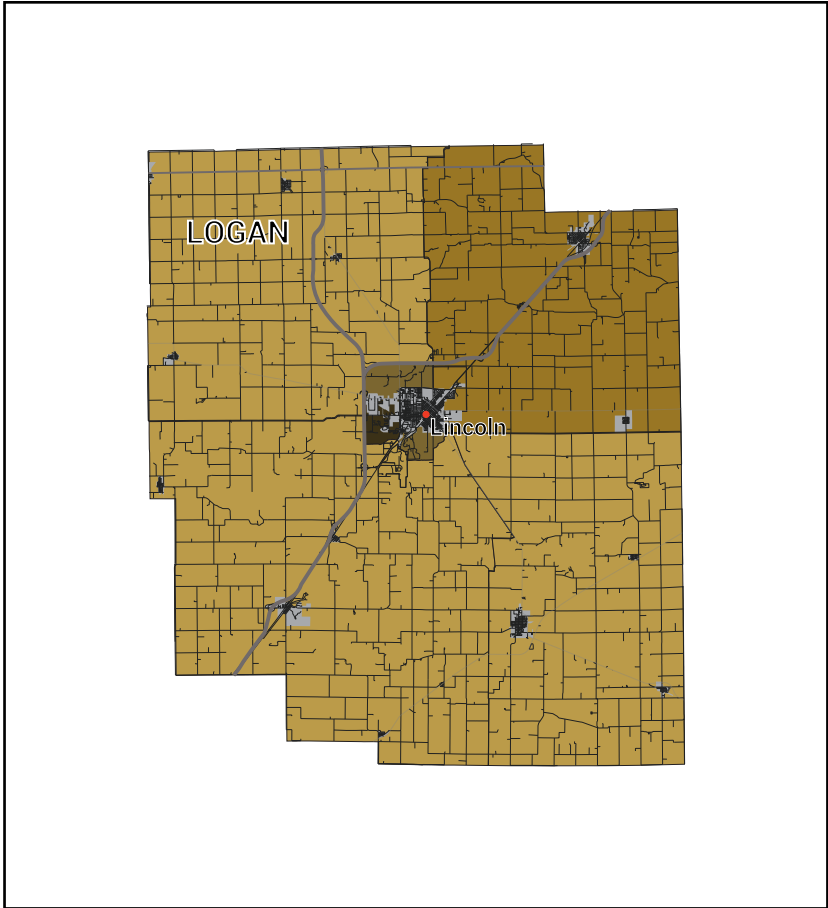


Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 29: Logan County, Families with Low Income



Map 30: Logan County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

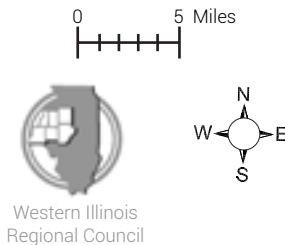
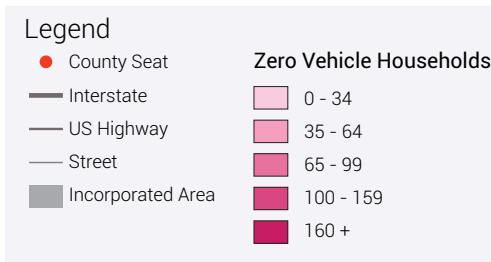
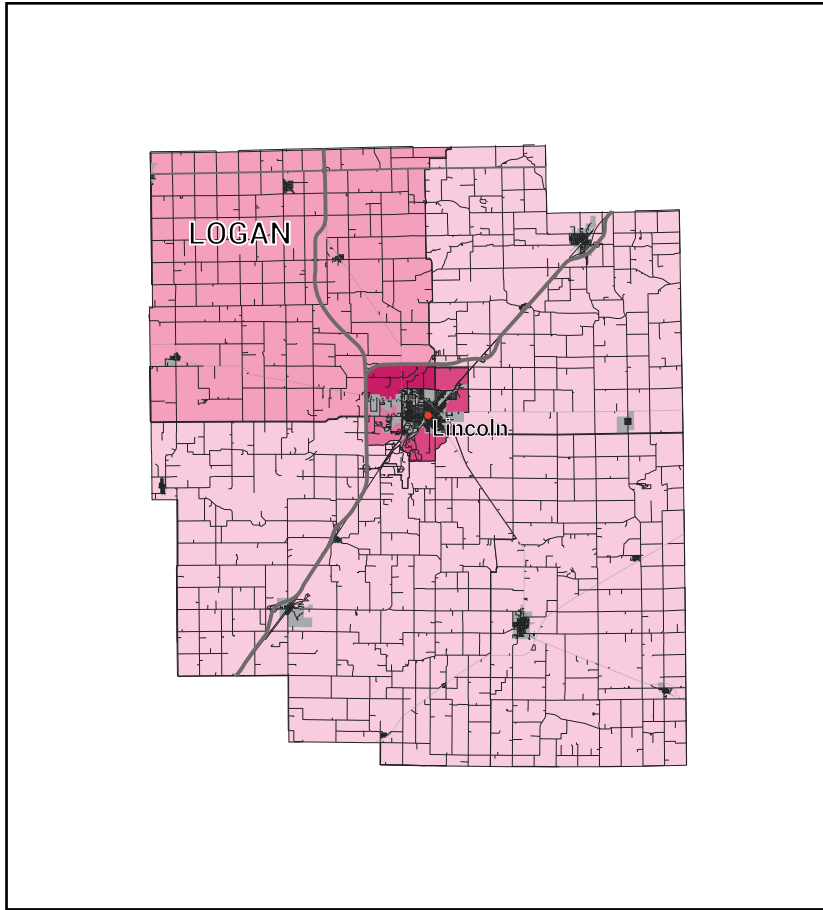
0 5 Miles

Western Illinois Regional Council

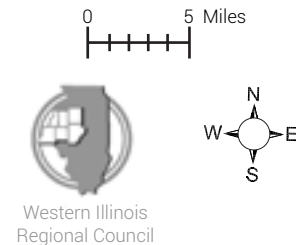
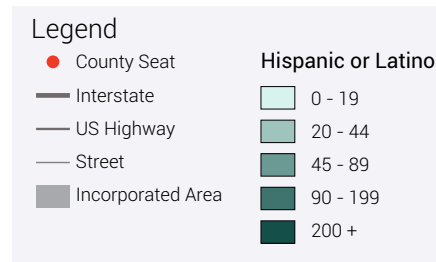
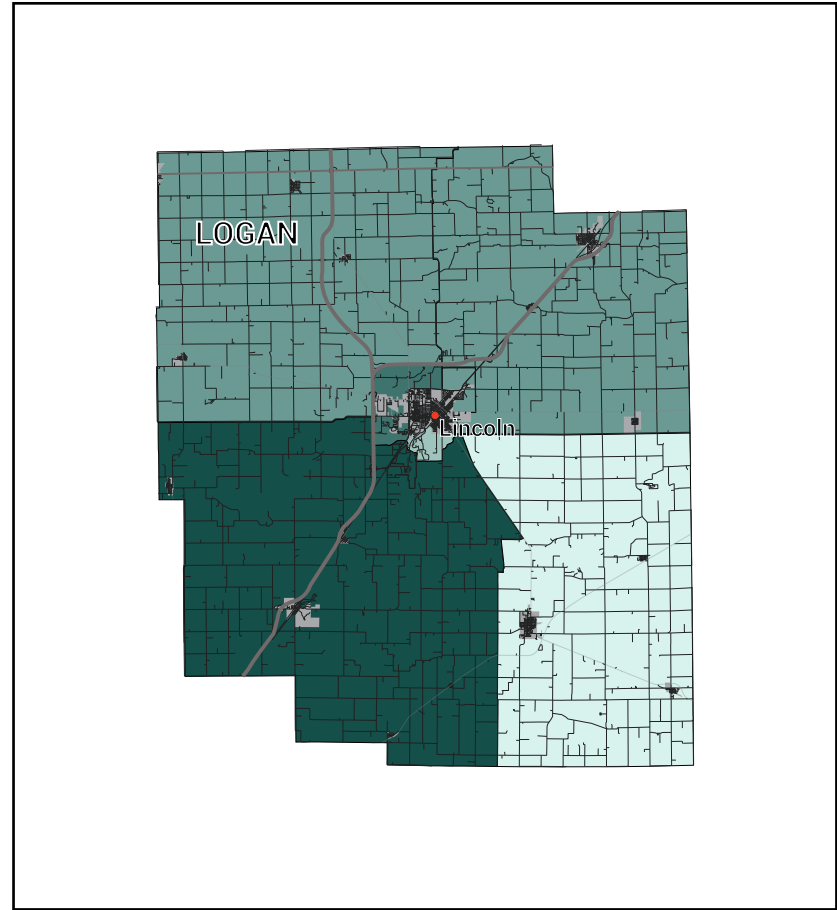
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 31: Logan County, Zero Vehicle Households

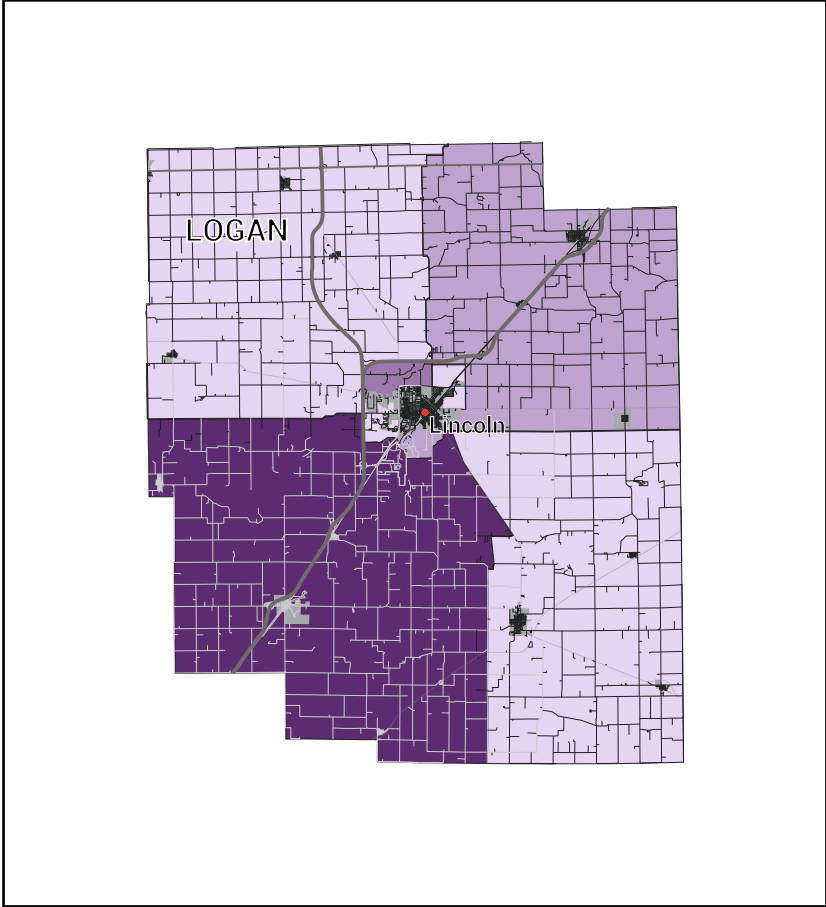


Map 32: Logan County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 33: Logan County, Black or African American Population



Legend

County Seat	Black or African American
Interstate	0 - 29
US Highway	30 - 99
Street	100 - 399
Incorporated Area	400 - 999
	1,000 +

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Mason County

Total Population: 13,904

Total Area: 563 Square Miles

County Seat: Havana, IL

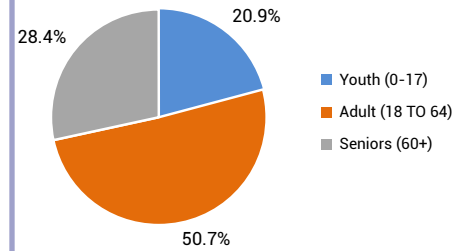


Map 34: Mason County

Table 2-20: Mason County Overall Demographics

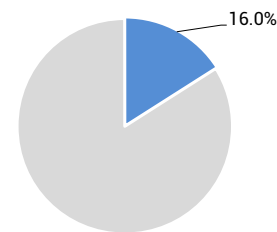
	Population	Percent
Total Population	13,904	100%
Population with Disabilities	2,223	16.0%
Population living below Poverty Line	1,897	13.6%
Minority Population: Black or African American	206	1.5%
Minority Population: Hispanic or Latino	142	1.0%
Veteran Population (Over 18)	1,298	11.8%

Age Distribution

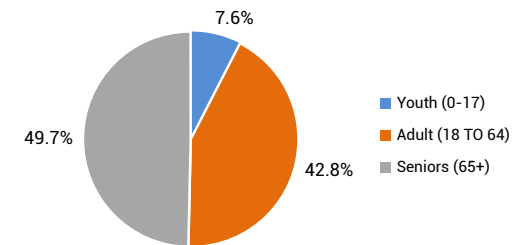


361 Zero Car Households
6,034 Total Households

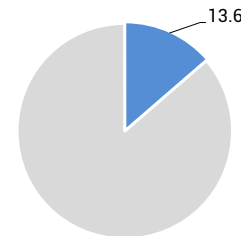
Population with Disabilities



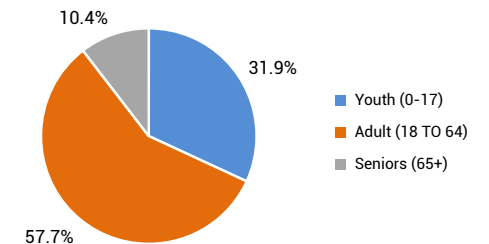
Population with Disabilities by Age



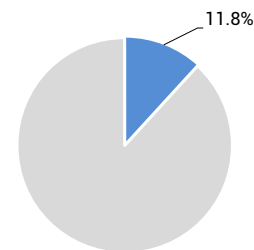
Population Below Poverty Level



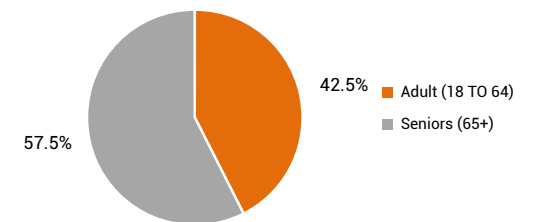
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Havana is home to the highest number of older adults (60+). Mason City and Manito have a significant number of older adults. San Jose also has a good proportion of older adults.

Population with Disabilities

The highest number of individuals with a disability are located in Havana. Followed by Mason City and San Jose. Easton and Kilbourne also has a large number of individuals with a disability.

Low-Income Population

Havana has the highest number of individuals below the poverty line. This is followed by Mason City and Manito. There are a large amount of individuals in Kilbourne living below the poverty line as well.

Veteran Population

The highest number of veterans are located in Havana. The next highest number of veterans are located in Mason City and then in Manito. There is a large number of veterans in the northeastern corner of Mason County as well.

Zero-Vehicle Households

Mason City has the highest number of household without a vehicle available to them. Havana and Manito are tied for the next highest followed by Kilbourne.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in San Jose followed by Manito. The only other villages in Mason County with a Hispanic or Latino population are Havana and Easton.

Black/African American Population

Mason City has the highest Black or African American population in Mason County. This is followed by Havana and Topeka. San Jose and Kilbourne are the only remaining cities or villages with Black or African American residents.

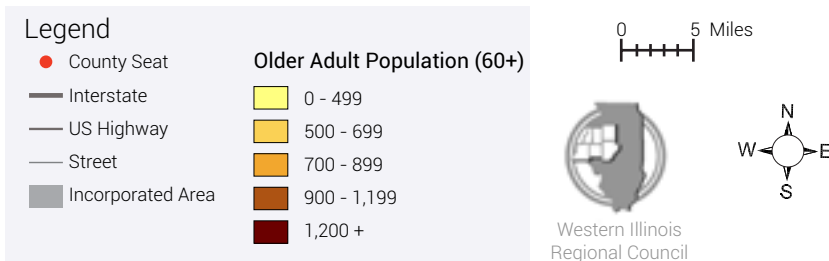
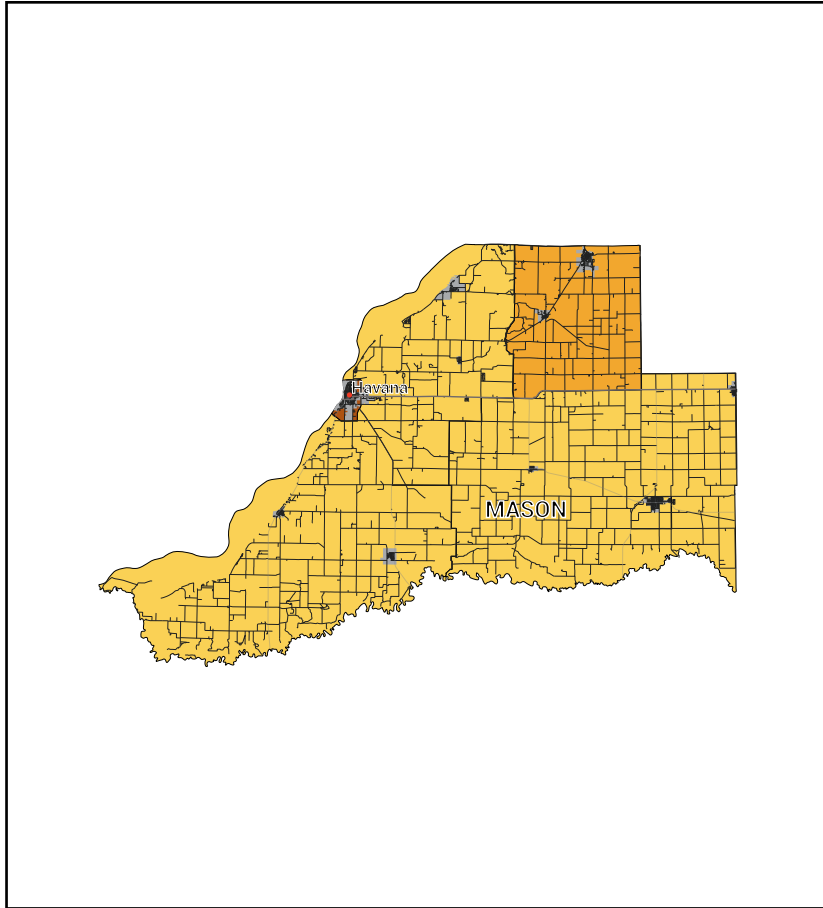
Mason County in Summary

Havana, Manito, Mason City, and San Jose have the largest number of populations considered as more likely to be dependent on transit services. Three out of four of these communities have access to a local grocery store and medical facilities. For those that do not live near these communities or need to access other shopping or medical facilities SHOW BUS Public Transportation is available for them to use.

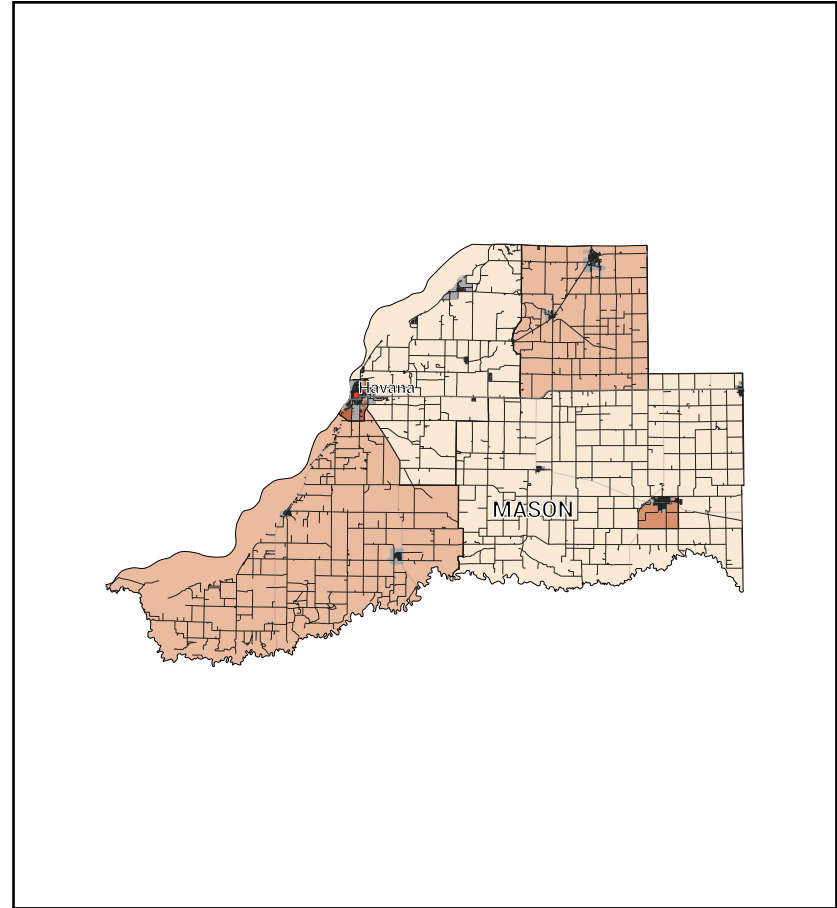
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 35: Mason County, Older Adult Population (60+)

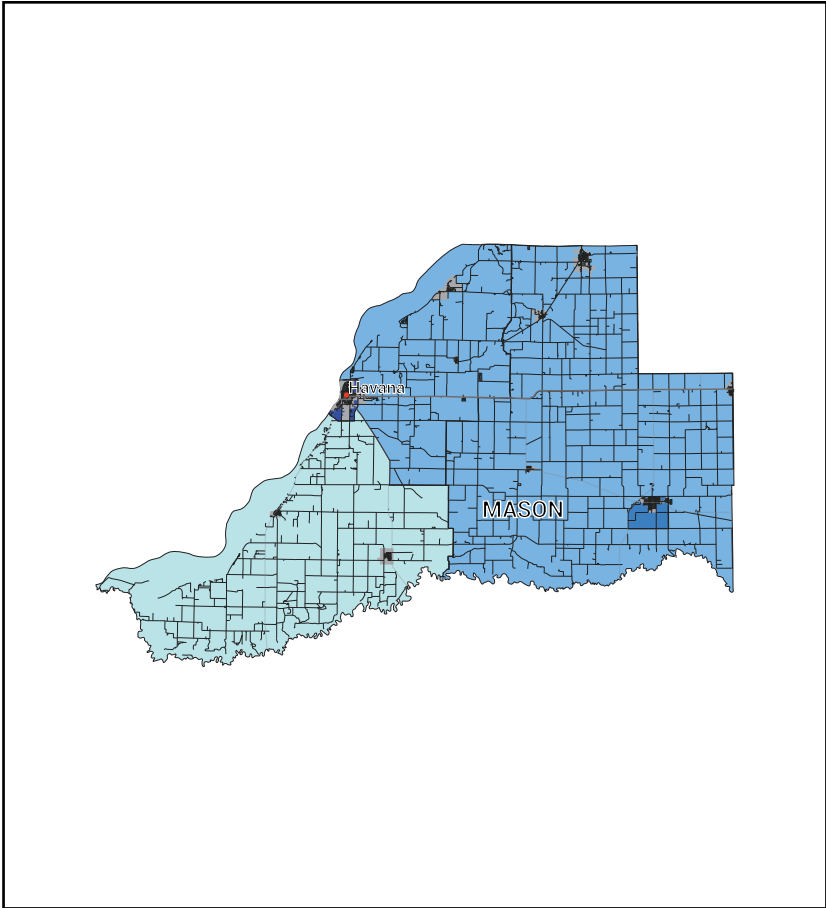


Map 36: Mason County, Persons with a Disability



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 37: Mason County, Families with Low Income



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

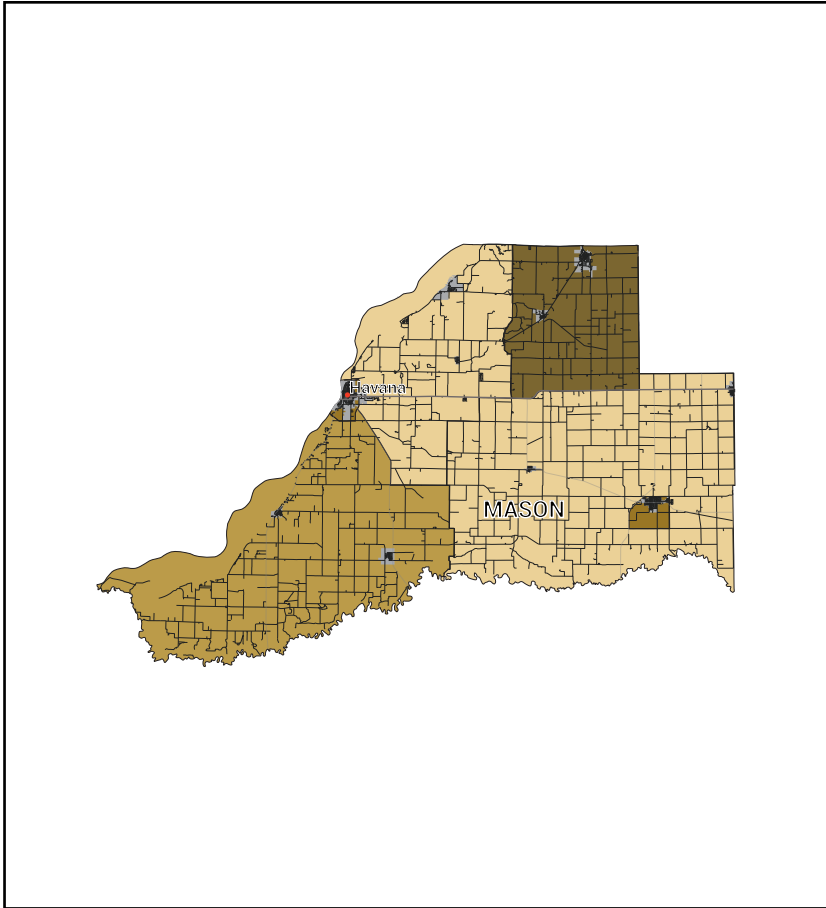
Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Map 38: Mason County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

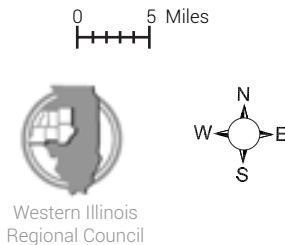
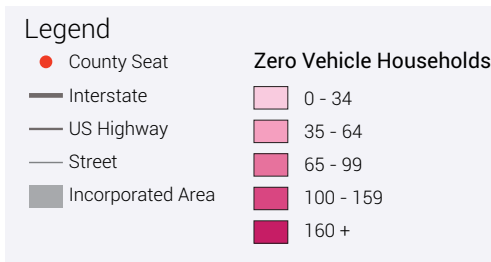
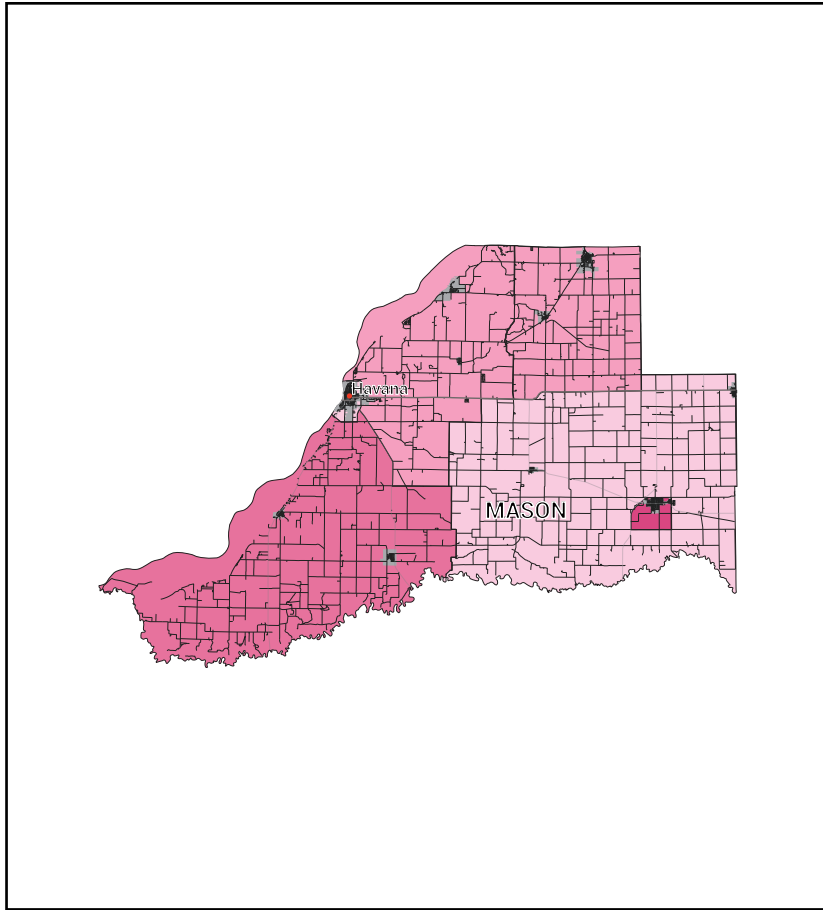
0 5 Miles

Western Illinois Regional Council

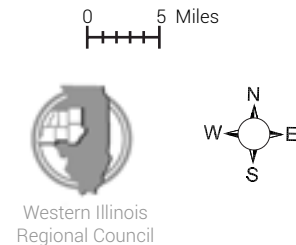
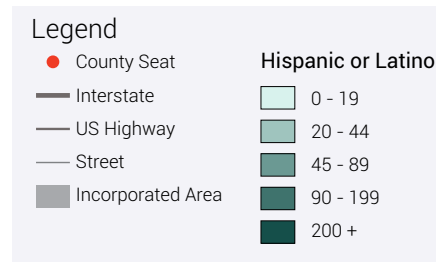
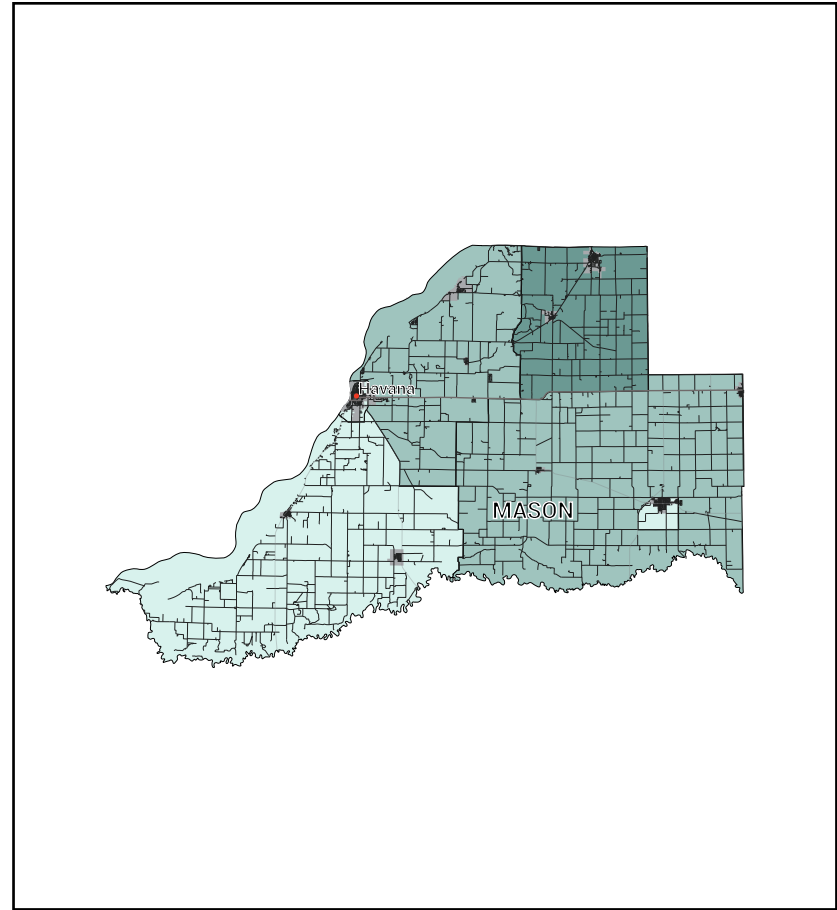
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 39: Mason County, Zero Vehicle Households

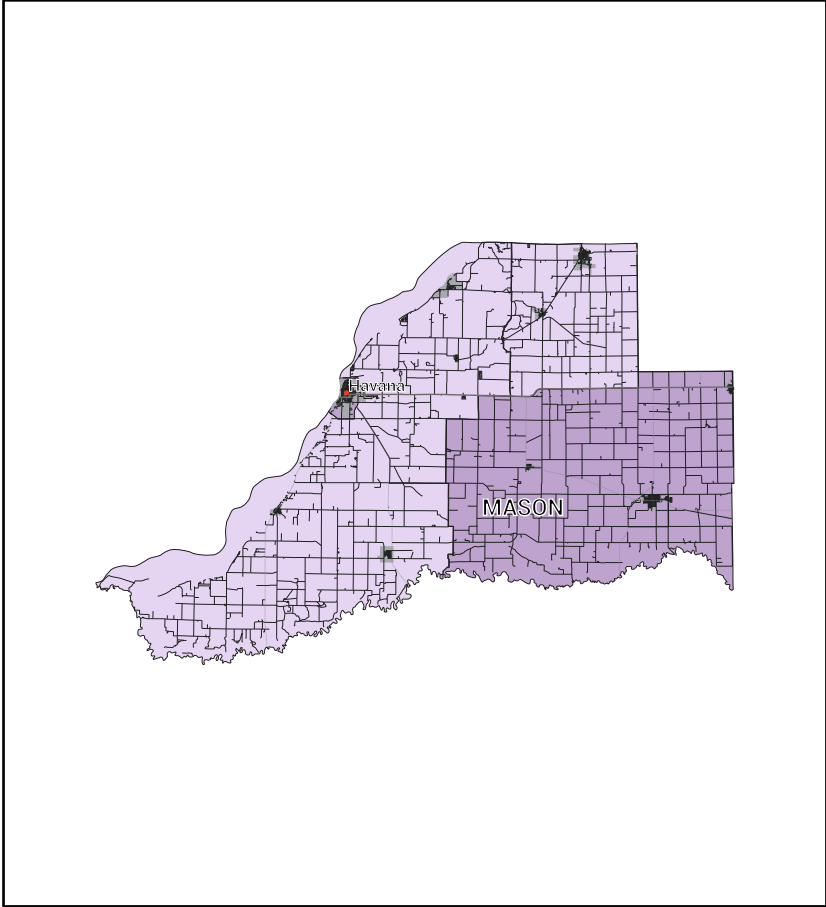


Map 40: Mason County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 41: Mason County, Black or African American Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Black or African American

- 0 - 29
- 30 - 99
- 100 - 399
- 400 - 999
- 1,000 +

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Menard County

Total Population: 12,416

Total Area: 315 Square Miles

County Seat: Petersburg, IL

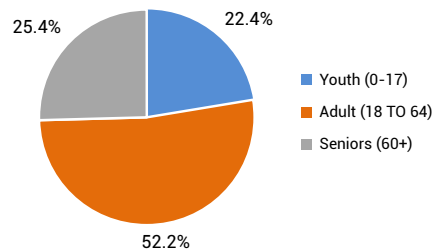


Map 42: Menard County

Table 2-21: Menard County Overall Demographics

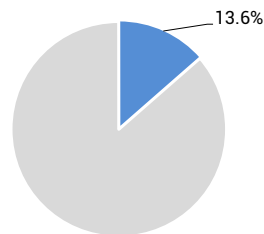
	Population	Percent
Total Population	12,416	100%
Population with Disabilities	1,683	13.6%
Population living below Poverty Line	1,386	11.2%
Minority Population: Black or African American	150	1.2%
Minority Population: Hispanic or Latino	179	1.4%
Veteran Population (Over 18)	1,164	12.1%

Age Distribution

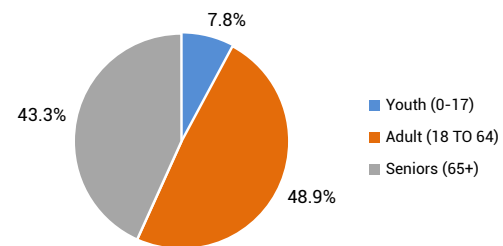


270 Zero Car Households
5,230 Total Households

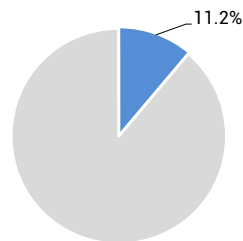
Population with Disabilities



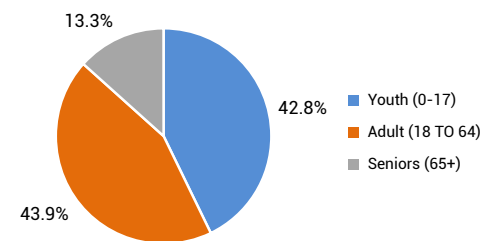
Population with Disabilities by Age



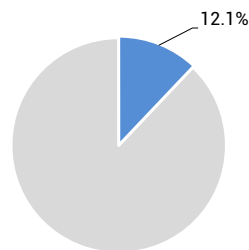
Population Below Poverty Level



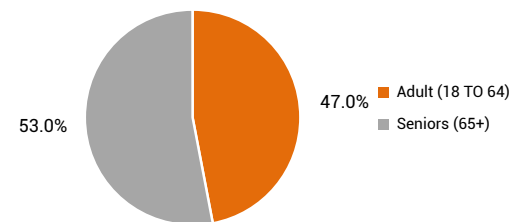
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Petersburg is home to the highest number of older adults (60+). Lake Petersburg and Athens have a significant number of older adults as well.

Population with Disabilities

The highest number of individuals with a disability are located in Petersburg. Followed by Athens and Greenview.

Low-Income Population

Petersburg has the highest number of individuals below the poverty line. This is followed by Athens and Greenview.

Veteran Population

The highest number of veterans are located in Petersburg. The next highest number of veterans are located in Athens and then Lake Petersburg.

Zero-Vehicle Households

Petersburg has the highest number of household without a vehicle available to them. Athens is the next highest followed by Greenview.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Greenview followed by Petersburg and Athens.

Black/African American Population

Athens has the highest Black or African American population in Menard County. This is followed by Petersburg and Greenview. The remaining villages in Menard County report zero Black or African American residents.

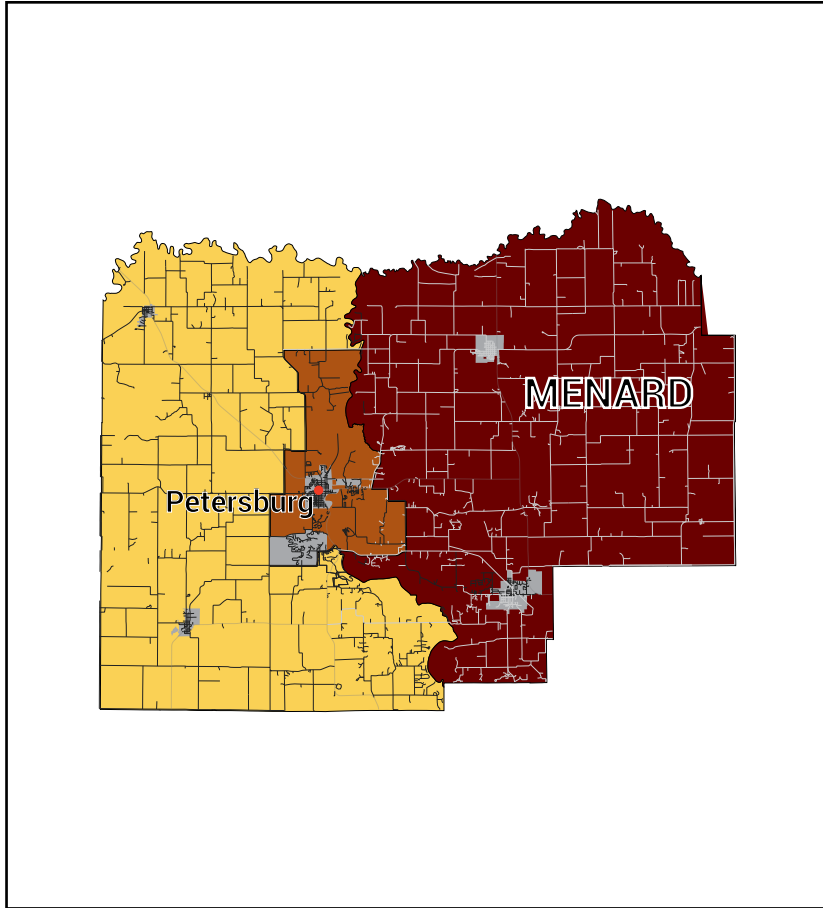
Menard County in Summary

Athens, Greenview, and Petersburg have the largest number of populations considered as more likely to be dependent on transit services. Only one community has access to both a local grocery store and a medical facility, another only has access to a local grocery store and the final has neither a local grocery store or medical facility. These residents of Menard County have access to Sangamon Menard Area Regional Transit (SMART).

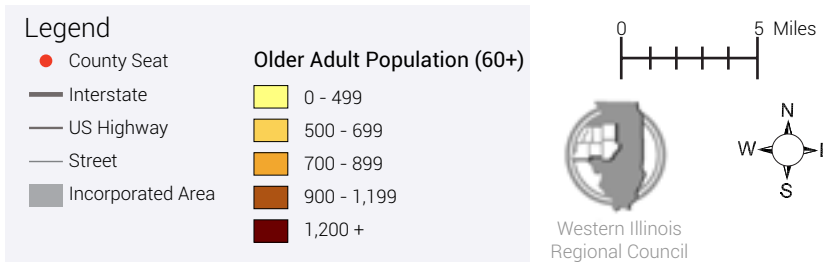
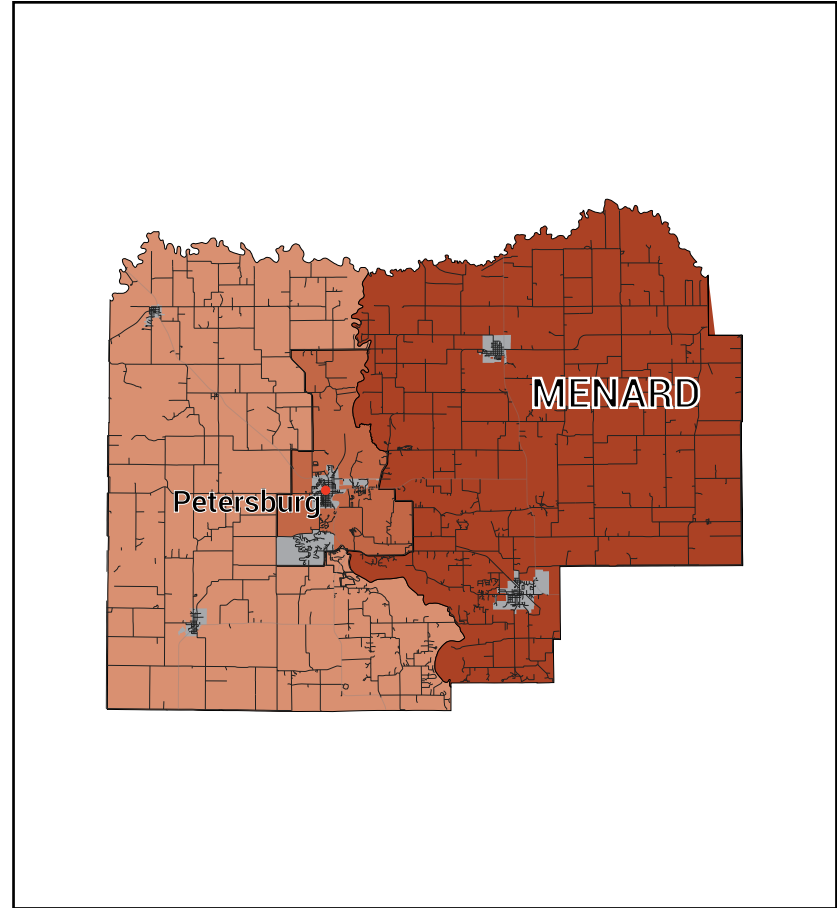
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 43: Menard County, Older Adult Population (60+)

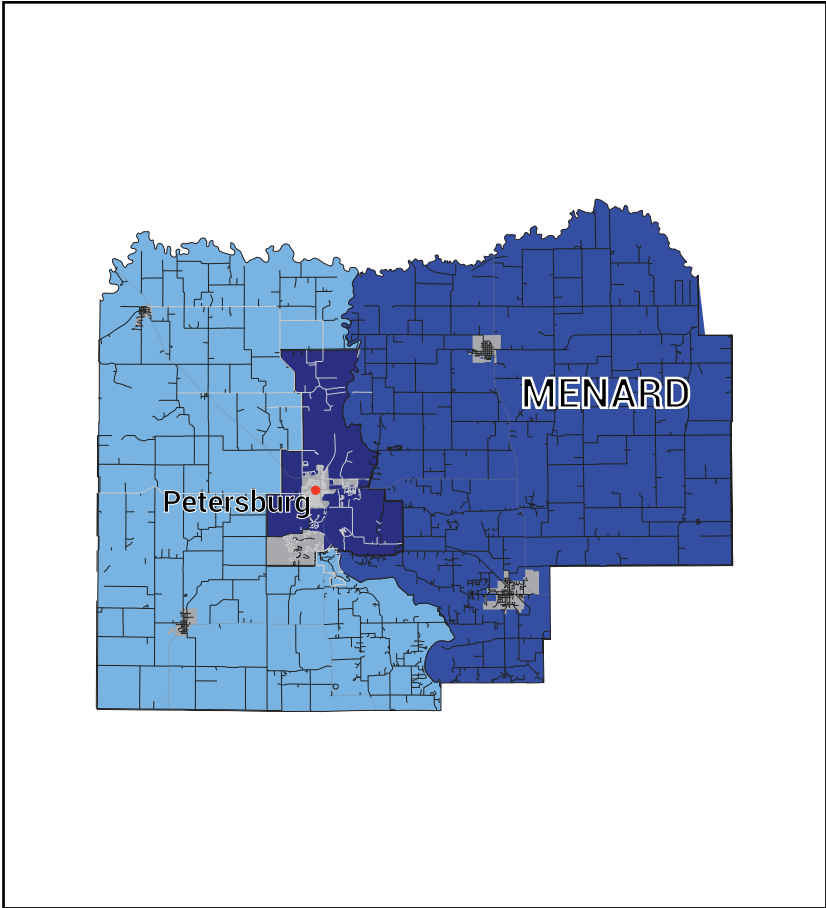


Map 44: Menard County, Persons with a Disability



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 45: Menard County, Families with Low Income



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

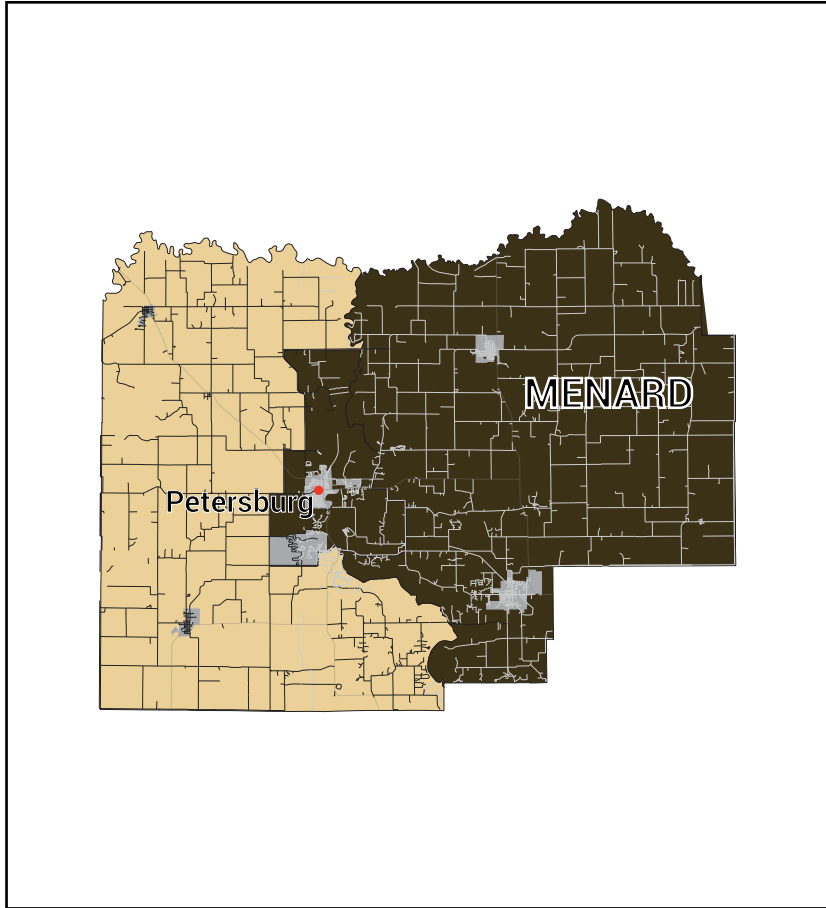
Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Map 46: Menard County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

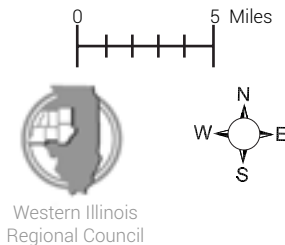
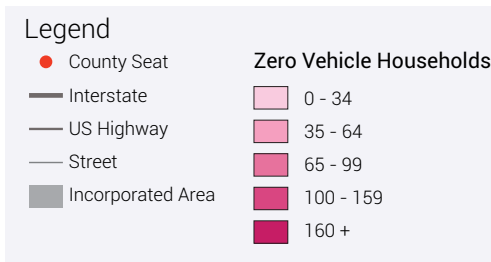
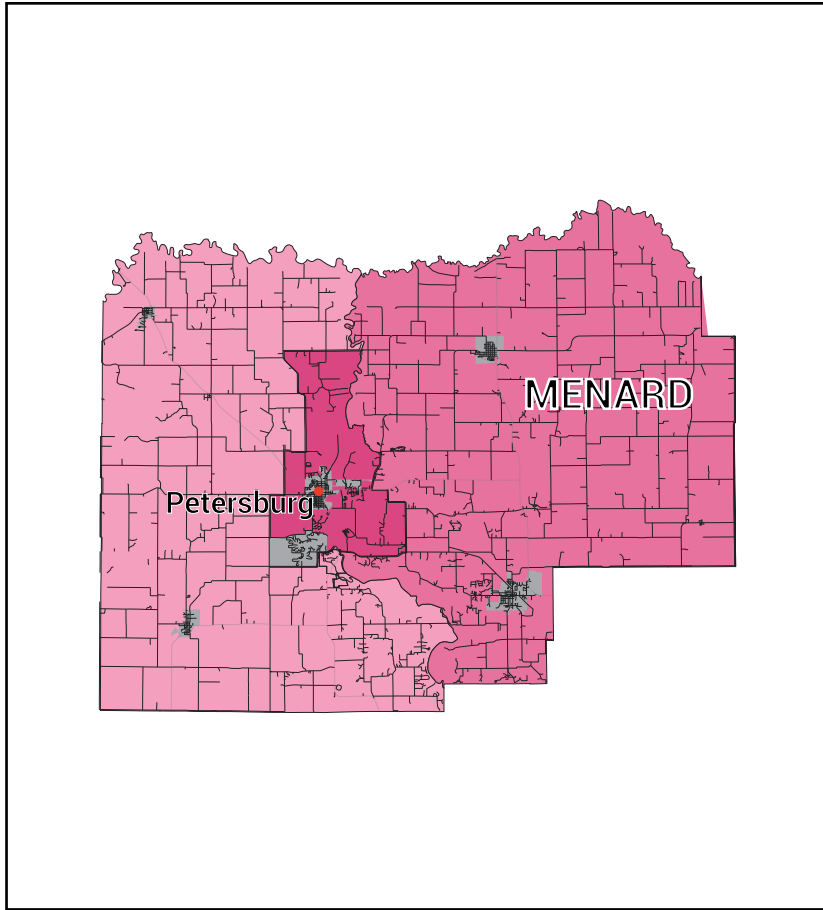
0 5 Miles

Western Illinois Regional Council

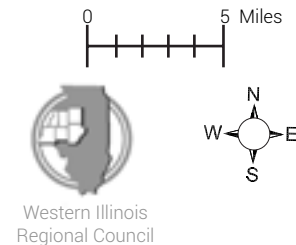
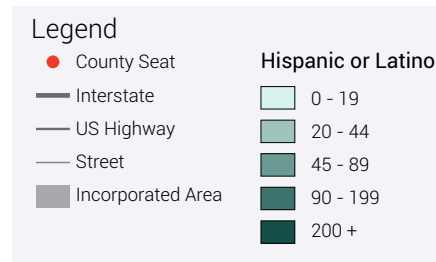
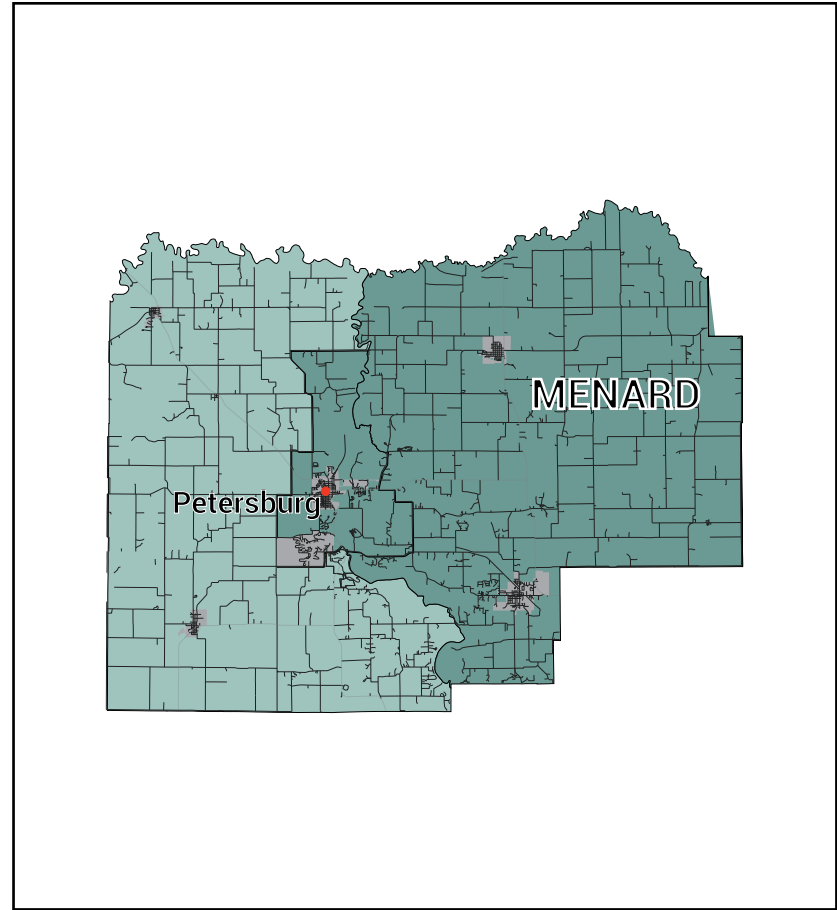
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 47: Menard County, Zero Vehicle Households

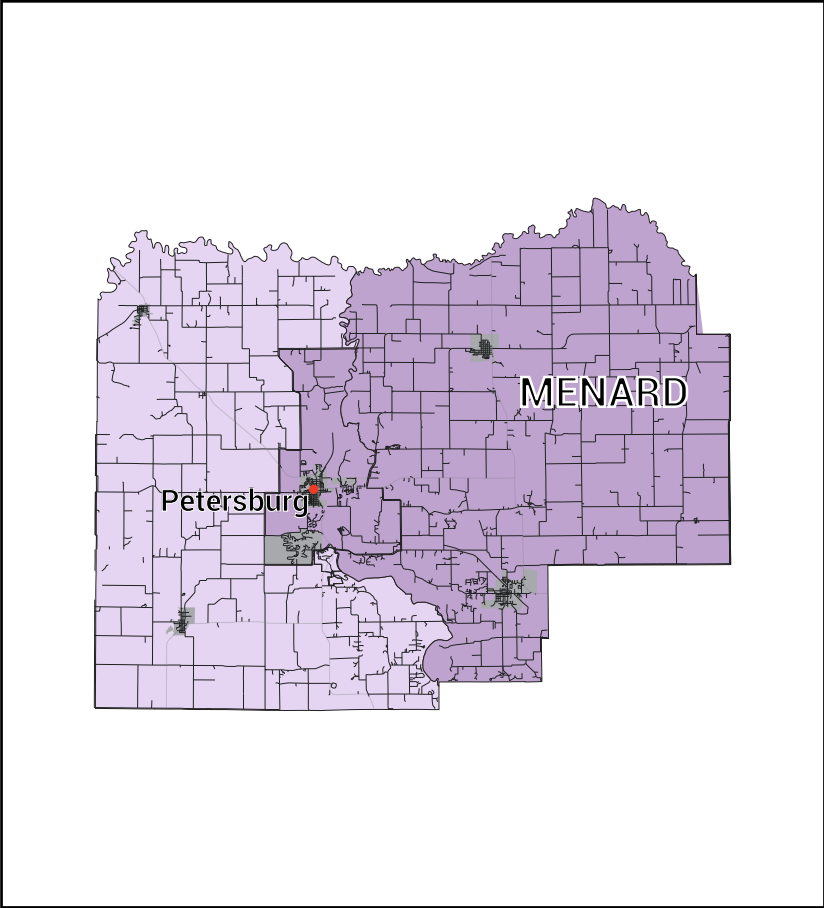


Map 48: Menard County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 49: Menard County, Black or African American Population



Legend

County Seat	Black or African American
Interstate	0 - 29
US Highway	30 - 99
Street	100 - 399
Incorporated Area	400 - 999
	1,000 +

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

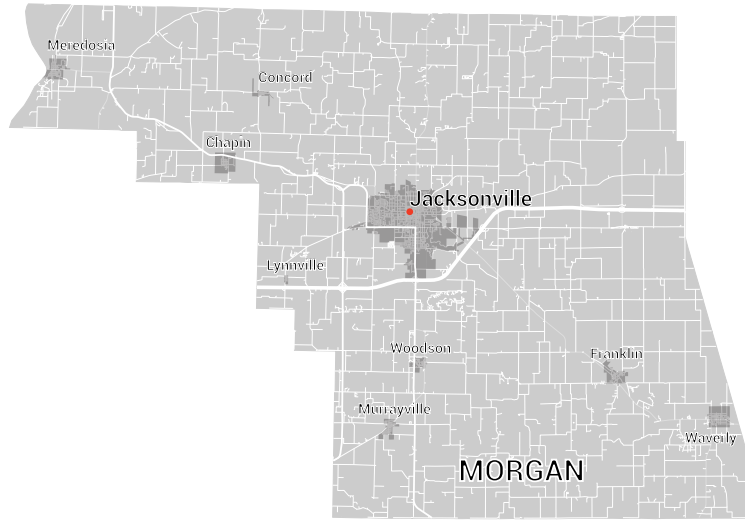
EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Morgan County

Total Population: 34,442

Total Area: 572 Square Miles

County Seat: Jacksonville, IL

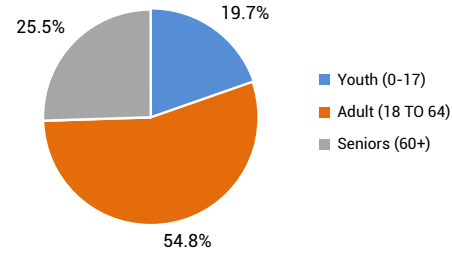


Map 50: Morgan County

Table 2-22: Morgan County Overall Demographics

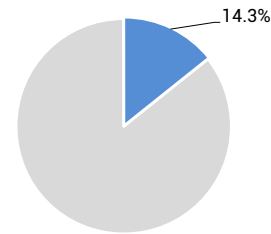
	Population	Percent
Total Population	34,442	100%
Population with Disabilities	4,914	14.3%
Population living below Poverty Line	4,611	13.4%
Minority Population: Black or African American	2,612	7.6%
Minority Population: Hispanic or Latino	803	2.3%
Veteran Population (Over 18)	2,661	9.6%

Age Distribution

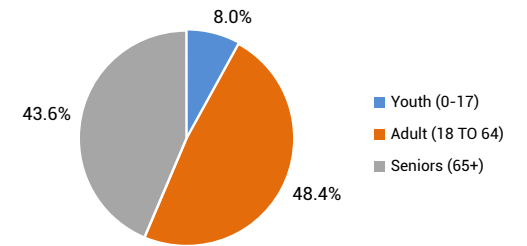


938 Zero Car Households
13,894 Total Households

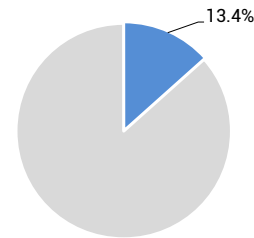
Population with Disabilities



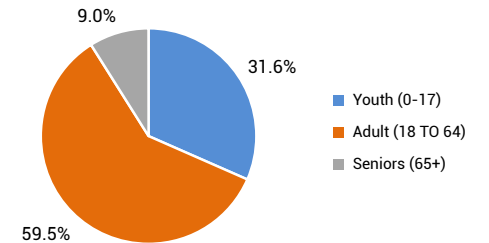
Population with Disabilities by Age



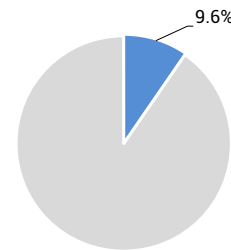
Population Below Poverty Level



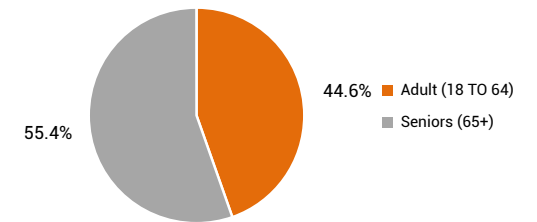
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Jacksonville is home to the highest number of older adults (60+). South Jacksonville also has a significant number of older adults. These are followed by Waverly and Meredosia with a significant less number of older adults.

Population with Disabilities

The highest number of individuals with a disability are located in Jacksonville. Followed by South Jacksonville and Waverly. Meredosia also has a large number of individuals with a disability.

Low-Income Population

Jacksonville has the highest number of individuals below the poverty line. This is followed by South Jacksonville and Meredosia. Murrayville also has a large number of individuals living below the poverty level.

Veteran Population

The highest number of veterans are located in Jacksonville. The next highest number of veterans are located in South Jacksonville and then Waverly. There are also a large number of veterans in the northwest southwest portions of the county.

Zero-Vehicle Households

Jacksonville has the highest number of household without a vehicle available to them. South Jackson is the next highest followed by Meredosia.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Jacksonville followed by South Jacksonville. Chapin, Concord, Meredosia, and Woodson all report zero Hispanic or Latino residents.

Black/African American Population

Jacksonville has the highest Black or African American population in Morgan County. This is followed by South Jacksonville, Waverly, and Woodson. The remaining villages in Morgan County reported zero Black or African American residents.

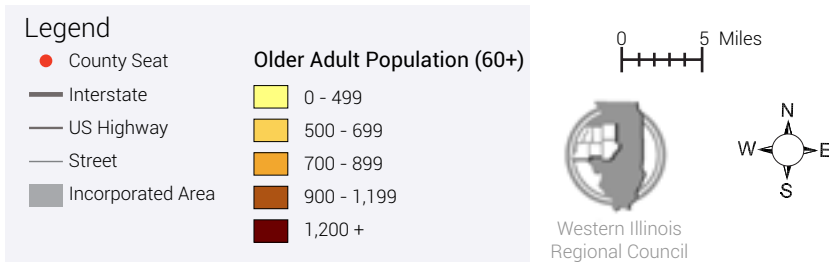
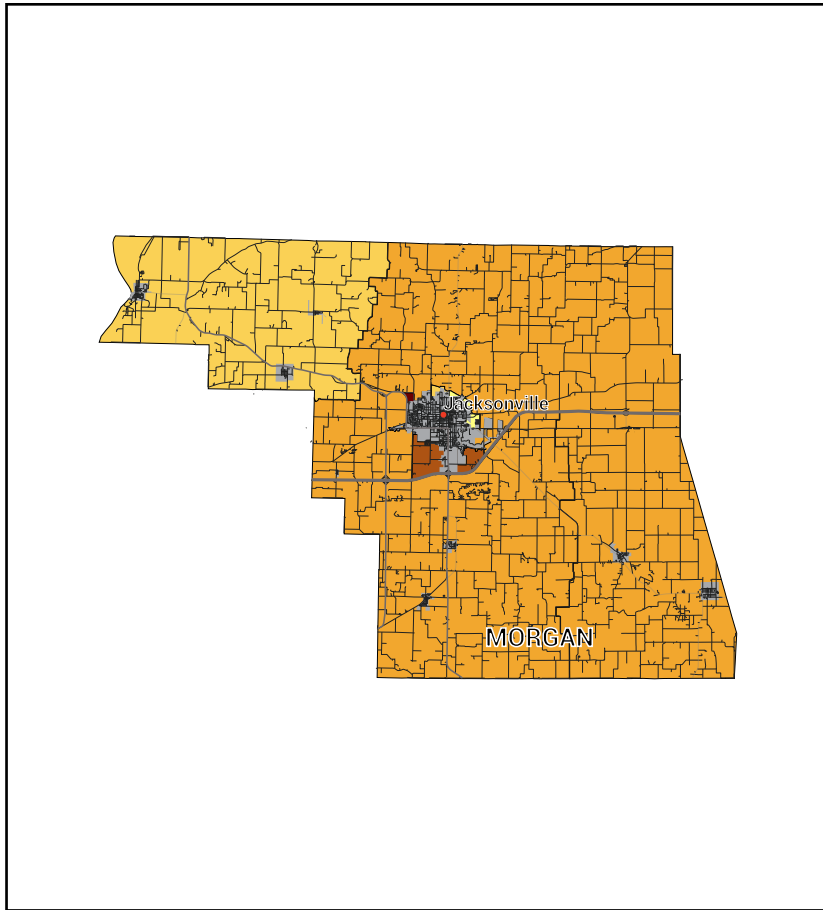
Morgan County in Summary

Jacksonville, Meredosia, South Jacksonville, and Waverly have the largest number of populations considered as more likely to be dependent on transit services. Two out of four of these communities have access to a local grocery store and medical facility. The remainder of the county can rely on the public transportation from West Central Mass Transit District to reach shopping centers and medical facilities within Morgan County as well as surrounding communities.

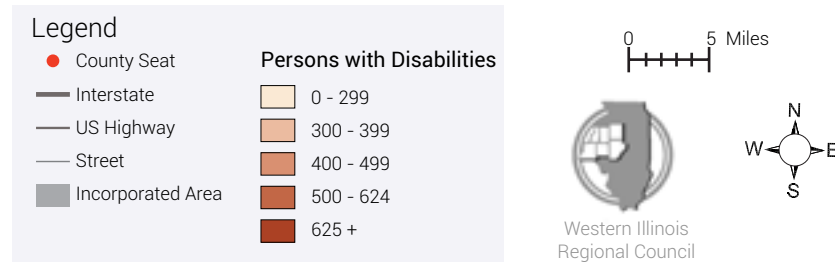
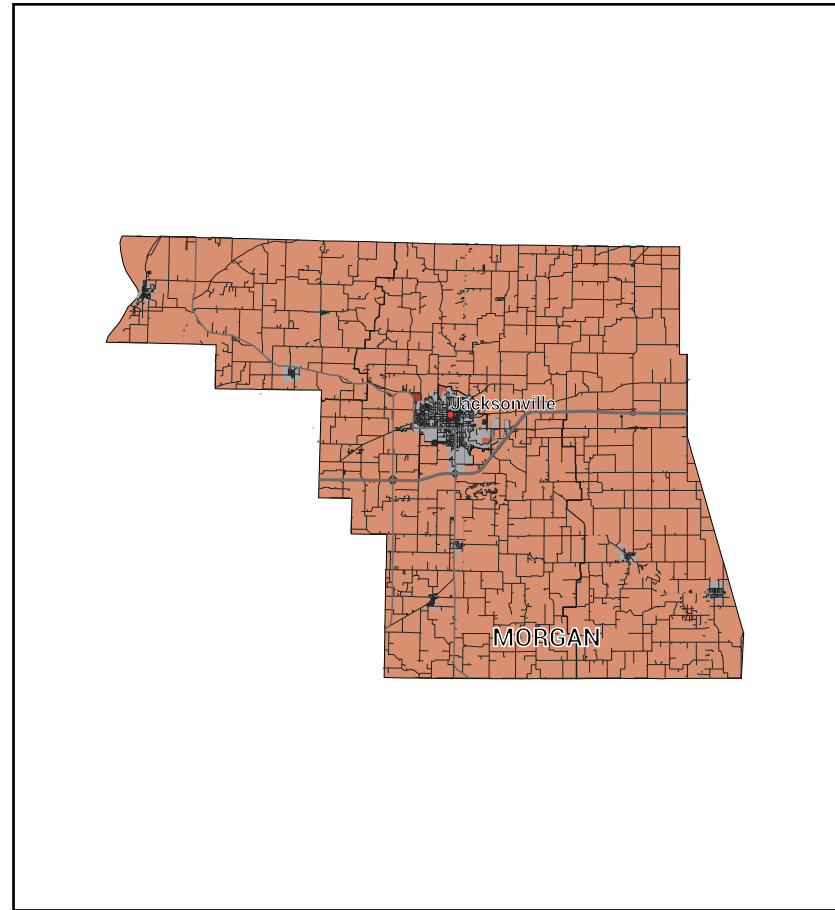
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 51: Morgan County, Older Adult Population (60+)

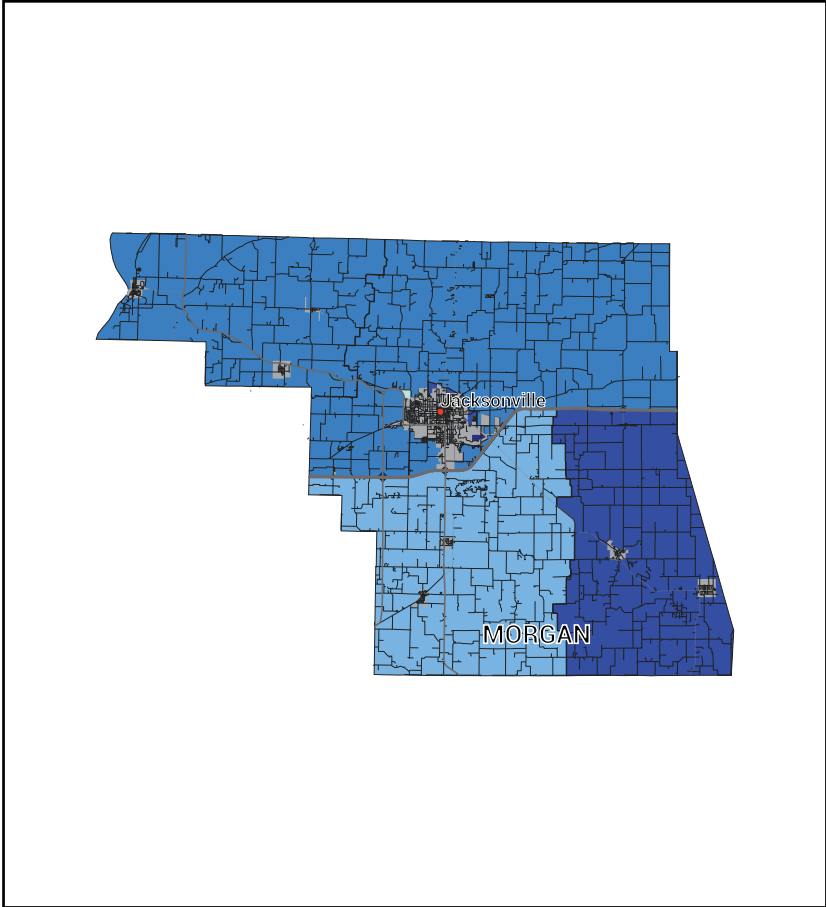


Map 52: Morgan County, Persons with a Disability



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 53: Morgan County, Families with Low Income



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

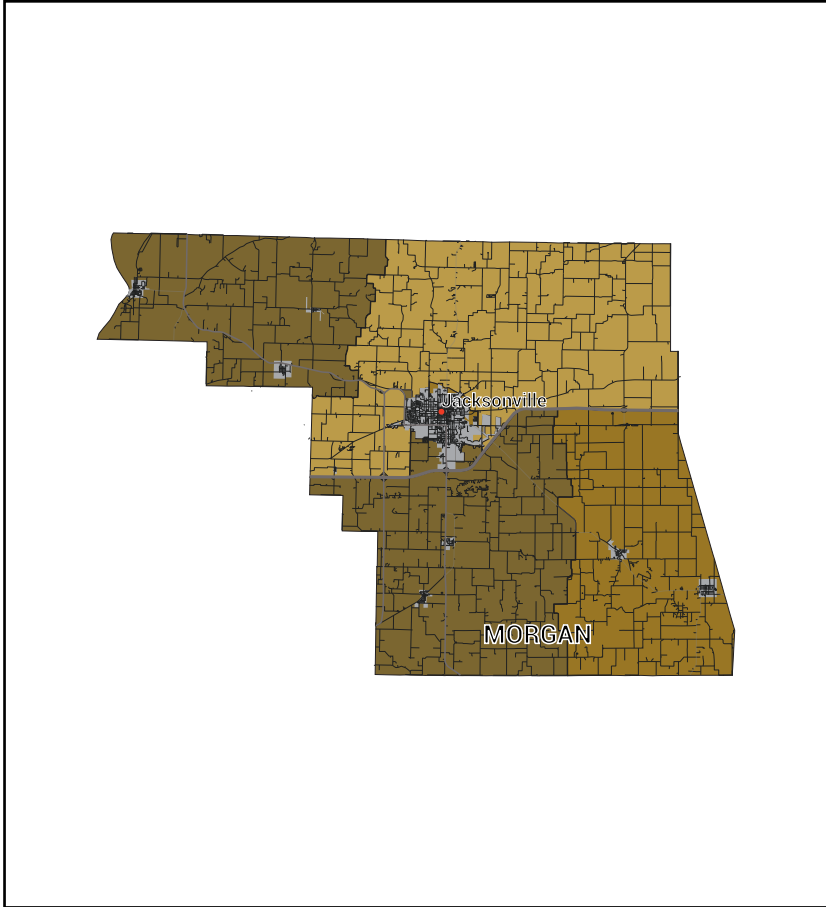
Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Map 54: Morgan County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

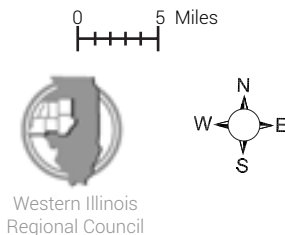
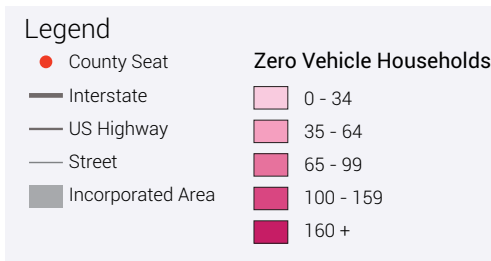
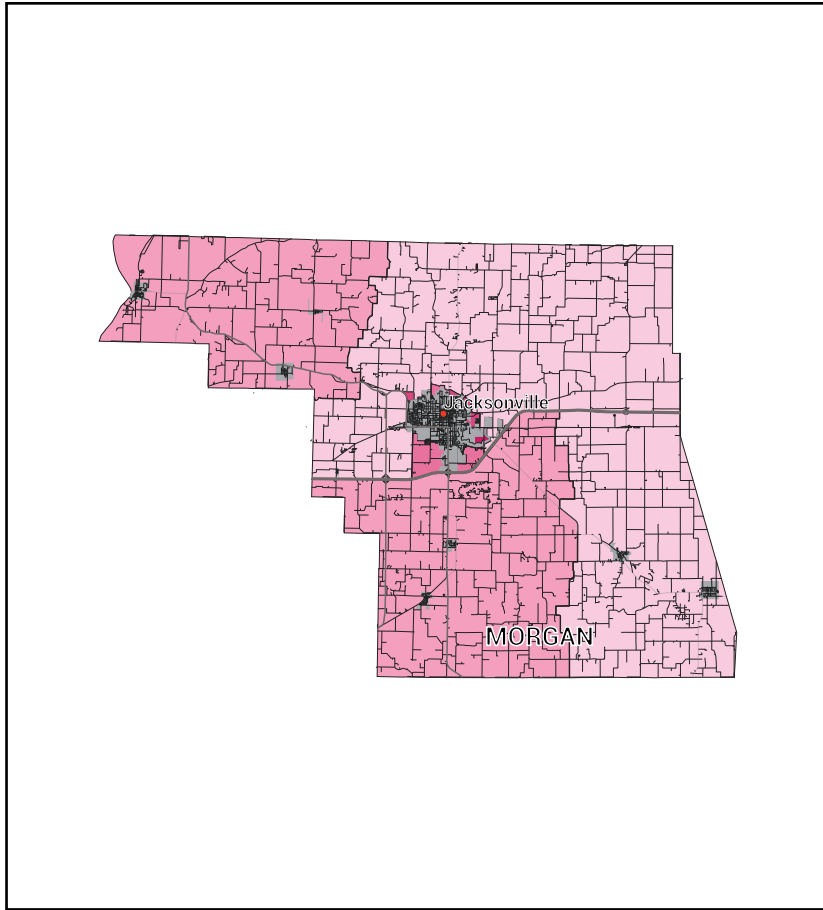
0 5 Miles

Western Illinois Regional Council

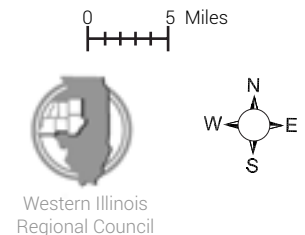
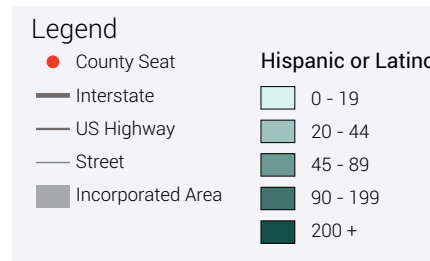
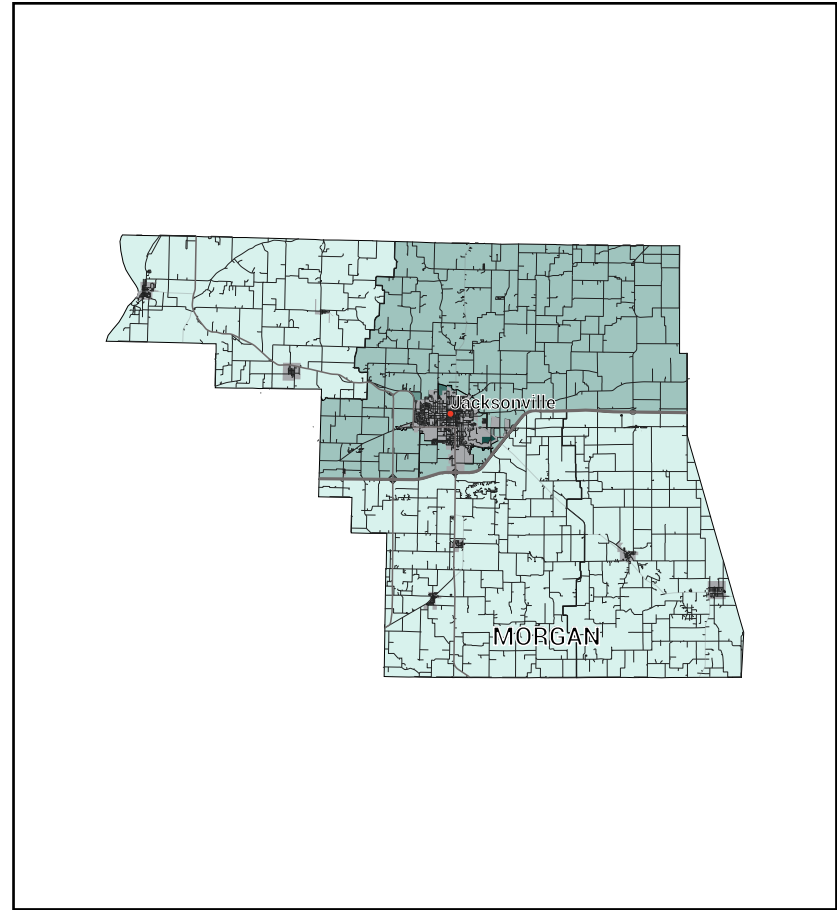
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 55: Morgan County, Zero Vehicle Households

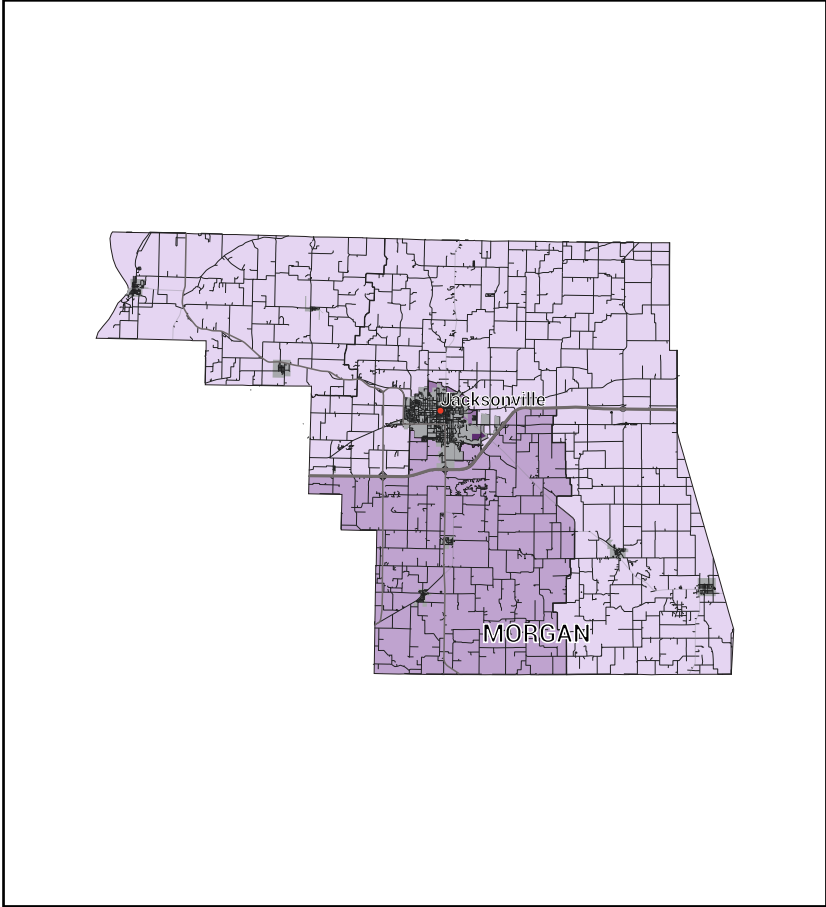


Map 56: Morgan County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 57: Morgan County, Black or African American Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Black or African American

- 0 - 29
- 30 - 99
- 100 - 399
- 400 - 999
- 1,000 +

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

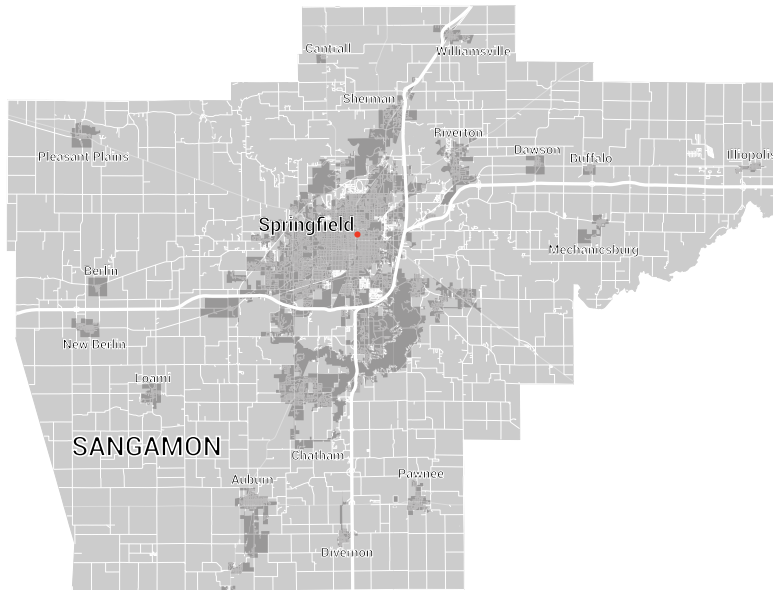
EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Sangamon County

Total Population: 198,134

Total Area: 877 Square Miles

County Seat: Springfield, IL

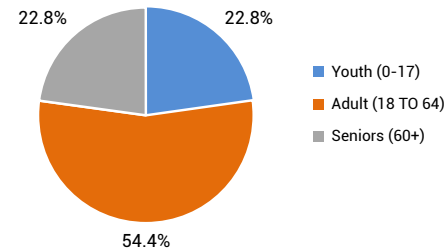


Map 58: Sangamon County

Table 2-23: Sangamon County Overall Demographics

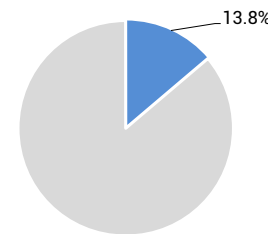
	Population	Percent
Total Population	198,134	100%
Population with Disabilities	27,340	13.8%
Population living below Poverty Line	30,348	15.3%
Minority Population: Black or African American	27,994	14.1%
Minority Population: Hispanic or Latino	4,360	2.2%
Veteran Population (Over 18)	13,506	8.8%

Age Distribution

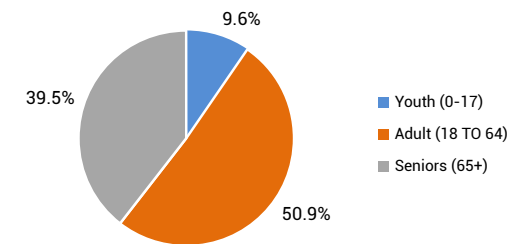


6,373 Zero Car Households
83,673 Total Households

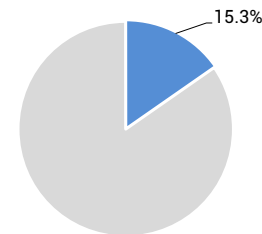
Population with Disabilities



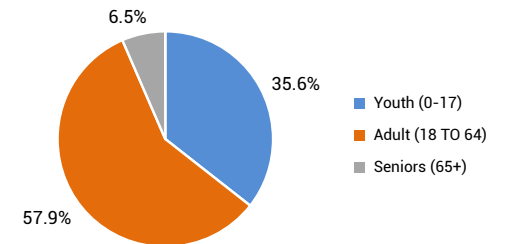
Population with Disabilities by Age



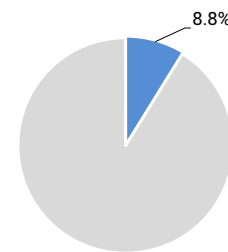
Population Below Poverty Level



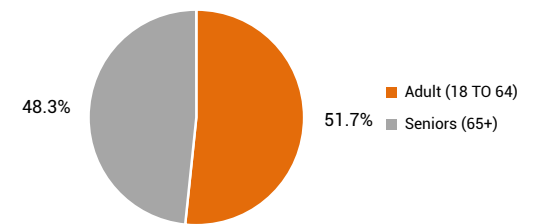
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Springfield is home to the highest number of older adults (60+). This is followed by Chatham, Sherman, and Rochester. There is also a large number of older adults on the West and North sides of the county.

Population with Disabilities

The highest number of individuals with a disability are located in Springfield. Followed by Chatham, Auburn, and Sherman. There is also a large number of persons with a disability on the West and northeast sides of the county.

Low-Income Population

Springfield has the highest number of individuals below the poverty line. This is followed by Chatham, Riverton, and Auburn. There is also a large number of low-income families on the West and southeast sides of the county.

Veteran Population

The highest number of veterans are located in Springfield. The next highest number of veterans are located in Chatham and then Riverton followed by Auburn. There is also a large number of veterans on the West and northeast sides of the county.

Zero-Vehicle Households

Springfield has the highest number of household without a vehicle available to them. The Village of Riverton is the next highest followed by Rochester. The areas North and South of Springfield also have a large number of households without a vehicle.

Hispanic/Latino Population

Springfield has the highest Hispanic or Latino population in Sangamon County. This is followed by Chatham, Sherman, and Auburn. There is also a higher percentage along the North and West sides of the county.

Black/African American Population

Springfield has the highest Black or African American population in Sangamon County. This is followed by Jerome, Grandview, and Auburn. There is also a higher percentage along the East and West sides of the county.

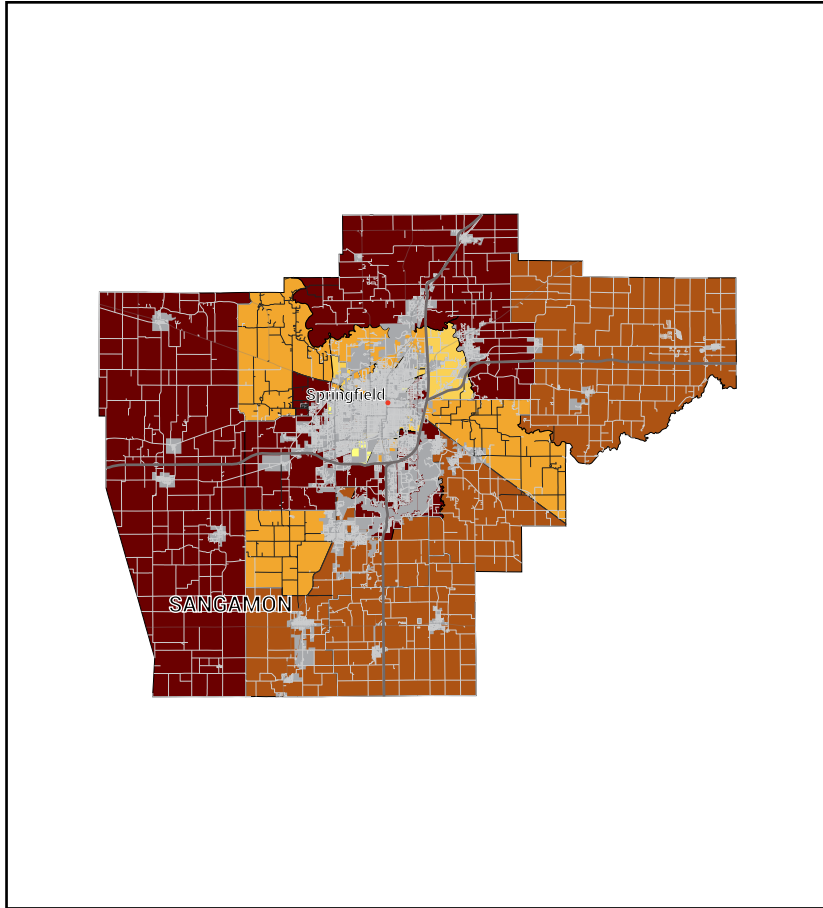
Sangamon County in Summary

The City of Springfield is the only urbanized area in Region 7. This is the reason Springfield has the highest amount of each population. Other than Springfield, the other cities and villages with a large proportion of individuals more likely needing transportation are Auburn, Chatham, Riverton, and Sherman. These communities all have access to a local grocery store and medical facility. For any community outside of the urbanized area in Sangamon County that needs access to shopping or a medical facility they can receive public transportation from Sangamon Menard Area Regional Transit (SMART). Springfield Mass Transit District offers fixed-route services to those within Springfield. They also offer fixed-route service to and from Chatham, Riverton, Rochester, and Sherman during morning and evening commutes.

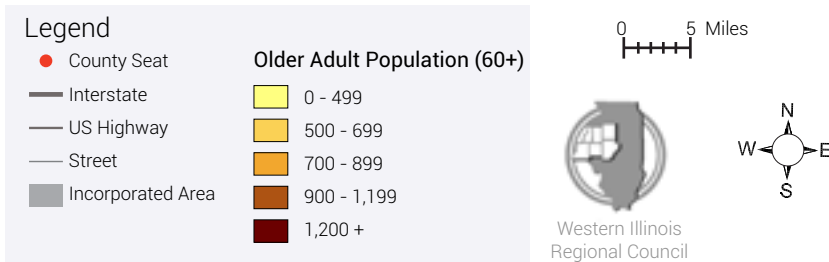
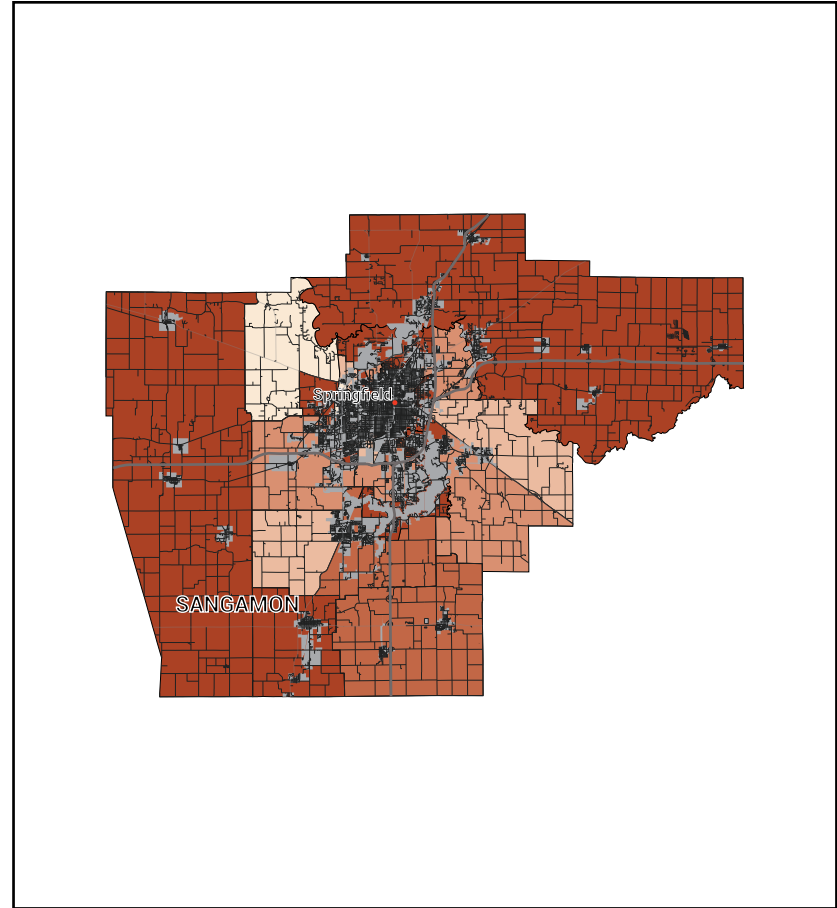
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 59: Sangamon County, Older Adult Population (60+)

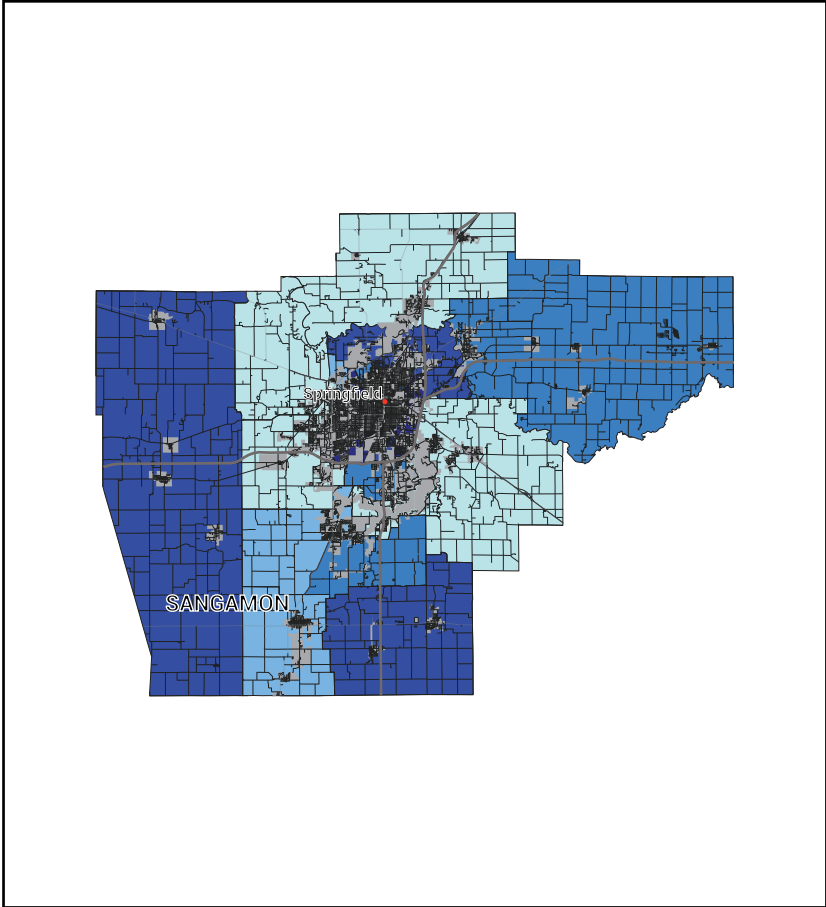


Map 60: Sangamon County, Persons with a Disability

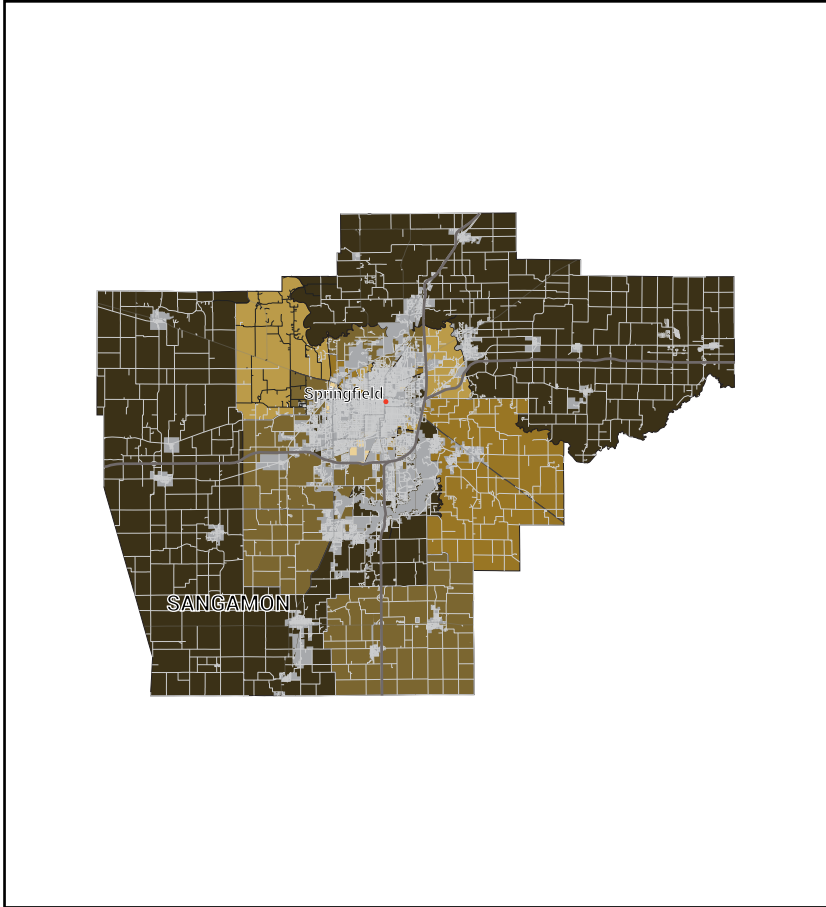


Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 61: Sangamon County, Families with Low Income



Map 62: Sangamon County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

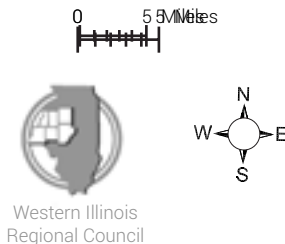
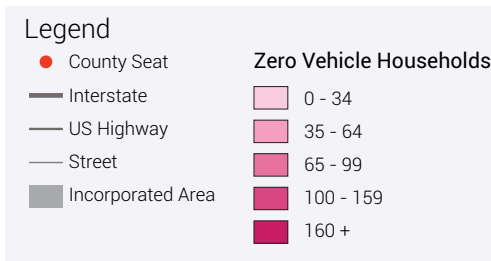
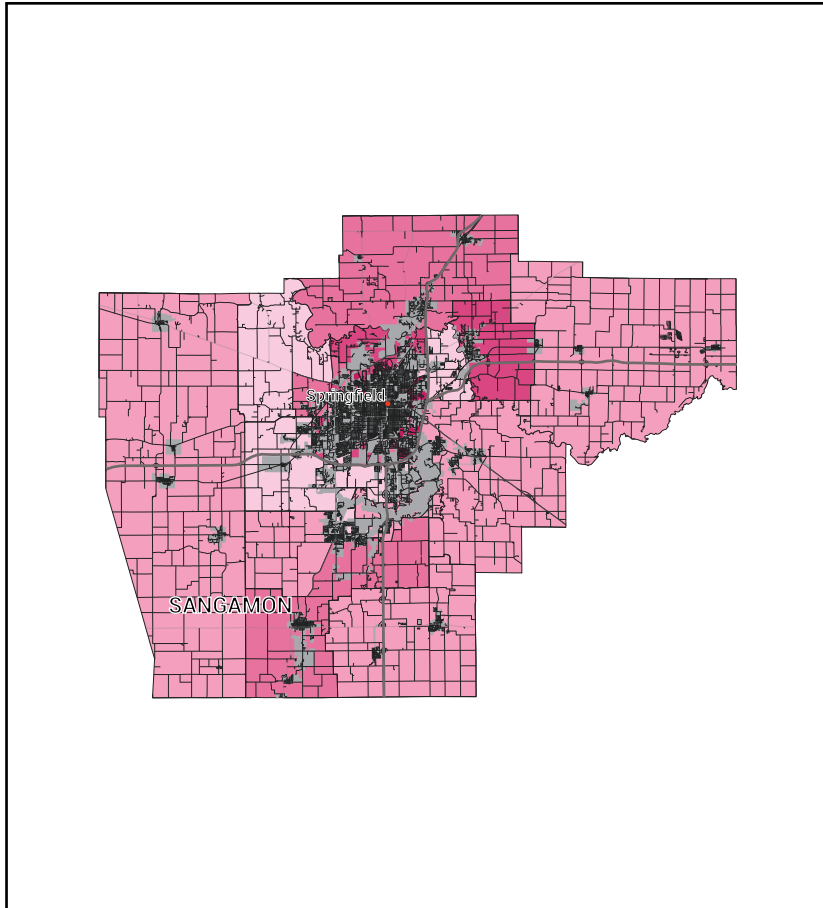
0 5 Miles

Western Illinois Regional Council

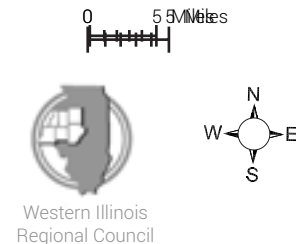
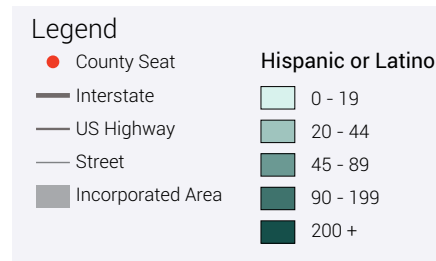
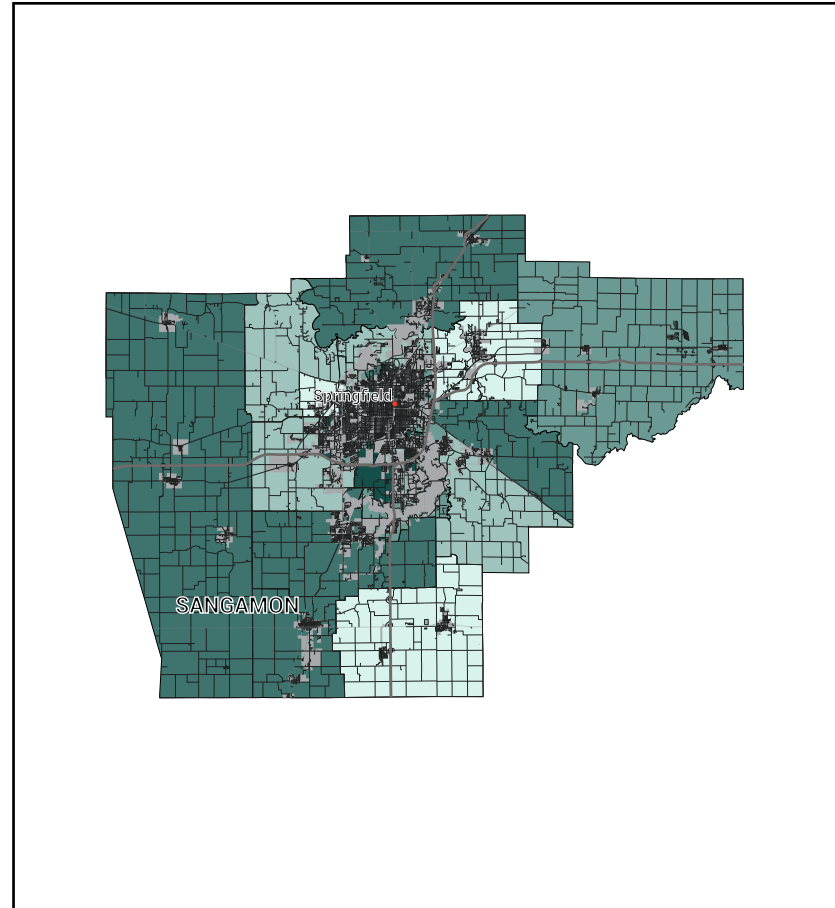
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 63: Sangamon County, Zero Vehicle Households

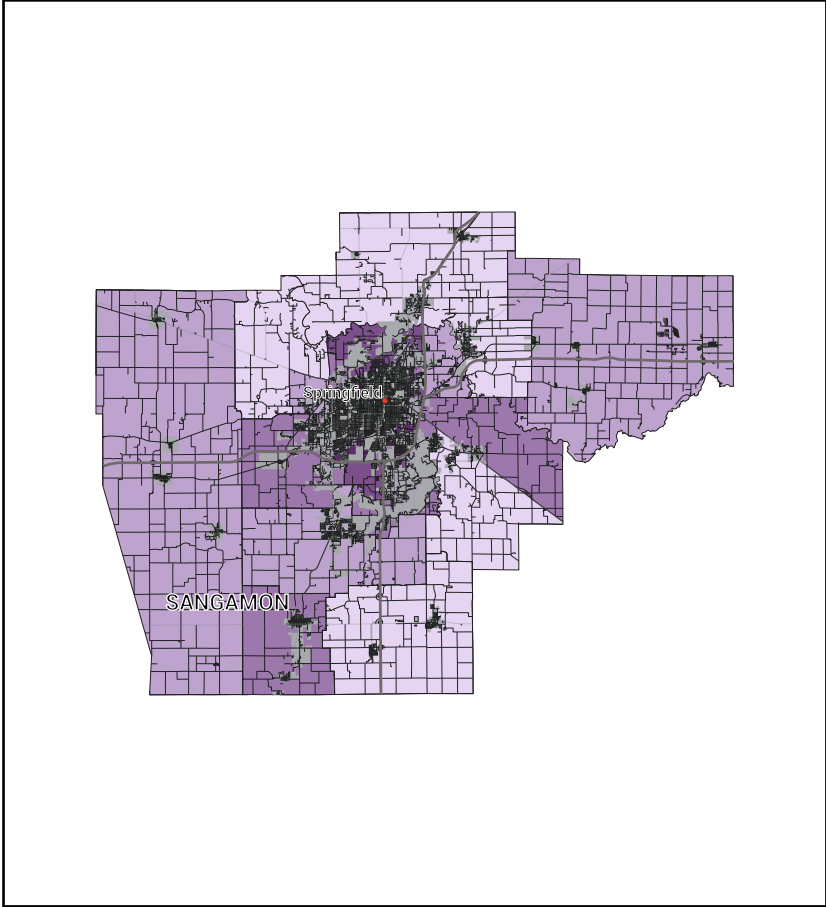


Map 64: Sangamon County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 65: Sangamon County, Black or African American Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Black or African American

- 0 - 29
- 30 - 99
- 100 - 399
- 400 - 999
- 1,000 +

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Scott County

Total Population: 5,109
 Total Area: 253 Square Miles
 County Seat: Winchester, IL

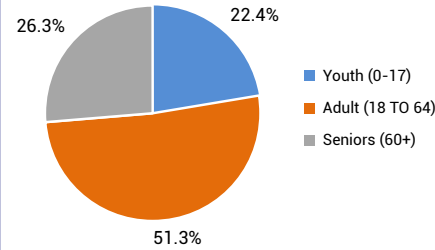


Map 66: Scott County

Table 2-24: Scott County Overall Demographics

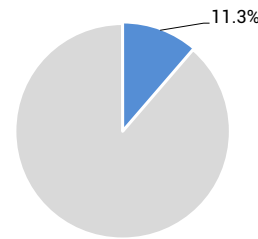
	Population	Percent
Total Population	5,109	100%
Population with Disabilities	578	11.3%
Population living below Poverty Line	738	14.4%
Minority Population: Black or African American	20	0.4%
Minority Population: Hispanic or Latino	60	1.2%
Veteran Population (Over 18)	422	10.6%

Age Distribution

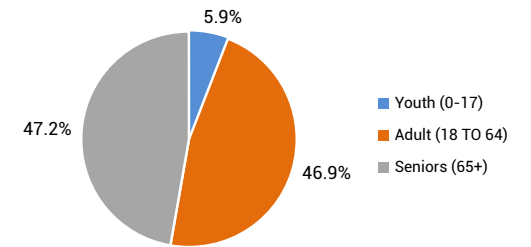


110 Zero Car Households
2,111 Total Households

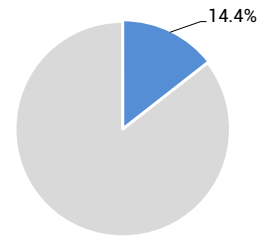
Population with Disabilities



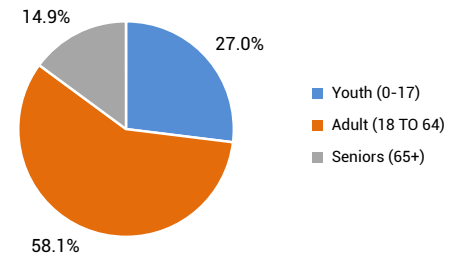
Population with Disabilities by Age



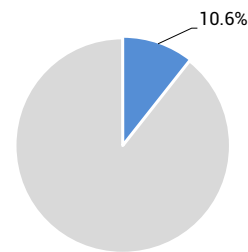
Population Below Poverty Level



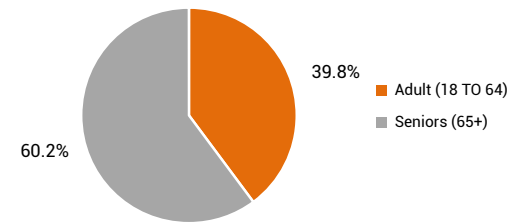
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

Winchester is home to the highest number of older adults (60+). Bluffs and Manchester have a significant number of older adults as well.

Population with Disabilities

The highest number of individuals with a disability are located in Winchester. Followed by Bluffs and Manchester. Alsey and Glasgow also has a large number of individuals with a disability.

Low-Income Population

Winchester has the highest number of individuals below the poverty line. This is closely followed by the Village of Bluffs. The next highest is in Alsey and then Manchester.

Veteran Population

The highest number of veterans are located in Winchester. The next highest number of veterans are located in Bluffs and then Manchester.

Zero-Vehicle Households

Winchester has the highest number of household without a vehicle available to them. The Village of Glasgow is the next highest followed by Bluffs. The only other village in Scott County that reports any zero-vehicle households is Alsey.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Bluffs followed by Winchester and Exeter. The other villages in Scott County report have zero Hispanic or Latino residents.

Black/African American Population

Winchester has the highest Black or African American population in Scott County. This is followed by Alsey and Manchester with the same number. The other villages in Scott County report have zero Black or African American residents.

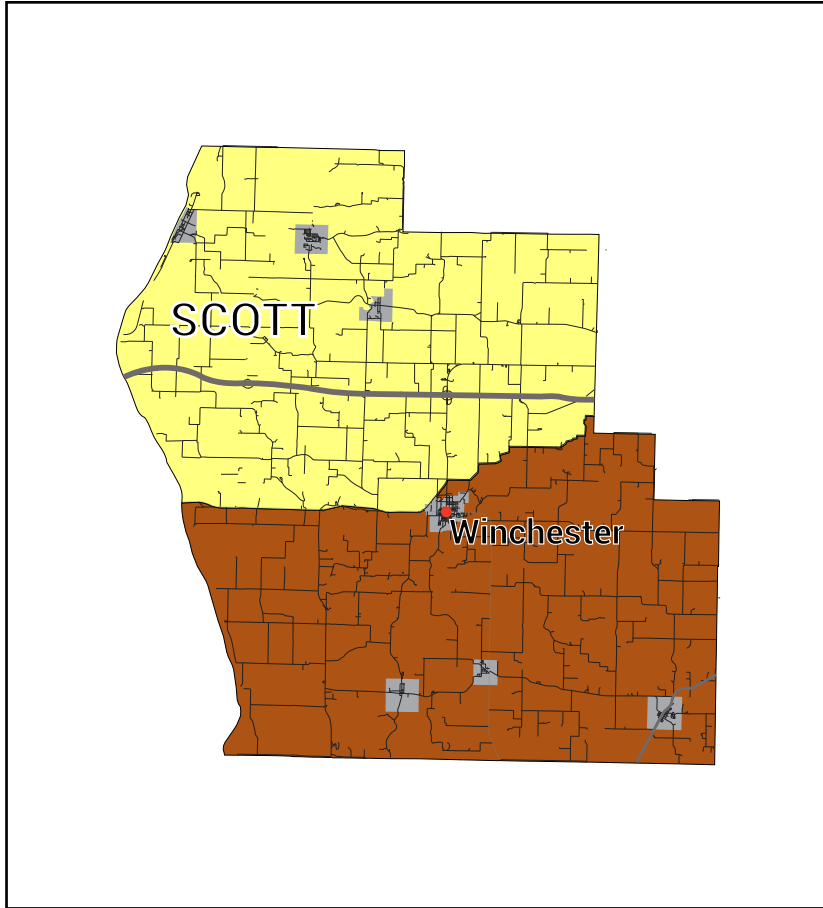
Scott County in Summary

Bluffs, Manchester, and Winchester have the largest number of populations considered as more likely to be dependent on transit services. Only one out of these three communities has access to both a local grocery store and medical facility. For any other community in Scott County they would need transportation to reach these types of facilities. West Central Mass Transit District provides public transportation to the residents within Scott County and can allow them access to facilities in both Scott County and the surrounding communities.

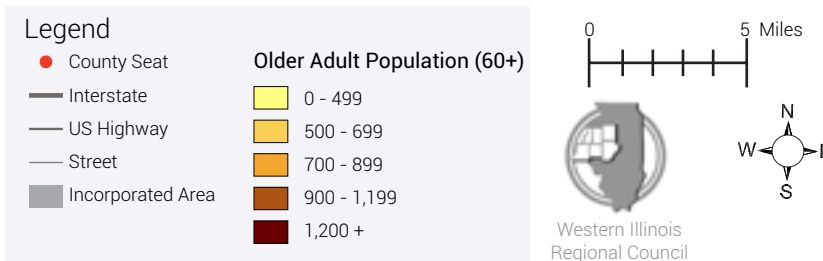
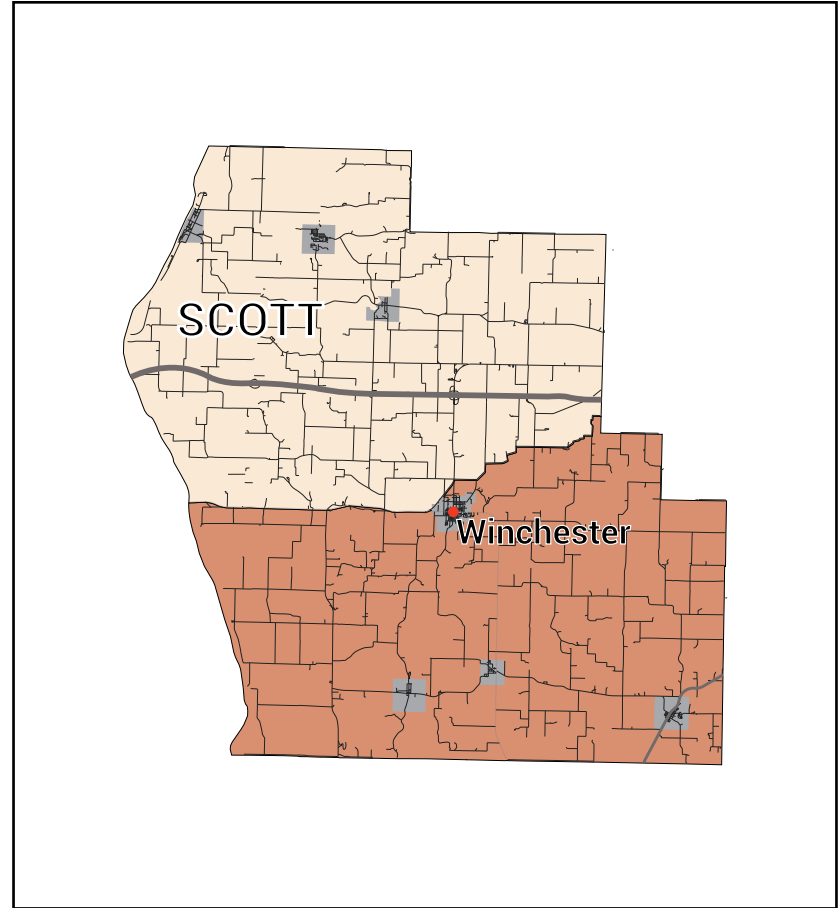
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 67: Scott County, Older Adult Population (60+)

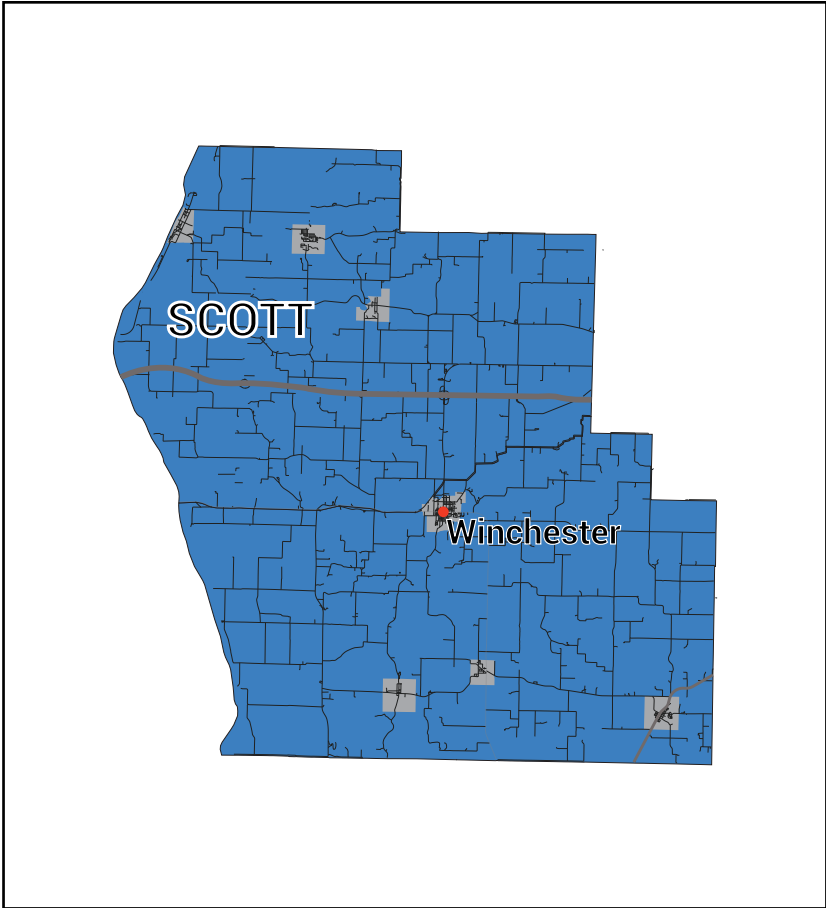


Map 68: Scott County, Persons with a Disability

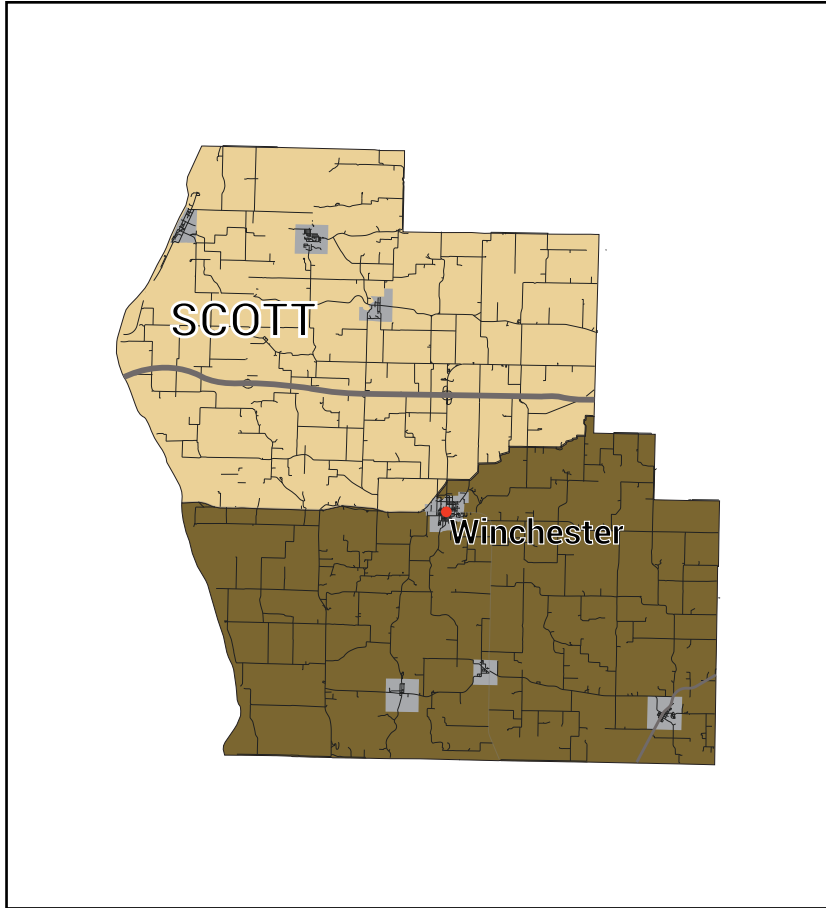


Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 69: Scott County, Families with Low Income



Map 70: Scott County, Veteran Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Families with Low Income

- 0 - 34
- 35 - 64
- 65 - 94
- 95 - 149
- 150 +

0 5 Miles

Western Illinois Regional Council

Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Veteran Population

- 0 - 149
- 150 - 219
- 220 - 274
- 275 - 349
- 350 +

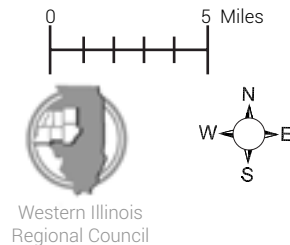
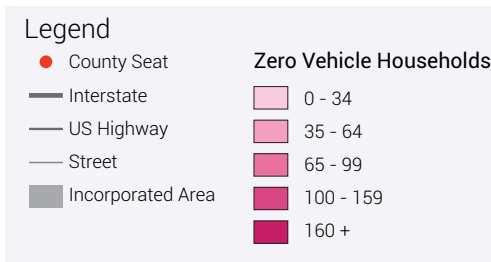
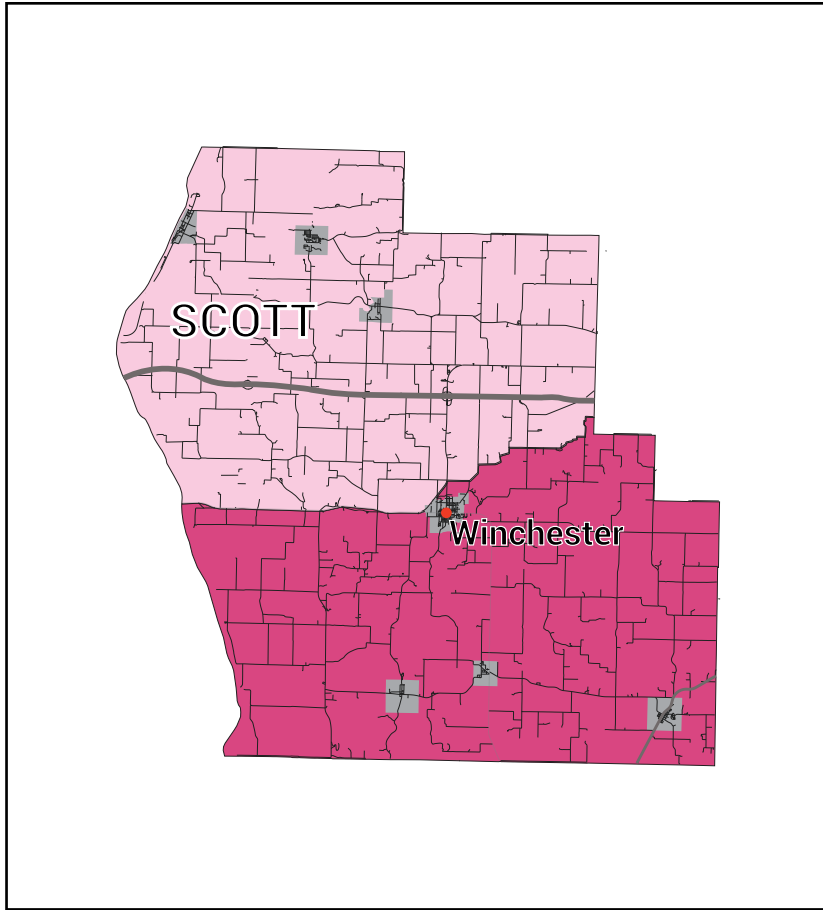
0 5 Miles

Western Illinois Regional Council

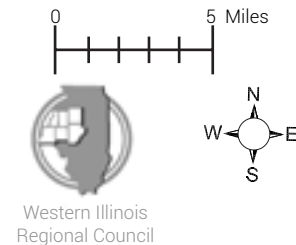
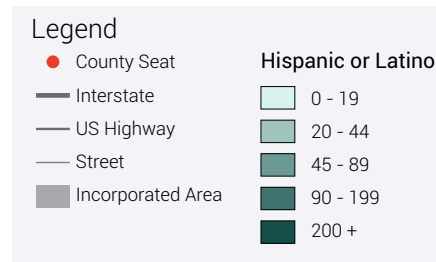
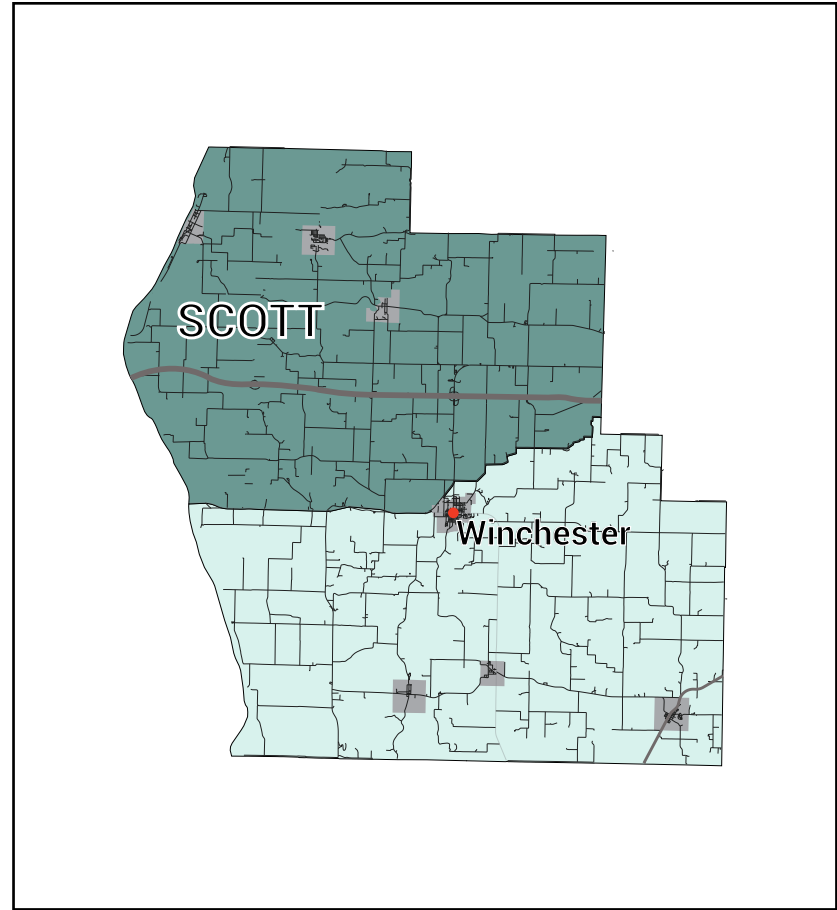
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 71: Scott County, Zero Vehicle Households

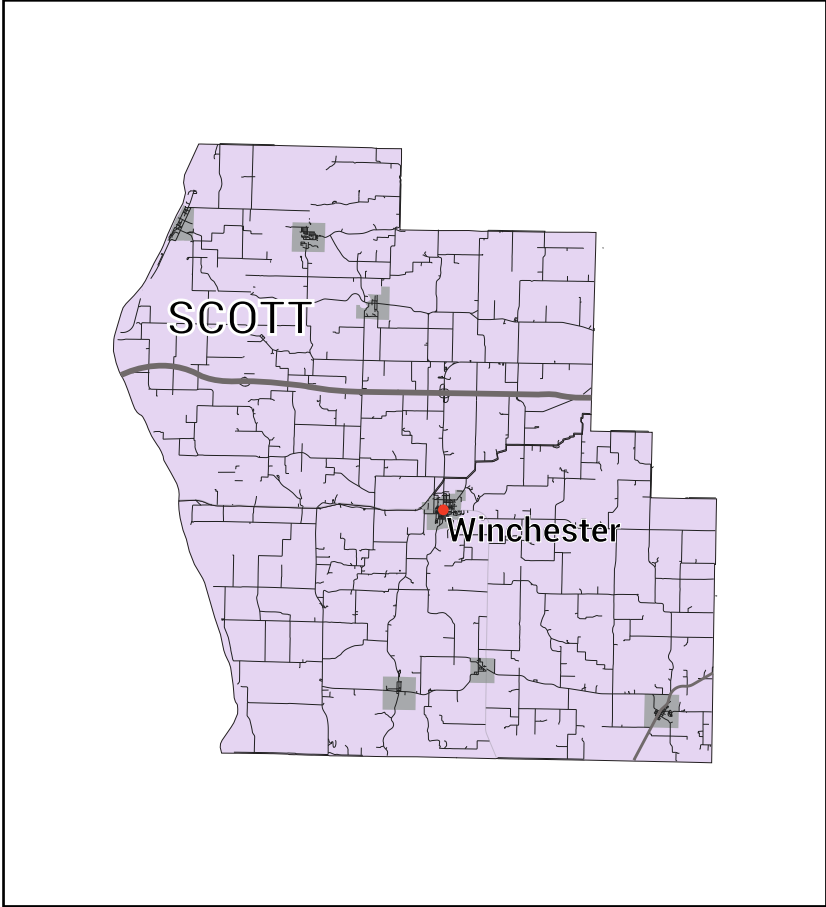


Map 72: Scott County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Map 73: Scott County, Black or African American Population



Legend

- County Seat
- Interstate
- US Highway
- Street
- Incorporated Area

Black or African American

- 0 - 29
- 30 - 99
- 100 - 399
- 400 - 999
- 1,000 +

0 5 Miles

Western Illinois Regional Council

The scale bar shows a distance of 5 miles, divided into 1-mile increments. Below it is a circular logo for the Western Illinois Regional Council, featuring a map of Illinois. To the right is a compass rose with cardinal directions labeled N, S, E, and W.

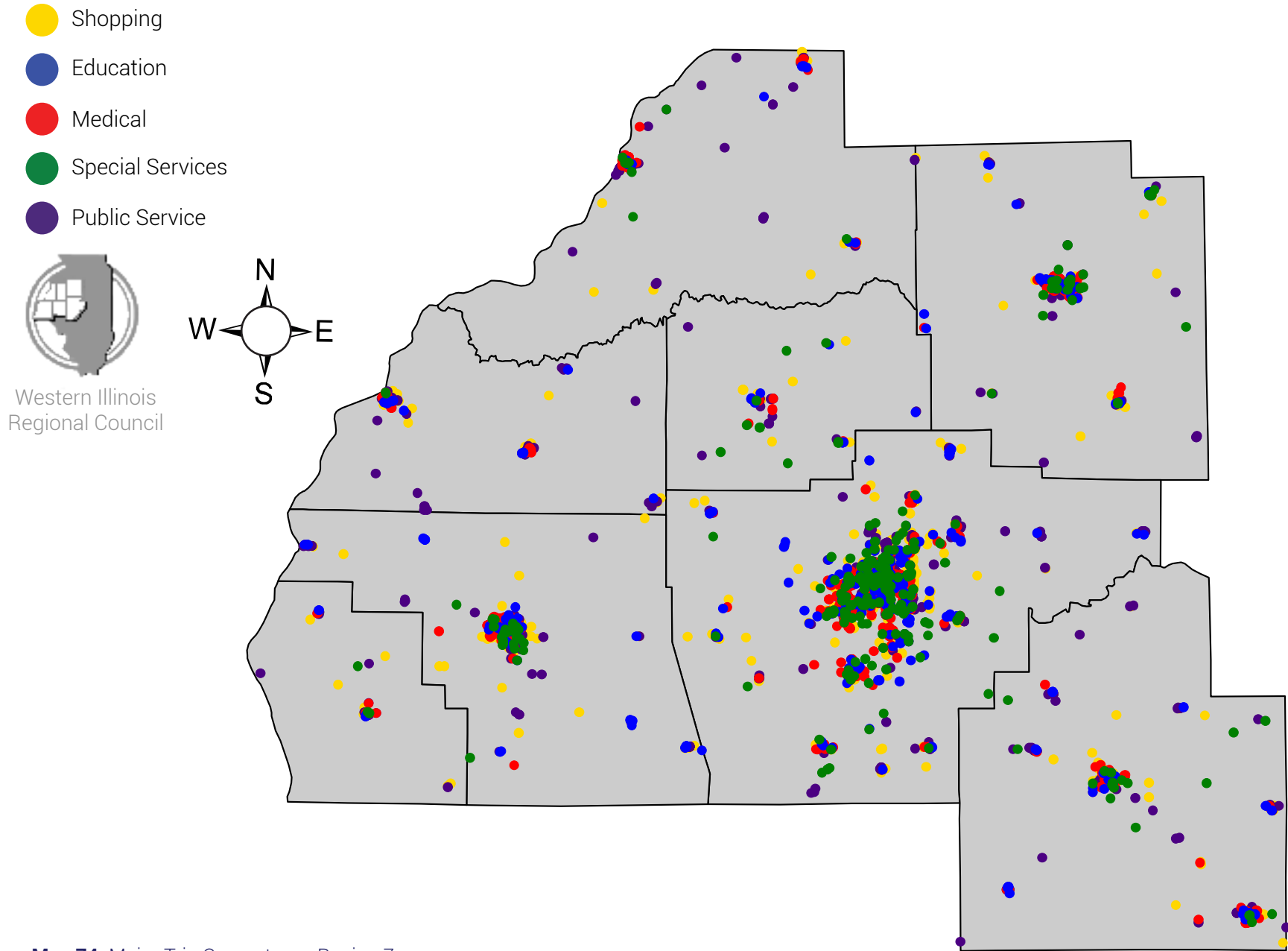
Source: U.S. Census Bureau: 2013-2017 ACS 5-year Estimates, Census Tract Map

Mobility

Major Trip Generators

HSTP Region 7 consumer surveys sent out in 2019 indicate that the most common destinations for public transportation are employment, medical, shopping, and education. For this plan, major trip generators (**Map 74 to Map 83**) were gathered using the Business Analyst extension of ArcGIS, and categorized by their North American Industry Classification System (NAICS) code. **Appendix D, Major Trip Generators**, includes for each county a map and table showing the location of these trip generators. The categories represented are:

- Shopping - retail trade, supermarkets, grocery stores, department stores, and malls;
- Education - elementary and secondary schools, colleges, universities, and professional schools;
- Public Service - justice, public order, and executive and legislative offices;
- Medical - hospitals, outpatient care centers, nursing care facilities, residential, intellectual and developmental disability, mental health, and substance abuse facilities; and
- Specialty Services - art, entertainment, recreation, museums, historical sites, and similar institutions.



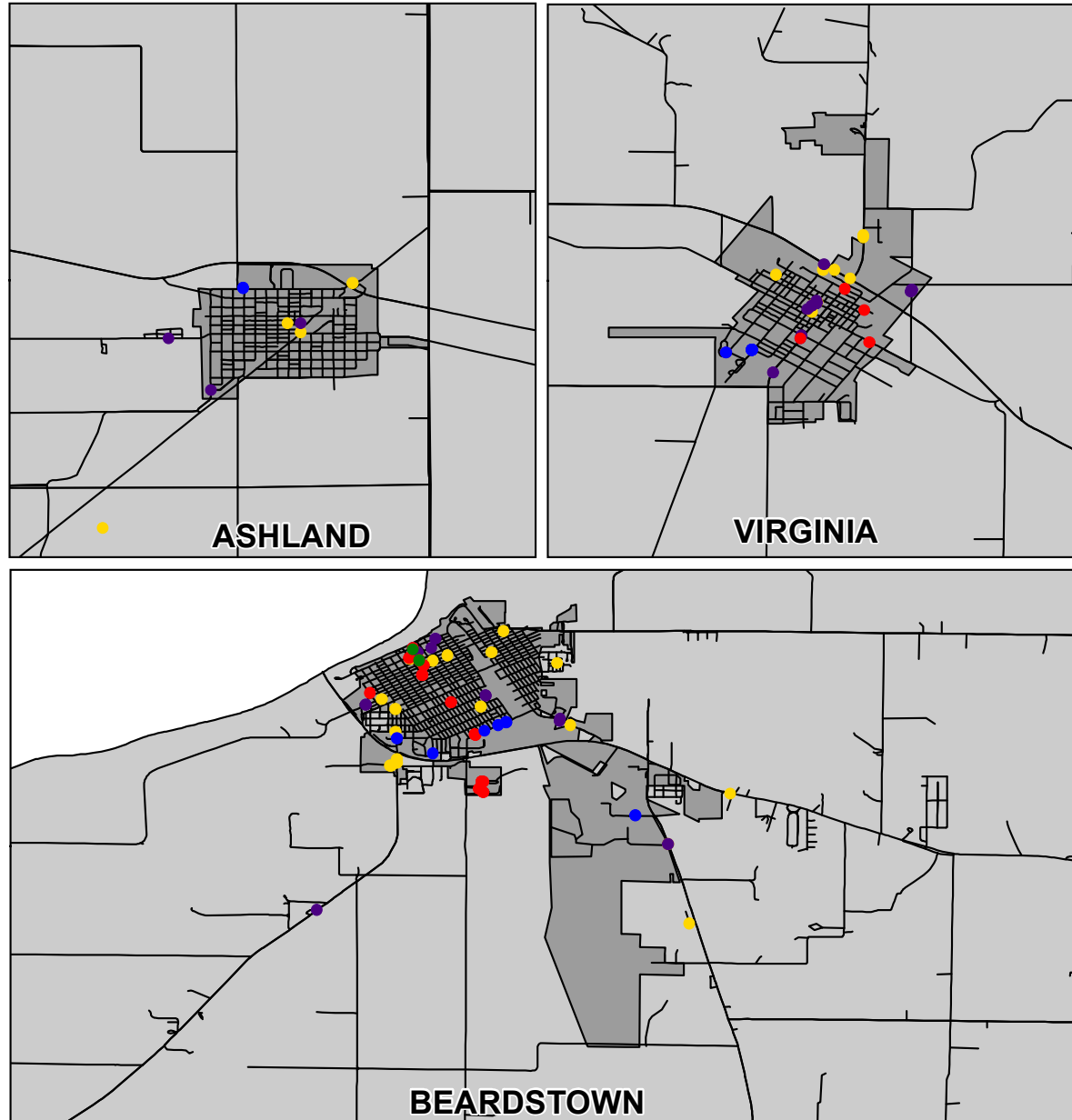
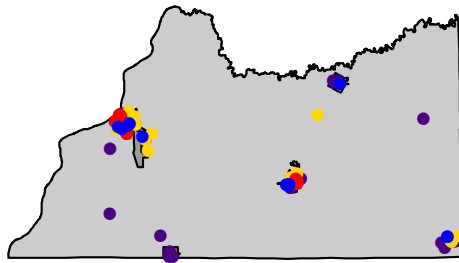
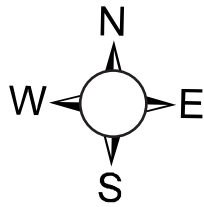
Map 74: Major Trip Generators - Region 7

Cass County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



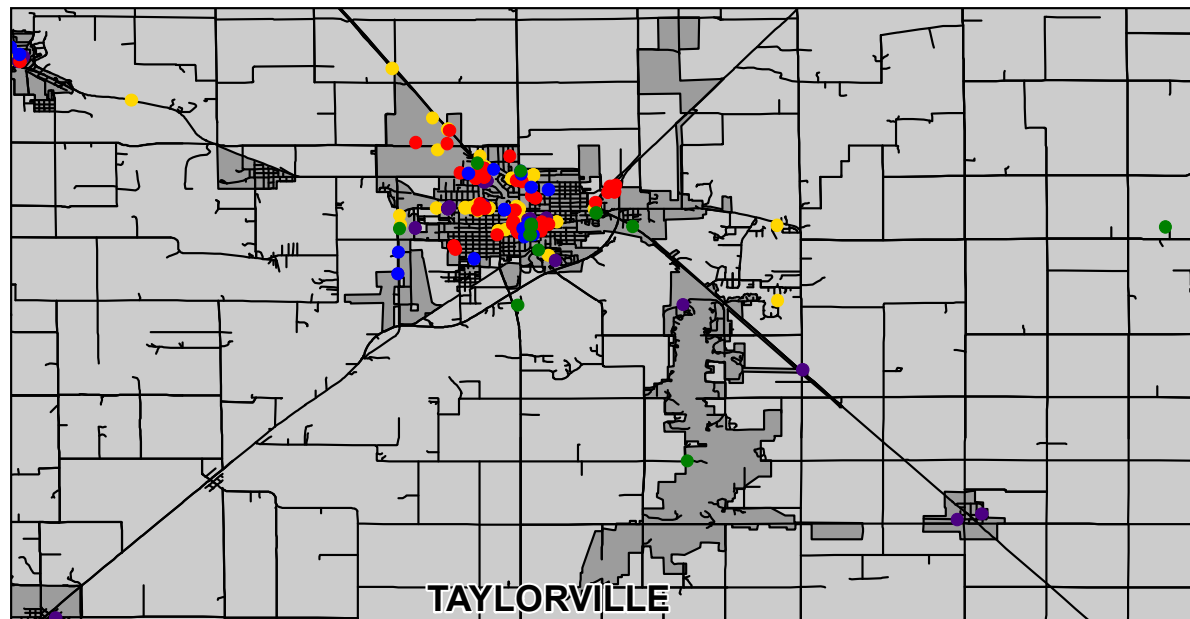
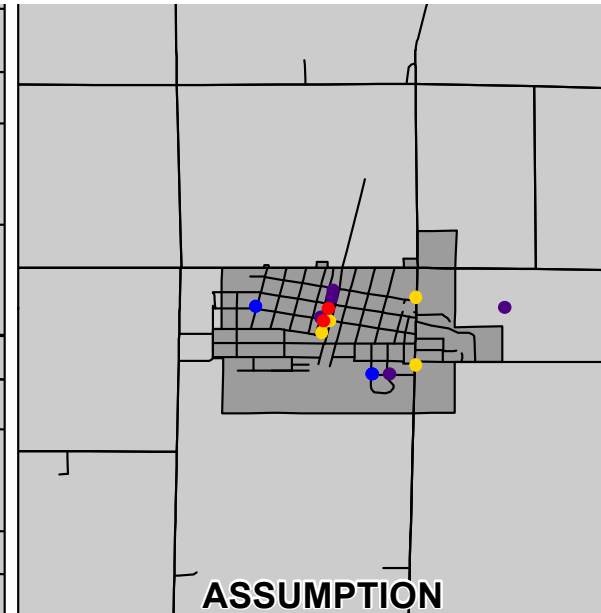
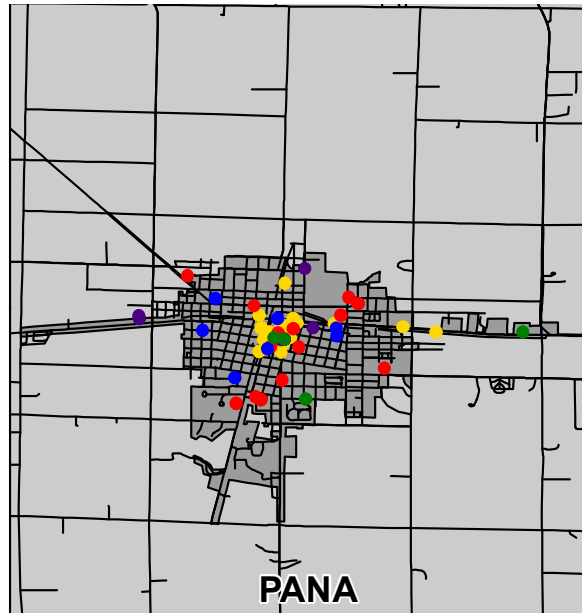
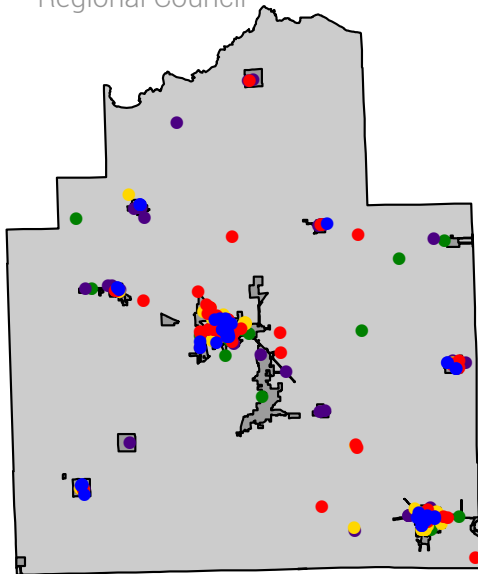
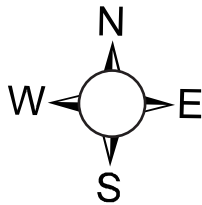
Map 75: Major Trip Generators - Cass County

Christian County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



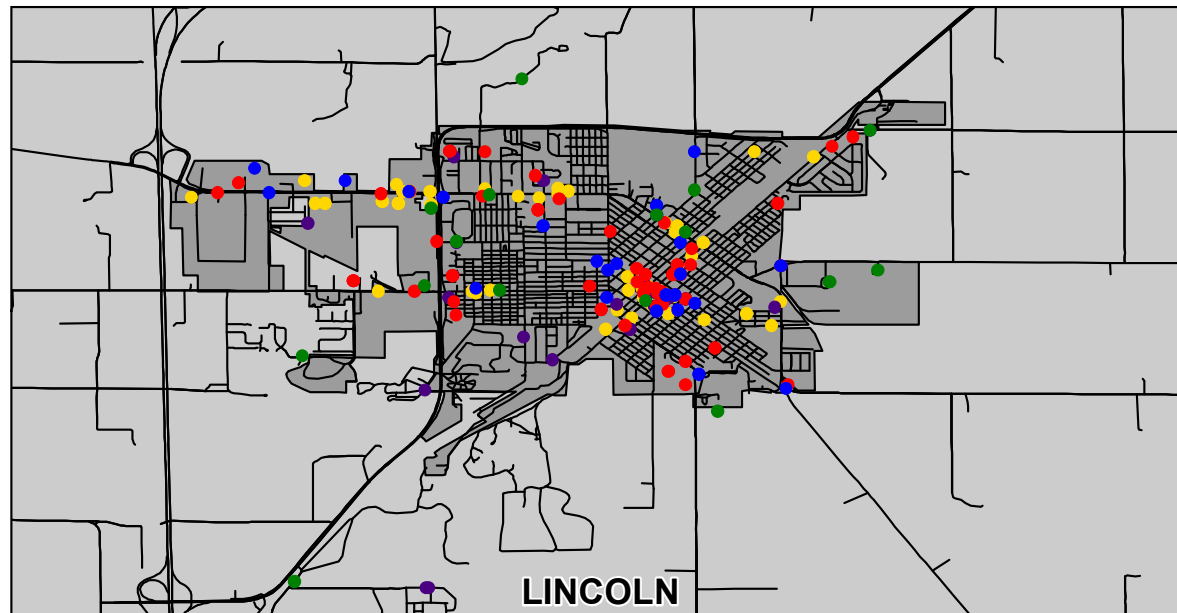
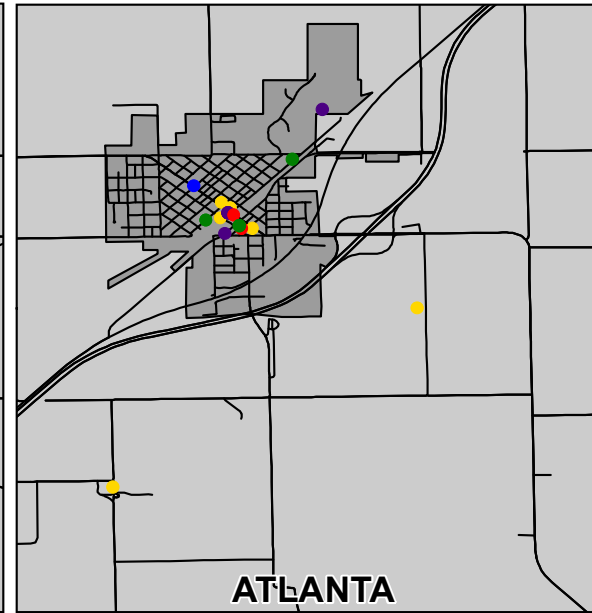
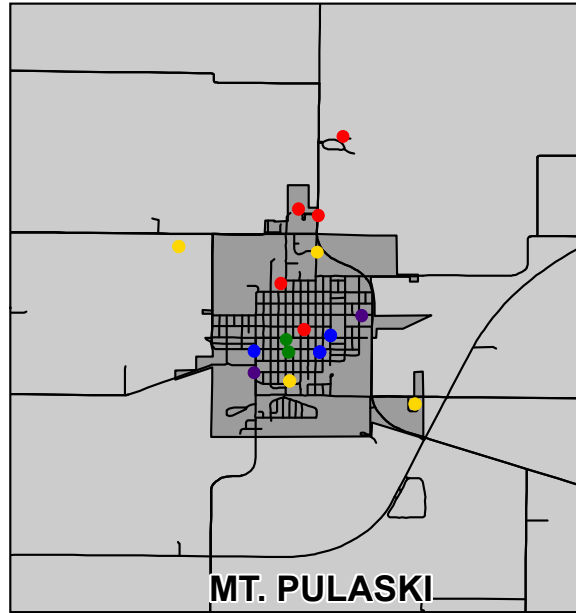
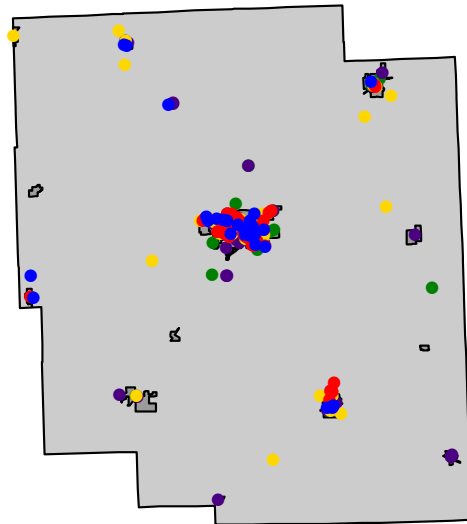
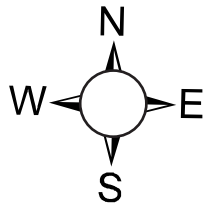
Map 76: Major Trip Generators - Christian County

Logan County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



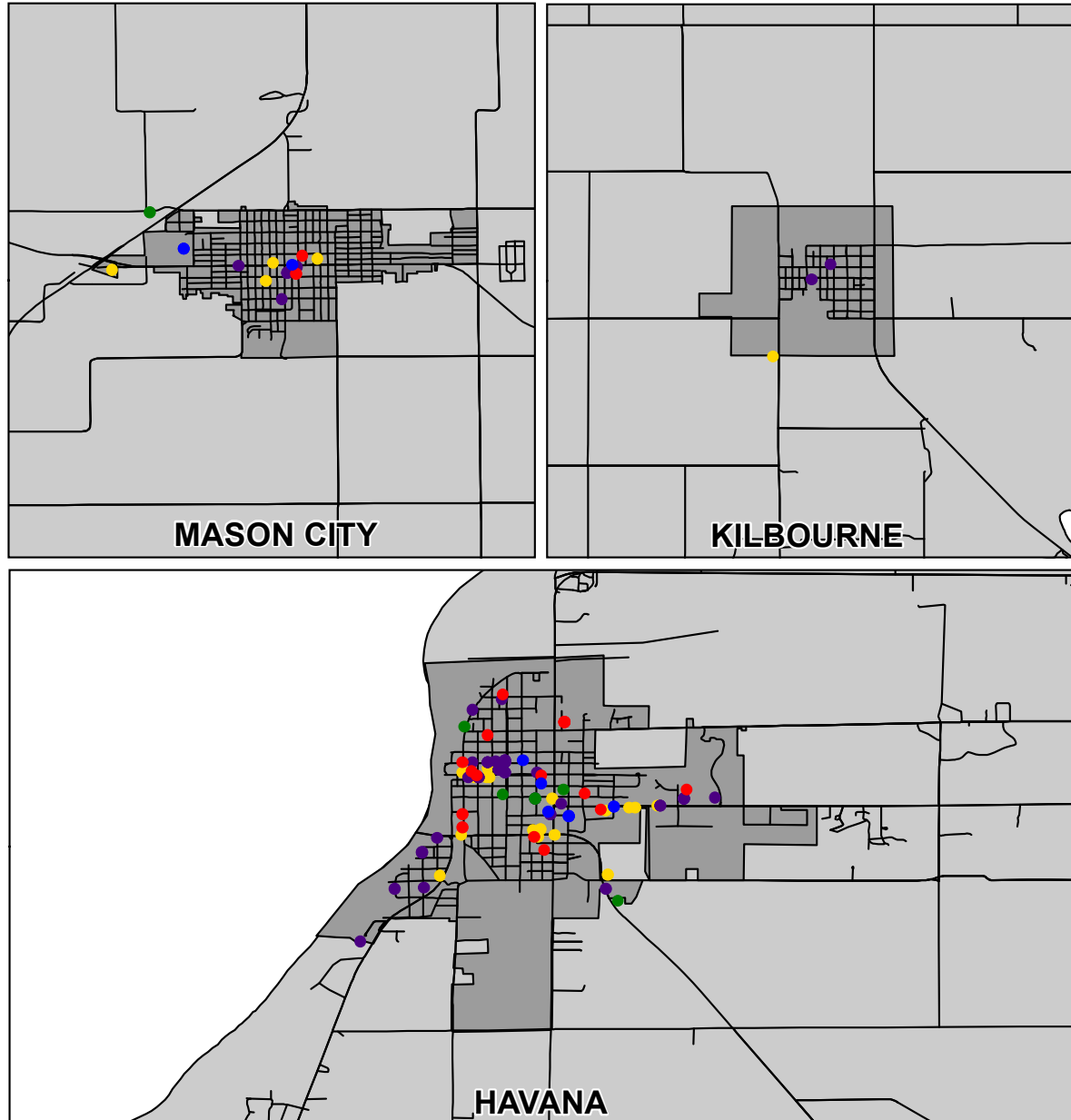
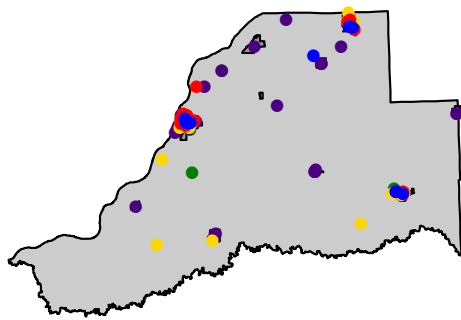
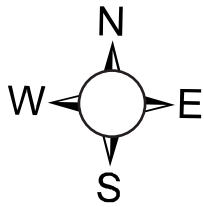
Map 77: Major Trip Generators - Logan County

Mason County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



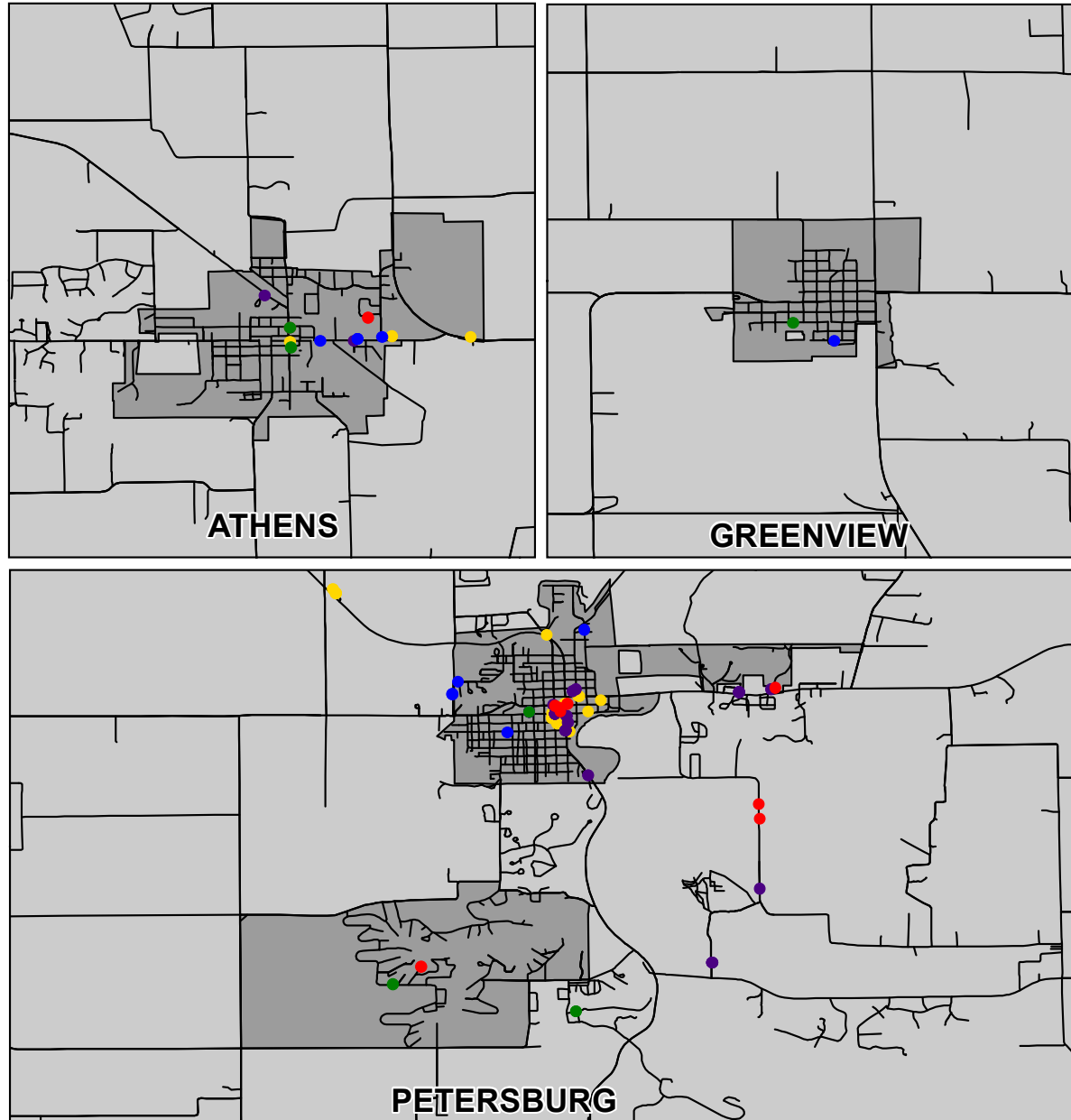
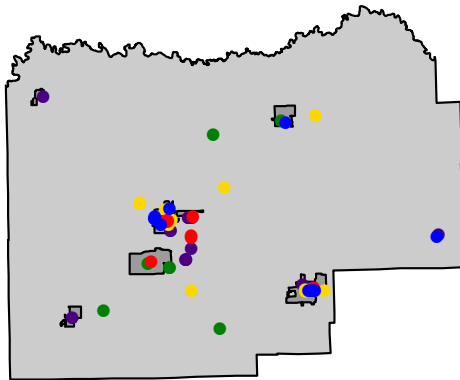
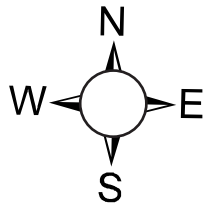
Map 78: Major Trip Generators - Mason County

Menard County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



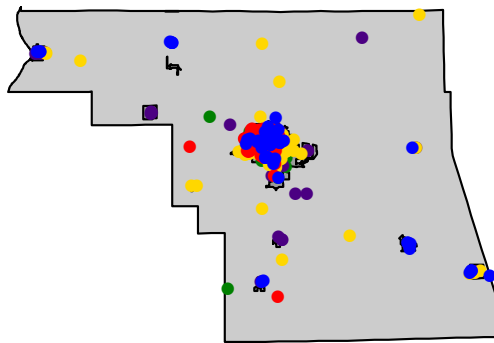
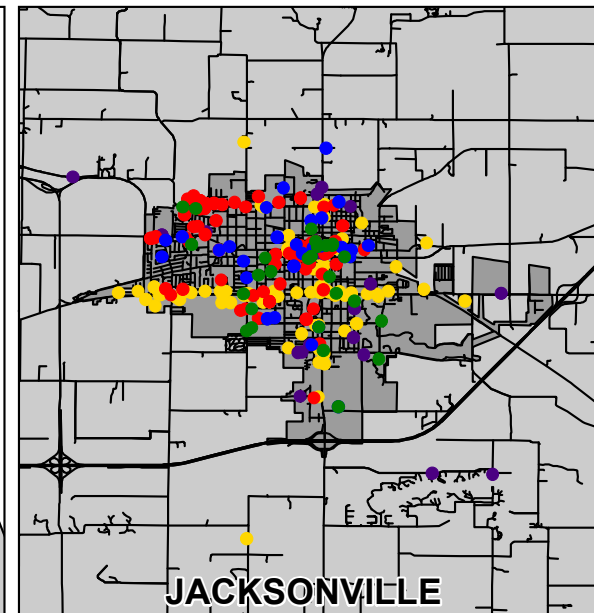
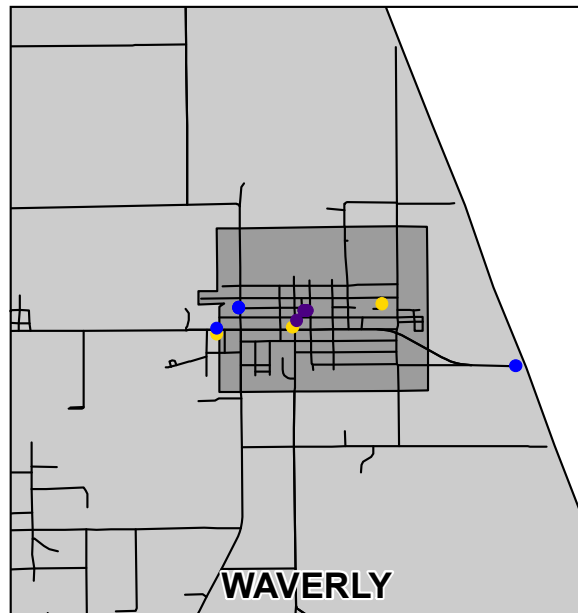
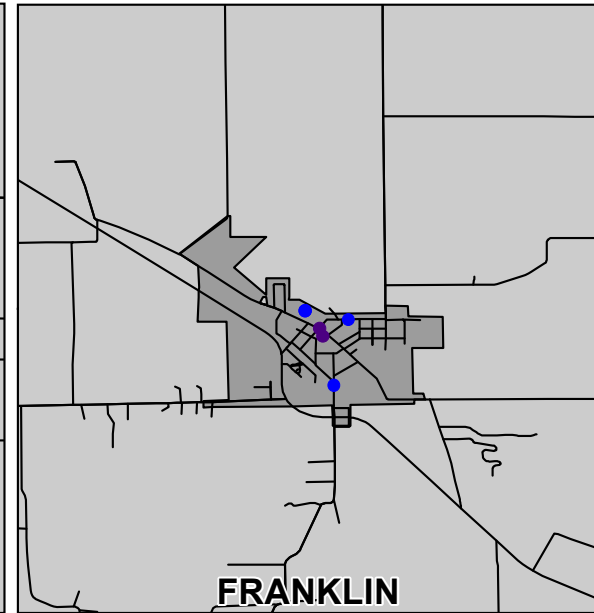
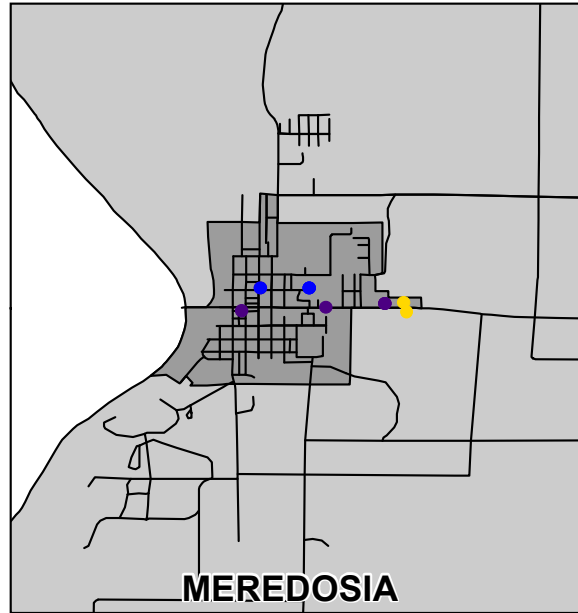
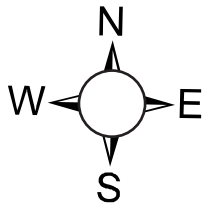
Map 79: Major Trip Generators - Menard County

Morgan County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



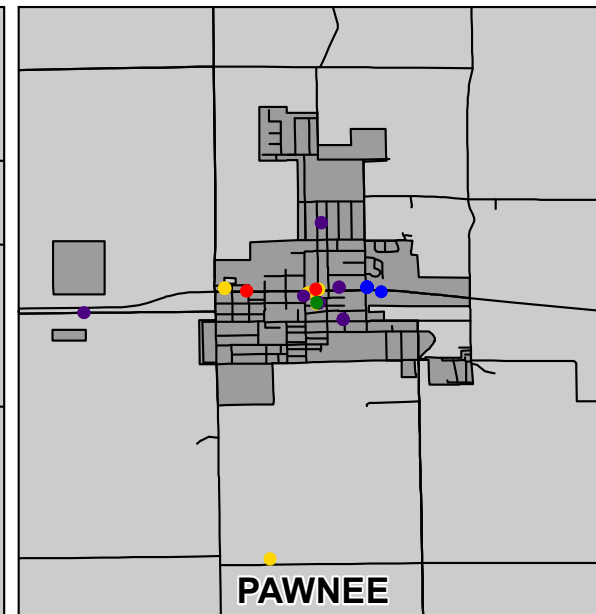
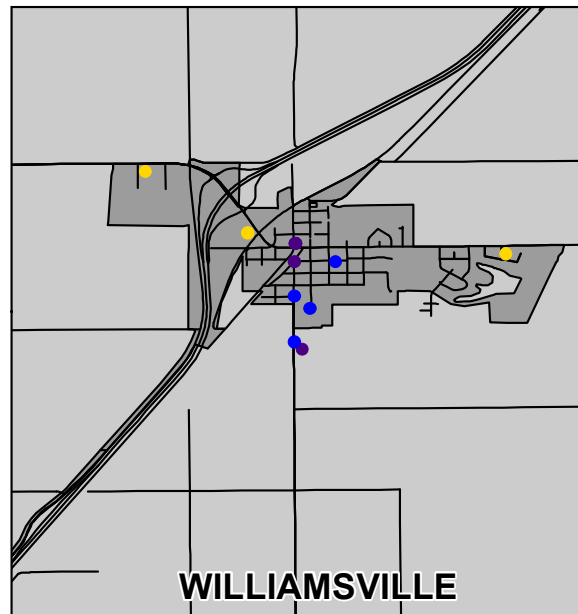
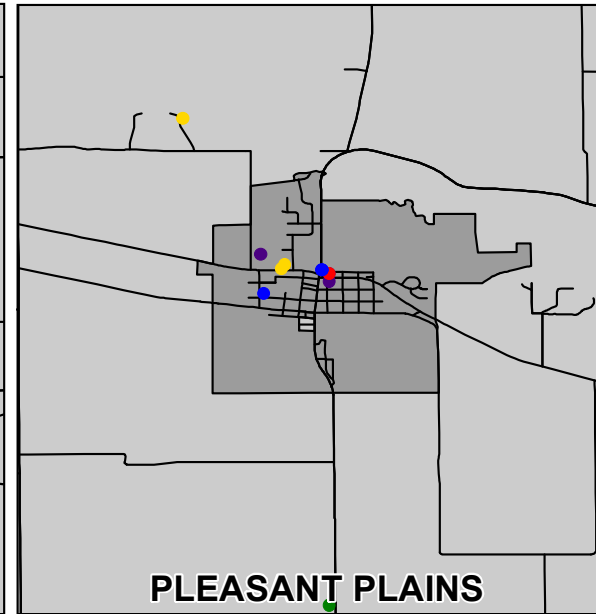
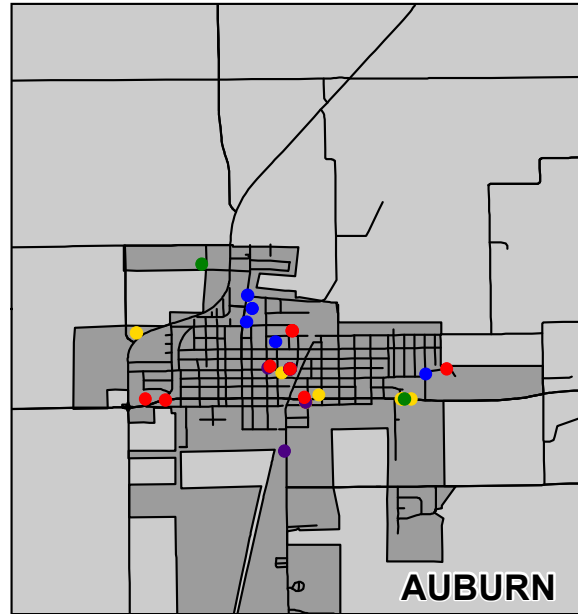
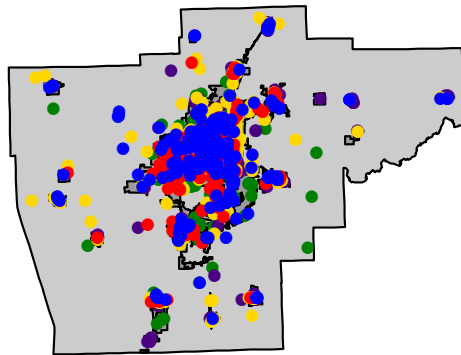
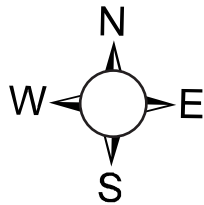
Map 80: Major Trip Generators - Morgan County

Sangamon County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



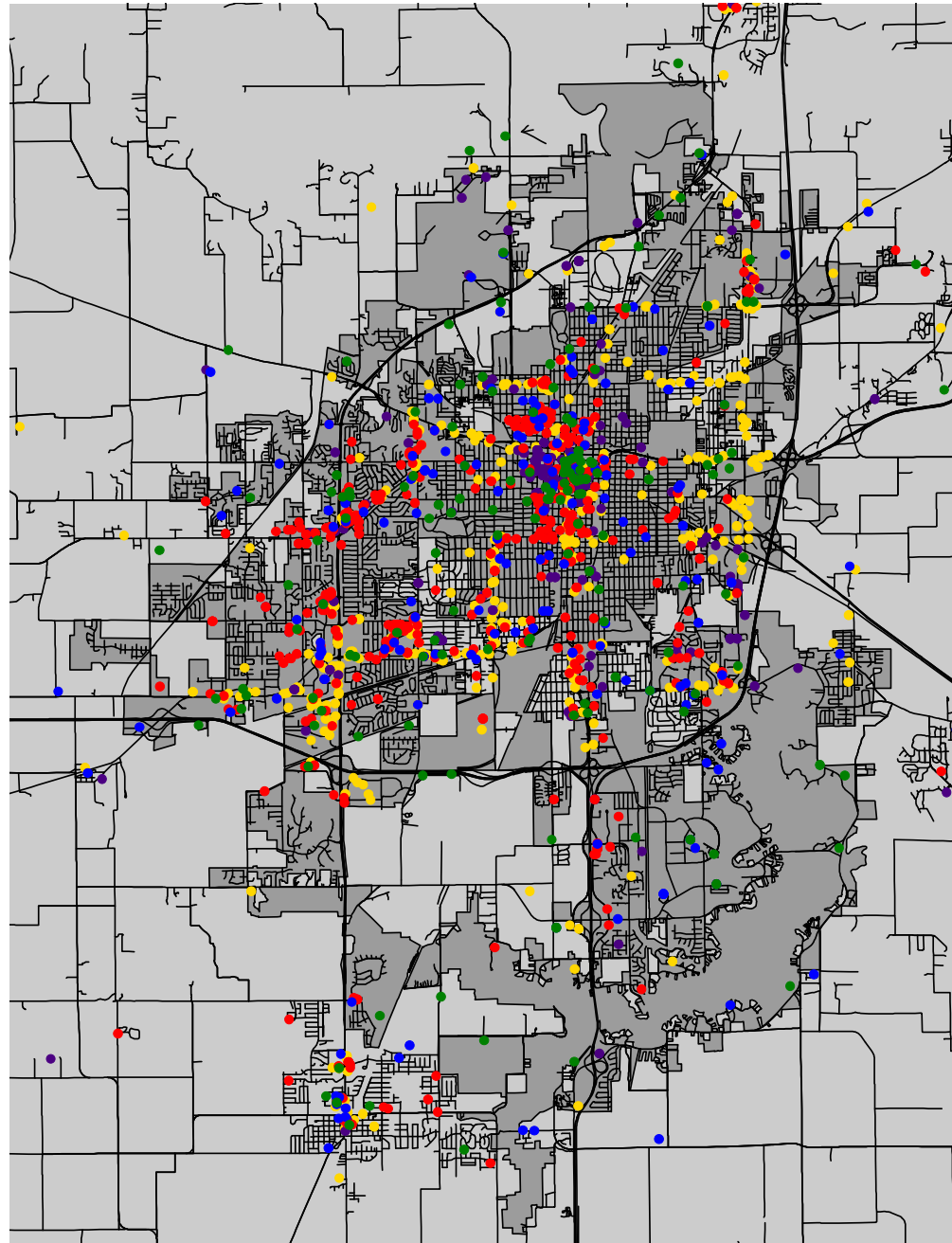
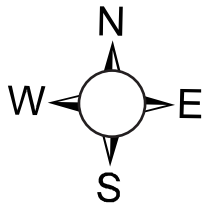
Map 81: Major Trip Generators - Sangamon County

City of Springfield

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



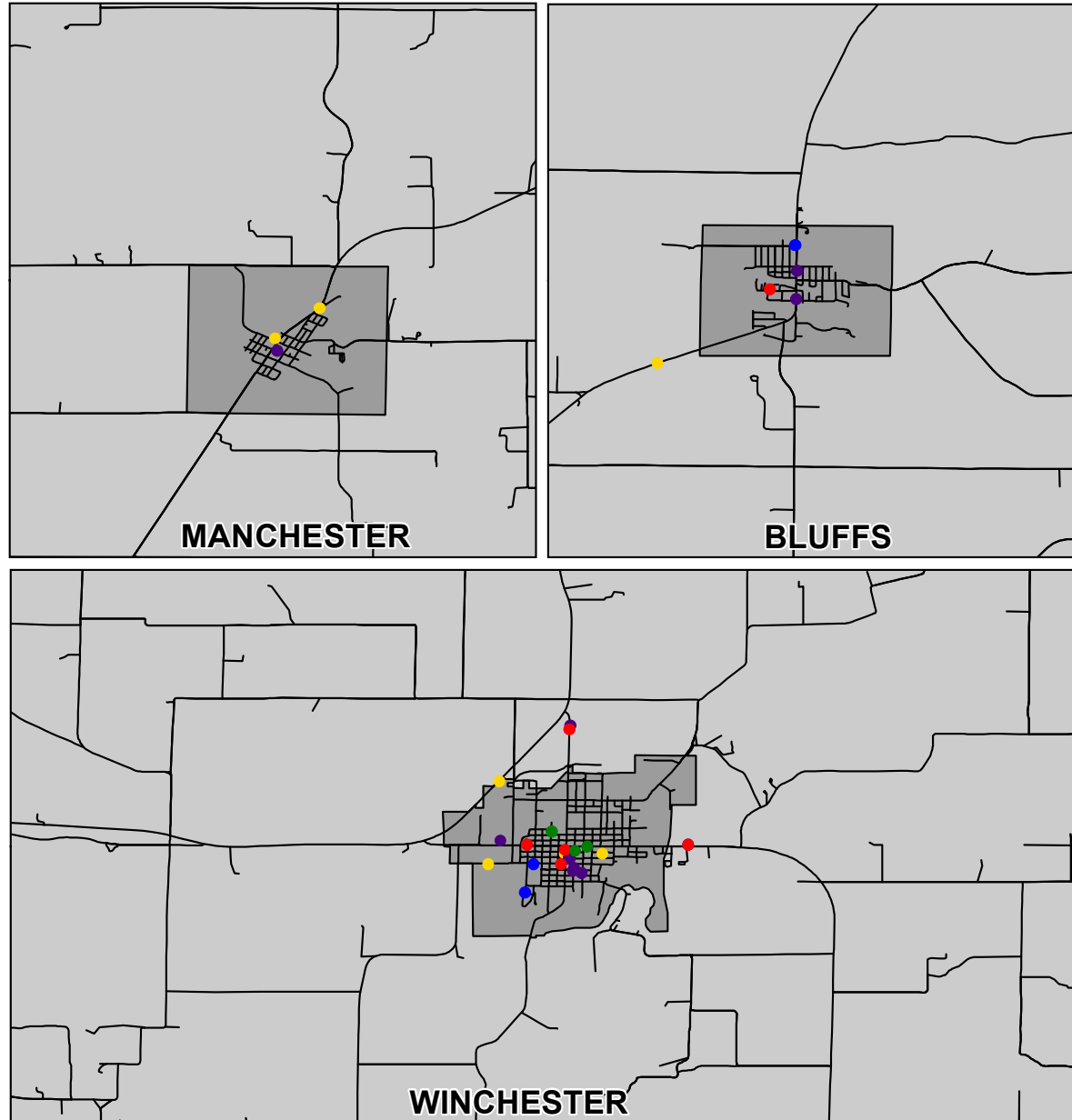
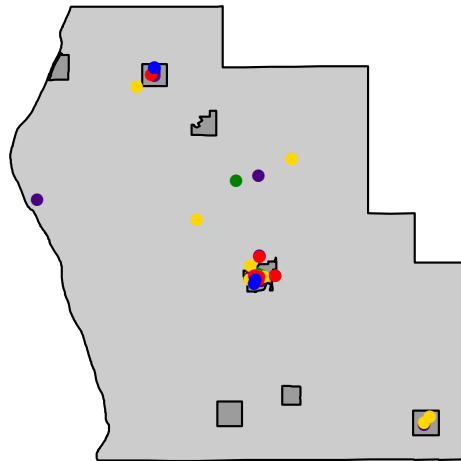
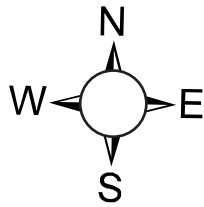
Map 82: Major Trip Generators - City of Springfield

Scott County

- Shopping
- Education
- Medical
- Special Services
- Public Service



Western Illinois
Regional Council



Map 83: Major Trip Generators - Scott County

Major Employers

A significant portion of trips for public transportation providers, as well as some human service agencies, are for employment. In Region 7, top employers are generally clustered together in the larger towns. Region 7 major employers were gathered using the Business Analyst extension of ArcGIS. **Table 2-25** lists the major employers for each county.

Major employers can become community partners in transportation coordination, as they often have vested interest in reliable transportation for employees without access to personal vehicles. Identification of these employers is the first step in conduction outreach efforts that could result in valuable input, coordination, and service contracts.

Table 2-25: Region 7 Major Employers by County

County	Employer	Number of Employees
Cass	Cargill Meat Solutions	2200
	Walmart Supercenter - Beardstown	138
Christian	Automated Production Systems	500
	Cumberland	500
	Gsi Group LLC	450
	Walmart Supercenter - Taylorville	320
Logan	Lincoln Development Center	700
	Logan Correctional Center	350
	Logan Correctional Center - Prerelease	235
Mason	Illini Central School District	160
Menard	Sunny Acres	125
Morgan	Reynolds	900
	Passavant Area Hospital	770
	Hertzberg-New Method Inc	500
	Corrections Department	300
Sangamon	Illinois Department of Children and Family Services	3000
	Healthcare and Family Services	2300
	Horace Mann Educators Corp	1000
	US Post Office	750
	Illinois Department of Human Services	600
Scott	Scott County Nursing Cener	65

Existing Transportation Services

The Region 7 transportation network is composed of a variety of public transit, human service transportation, and private transportation providers.

Rural Public Transportation

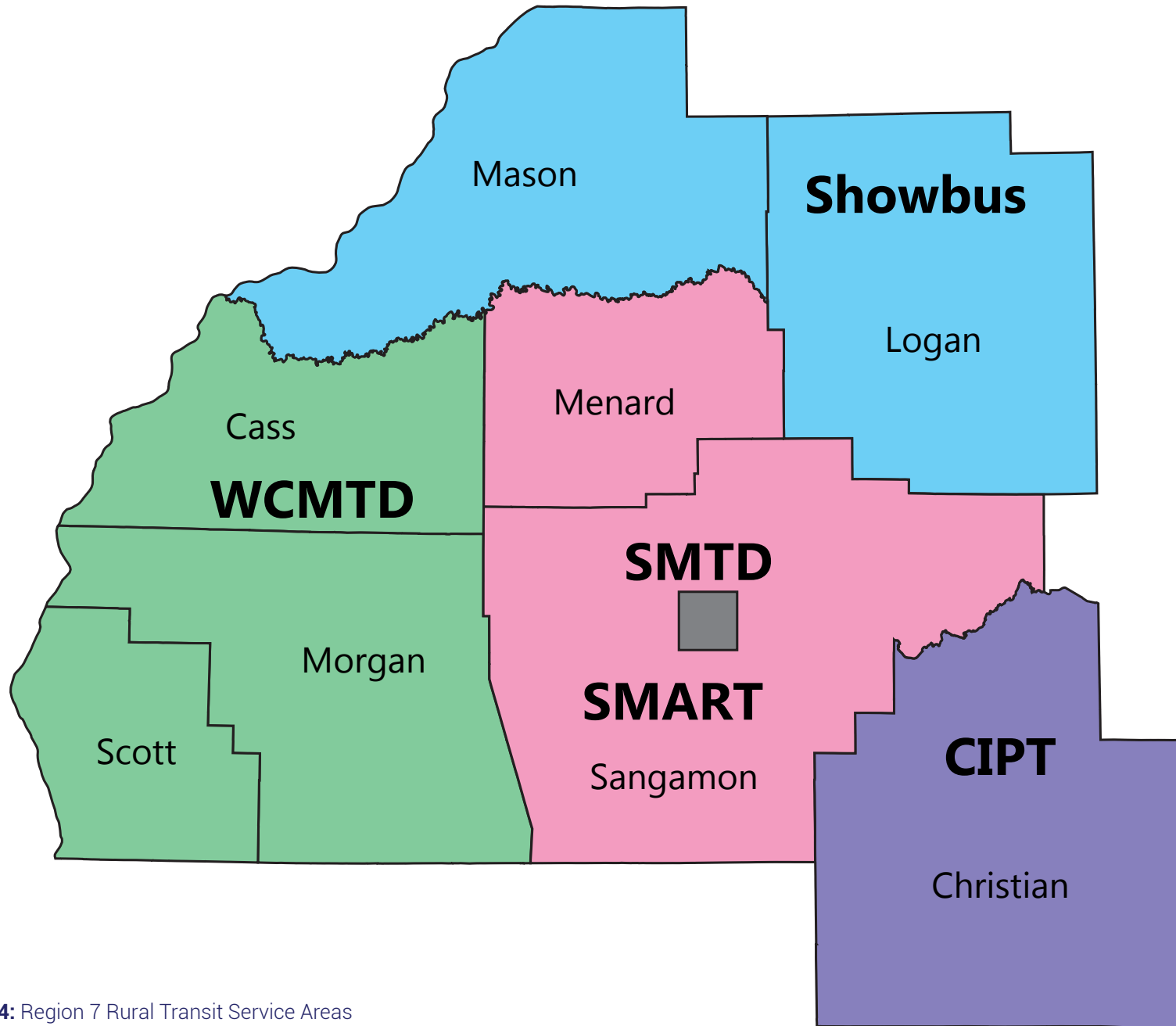
Region 7 is currently served by five rural public transportation entities. Logan County Public Transportation (Logan), Menard County Public Transportation (MCPT), Quincy Transit Lines (Quincy), Scott Achievement Center (Monmouth), and West Central Mass Transit District (Christian, Morgan, and Sangamon). These providers operate either demand response services or fixed routes, some offer both services. Services areas for Region 7 rural transit operators are shown in **Map 84**.

Human Service Transportation Programs

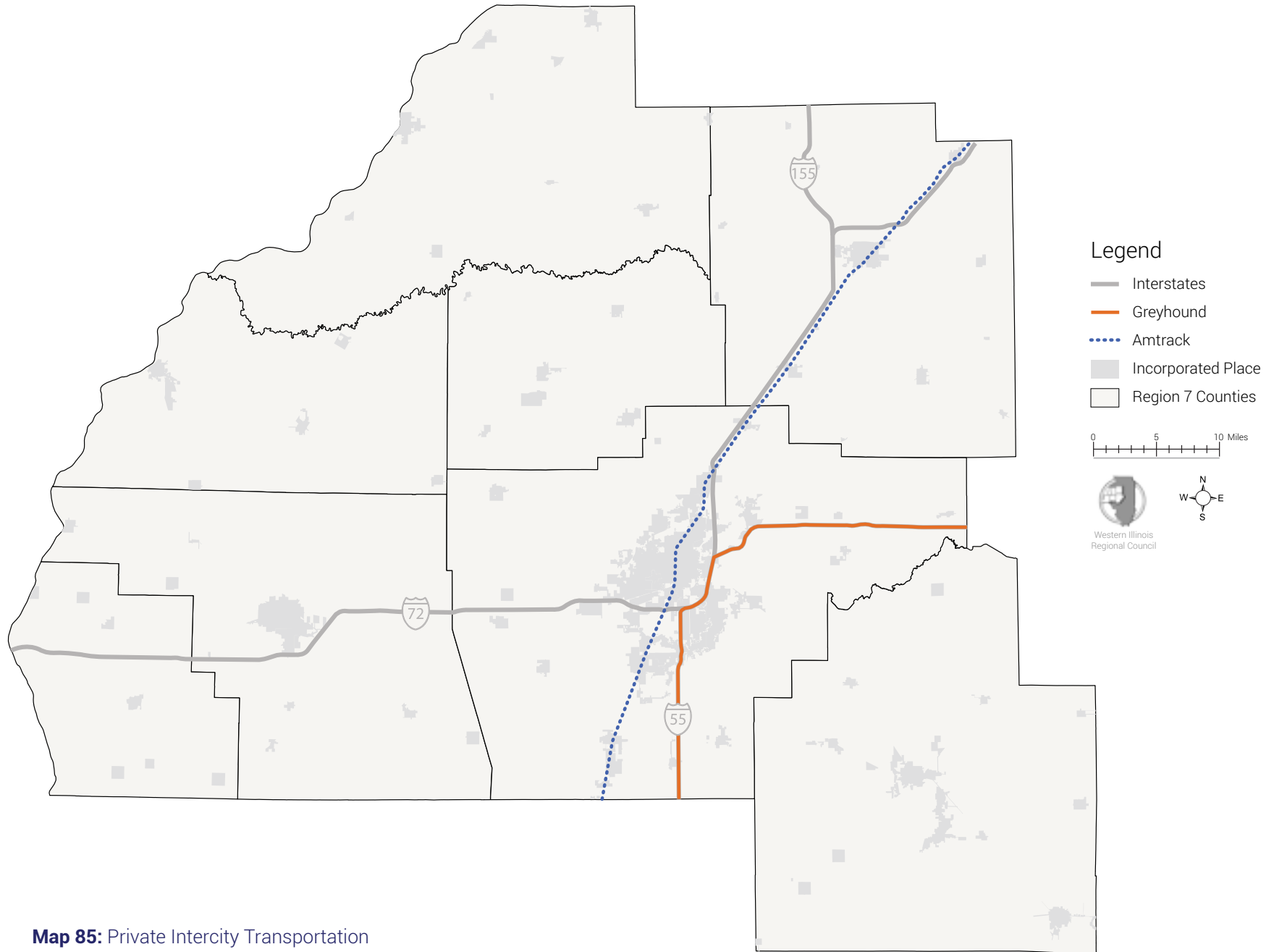
Region 7 has a diverse network of non-profit organizations that provide transportation as a secondary service for consumers who participate in their human or social service programs for a variety of purposes. These services are specifically shaped by consumers' transportation needs that public and private providers are not able to meet for a variety of reasons. Generally, consumers are transported to-and-from the agency for day programs, to-and-from coordinated employment, or transportation is provided for community outings. These non-profit agencies that receive vehicles through the Consolidated Vehicle Procurement (CVP) are required to participate in the HSTP process.

Private and Other Transportation

Private Transportation services are typically for-profit companies such as taxis and intercity buses (Greyhound, Peoria Charter, etc.) Intercity bus and Amtrak routes are shown in **Map 85**. Other services include transportation for K-12 and higher education. The majority of school districts in Region 7 provide their own transportation with traditional yellow school buses. **Table 2-26** lists the districts that contract with First Student (nationally based) or other provider. **Table 2-27** lists transportation services available for higher education institutions in Region 7.



Map 84: Region 7 Rural Transit Service Areas



Map 85: Private Intercity Transportation

Table 2-26: Contracted K-12 Transportation

School District	Operator	County Located Within
Springfield Public School District #186	First Student	Sangamon
Taylorville Community Unit School District #3	Durham School Services	Christian

EXISTING CONDITIONS: MOBILITY TODAY

Table 2-27: Transportation Options for Higher Education

Higher Education Institution	Location/ Campus	Contracted Operator & Description	Campus Routes
University of Illinois	Springfield	Privately Contracted Shuttle Service	Sangamon Mass Transit District (SMTD)
Lincoln Land Community College	Springfield	None	Sangamon Mass Transit District (SMTD)
St. John's College of Nursing	Springfield	None	Sangamon Mass Transit District (SMTD)
Lincoln College	Lincoln	Privately Contracted Shuttle Service	None
Heartland Community College - Lincoln Branch	Lincoln	None	None
Illinois College	Jacksonville	None	None

Coordination & Successes

Coordination between providers in all sectors of transportation allows the region to leverage resources and services to provide the most efficient, effective transportation options for the end-user. Some common occurrences of coordination and success in Region 7 are listed below:

- Most 5310 agencies have contracts or rely on public transportation for their clients;
- County to county transportation runs smoothly between different operators;

Although some characteristics are applicable to Region 7 as a whole, each county has unique advantages, circumstances, and obstacles. This section offers a snapshot of each county's coordination and successes. Examples include progress toward/achievement of HSTP goals, new/increased services, involvement in inter-agency groups, service contracts, supplemental transportation, specialized transportation, sharing or contracting resources, and mobility management.

Cass County

- West Central Mass Transit contracts with many human service agencies and coordinates very efficiently with the surrounding counties;

Christian County

- CTF has recently become the public transportation provider and is working to coordinate better throughout the region;

Logan County

- SHOWBUS is the public provider for and does a very good job working to coordinate with both transit agencies and human service agencies;

Mason County

- SHOWBUS is the public provider for and does a very good job working to coordinate with both transit agencies and human service agencies;

Menard County

- SMART has been servicing the county for 2 years and works closely with WCMTD;
- Expanding into Sangamon County they reach more people and have a better network through out the two counties;

Morgan County

- West Central Mass Transit contracts with many human service agencies and coordinates very efficiently with the surrounding counties;

Sangamon County

- SMART recently started providing service and have been working well with the public providers in the area to fill as many gaps as possible;
- New turnaround stations for transfers;

Scott County

- West Central Mass Transit contracts with many human service agencies and coordinates very efficiently with the surrounding counties.

Region Program of Projects (RPOP)

The Regional Program of Projects (RPOP) tracks federal and state funding related to rural public transportation and human service transportation within Region 7. These operating and capital funding sources include:

- Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities
 - Consolidated Vehicle Procurement (CVP) Program
 - New Freedom projects (formerly Section 5317)
- Section 5311: Formula Grants for Rural Areas
 - Section 5311f: Intercity Bus Program
 - Job Access and Reverse commute (JARC) projects (formerly Section 5316)
- Downstate Operating Assistance Program (DOAP)
- Downstate Transit Improvement Fund (DTIF)
- Other projects that directly impact the providers in Region 7

The RPOP is submitted to IDOT-OIPI following review and adoption by the Region 7 Technical and Policy Committees. One limitation of the RPOP is the inability to separate allocations for capital and operating contracts between counties that apply for those funds together. For example, Menard County is the grantee for Logan County in Region 7. Similarly, West Central Mass Transit District is the grant recipient for 6 counties, only three of which are in Region 7. As a result, the RPOP includes funding for counties outside the region for these entities.

Concerns & Opportunities

Historical Survey Results

Surveying providers and consumers is the most effective method to identify opportunities for improvement of transportation programs. Region 7 transportation providers and human service agencies are surveyed by the HSTP Coordinator on a regular basis, while consumers participate in surveys generated by their respective service agency and by the HSTP coordinator through the transportation providers and human service agencies.

These survey results determine trips that are denied or difficult to meet, gaps in transportation services, service limitations, and barriers to coordination. These factors identified needs, gaps, and duplications become opportunities for coordination and creative solutions.

Needs, Gaps, and Duplications

Listed below are some common unmet needs and service gaps within the region:

- Awareness of transportation options and services is lacking in many communities, as well as knowledge about how to use those services.
- Door-through-door service for rural systems is very uncommon due to the cost of liability insurance associated with it, which limits transportation options for those with limited mobility
- Weekday hours are limited for public providers, particularly excluding second and third-shift workers.
- Accessible taxi provider are scarce, and the fares are generally very high.

- Most providers do not offer transportation services on the weekend.
- Convenience is hindered by the call-ahead reservations requirement that most rural providers have in place.
- Intercity bus routes are not easily accessible because of the lack of routes through the area limiting access to larger cities with major healthcare centers.
- Not knowing best practices for client payments when transferring riders between agencies.
- Not having a set standard of communication between providers makes it more difficult for dispatchers to coordinate rides.

Cass County

- Gaps mainly relate to those that are most common;

Christian County

- Gaps mainly relate to those that are most common;

Logan County

- Gaps mainly relate to those that are most common;
- Mixing of Urban and Rural areas makes it difficult to know if they can accept the ride or not;

Mason County

- Gaps mainly relate to those that are most common;
- Mixing of Urban and Rural areas makes it difficult to know if they can accept the ride or not;

Menard County

- Gaps mainly relate to those that are most common;

EXISTING CONDITIONS: CONCERNS & OPPORTUNITIES

Morgan County

- Gaps mainly relate to those that are most common;
- Duplication in rides to the hospital complex between WCMTD and SMART;

Sangamon County

- Gaps mainly relate to those that are most common;
- Major gaps between urban and rural populations especially for residents that live within the SMTD Access limits, but don't meet the qualifications to ride SMTD Access, and outside of SMART service area;

Scott County

- Gaps mainly relate to those that are most common.

3

Future Conditions

Mobility Tomorrow

Goals, Objectives, & Strategies

Goals and objectives derived from the inclusive planning process determine the direction planning efforts should take. In developing a vision for Mobility Tomorrow, it is necessary to plan for the short-term, while also maintaining long-term interests and efforts. The Region 7 Technical and Policy Committees discussed and agreed upon the following long-term goals to keep in mind and work toward:

1. Decrease the number of unfulfilled rides.
2. Actively support ride sharing and vehicle sharing initiatives within Region 7.
3. Explore whether a rider training program (Programmatic) or Implementation of ease-of-use system updates (Systematic) would better serve the community.
4. Create and maintain a statewide comprehensive transportation provider contact list specifically for coordinating long distance trips.
5. Increase ridership.
6. Identify high-demand areas that may be better served with a deviated-fixed route.

Taking into consideration consumer surveys, agency and committee member input, discussions at quarterly Region 7 HSTP meetings, and breakout groups, the Region 7 Technical and Policy Committees formulated and approved four short-term goals. Compared to the long-term goals, these short term goals are more structured as they are the primary target of efforts in the near future.

The short-term goals and objectives for this HSTP follow the SMART (Specific, Measurable, Agreed, Realistic, and Time-bound) structure. A goal is defined as an end state that will be brought about by the implementation of the plan in measurable, manageable parts. Each goal is further broken down into several strategies, for which the following factors are determined: performance measure(s), parties responsible, budget implications, staffing implications, obstacles, and benefit or rider impact. **Table 3-1** through **Table 3-3** detail each of the four goals with objectives and strategies for the short-term (three to five years):

1. Promote awareness of transportation options within Region 7 through a comprehensive marketing plan.
2. Reduce the number of gaps in service to those in Region 7.
3. Maintain a localized area for all HSTP related information.

Table 3-1: Implementation of Short-term Goal #1

Goal	Promote awareness of transportation options within Region 7 through a comprehensive marketing plan.		
Objective	Utilize marketing tools such as social media, websites, etc. to increase public awareness of existing transportation services, and increase ridership.		
Strategy	Create and maintain a Central Illinois Human Services Transportation Plan (CIHSTP) Website that includes a database of Region 7 transportation and social service resources.	Create and maintain a social media presence that includes but is not limited to Facebook, Twitter, Instagram, etc. Posts to include information regarding Region 7 transportation and social service resources.	Create and continually update advertising media that identifies Region 7 transportation and social service resources to be used in area newspapers, social media, etc.
Performance Measure(s)	Number of webpage views	Number of posts	Number of advertisements created
	Number of updates per year	Number of responses (Like, Comment, etc.)	Number of advertising media sources
		Number of followers	Increase in ridership
Parties Responsible	HSTP Coordinator (maintain database)	HSTP Coordinator (social media posts)	HSTP Coordinator (create and fund advertisements)
	Transportation agencies and social services (provide updates to Coordinator)	Transportation agencies and social services (provide updates to Coordinator)	Transportation agencies and social services (Identify low ridership areas)
Budget Implications	Staff time	Staff time	Staff time, cost of advertising, printing material
Staffing Implications	None	None	Identification of low ridership areas
Obstacles	Notification of changes, especially social service agencies not participating in HSTP.	Notification of changes, especially social service agencies not participating in HSTP.	Advertising budget may not cover what would be necessary to reach everyone.
Benefits & Rider Impact	Simplified access to information about multiple providers/options.	Information can be distributed quickly with riders and create another access point to find a ride.	Reach riders who do not have access to internet or who choose to not use it.

FUTURE CONDITIONS

Table 3-2: Implementation of Short-term Goal #2

Goal	Reduce the number of gaps in service to those in Region 7.		
Objective	Create and maintain data sets and graphics to better inform transportation providers of gaps in their regions.		
Strategy	Create and maintain data sets of unfulfilled rides within Region 7	Create and maintain infographics based on data collected from Region 4 transportation providers to better pinpoint areas in need	Create surveys designed to locate unfulfilled rides and make these surveys easily accessible to the public through social media and the CIHSTP Website
Performance Measure(s)	Number of updates per year	Number of updates per year	Number of surveys completed
	Decrease in unfulfilled rides	Decrease in unfulfilled rides	Number of accessibility features the survey has
			Decrease in unfulfilled rides
Parties Responsible	Transportation Agencies (Compile and send unfulfilled ride data to Coordinator)	Transportation Agencies (Compile and send unfulfilled ride data to Coordinator)	HSTP Coordinator (Create and manage survey)
	HSTP Coordinator (Create and maintain data sets)	HSTP Coordinator (Create and maintain infographics)	Social Services (Identify accessibility features useful to those most likely to be dependent on transit services)
Budget Implications	Staff time	Staff time	Staff time
Staffing Implications	Compilation of unfulfilled ride data	Compilation of unfulfilled ride data	Identifying accessibility features for surveys
Obstacles	Collecting enough data from every transportation agency to identify gaps in service	Collecting enough data from every transportation agency to identify gaps in service	Reaching those most likely to be dependent on transit services through online surveys
Benefits & Rider Impact	Reduction in number unfulfilled rides	Reduction in number unfulfilled rides	Reduction in number unfulfilled rides

Table 3-3: Implementation of Short-term Goal #3

Goal	Maintain localized area for all HSTP related information.		
Objective	Create and maintain an online platform (Central Illinois Human Service Transportation Plan Website) to house information for riders, transportation agencies, and social services		
Strategy	Create and maintain resources for riders which may include but are not limited to: agency contact information, agency hours, agency prices, HSTP meeting information (Minutes, Agendas, Location and Time), and consumer surveys	Create and maintain resources for transportation agencies which may include but are not limited to: HSTP meeting information, Sensitivity trainings, RTAC trainings, County Advisory Meetings, technology updates for transportation agencies, and rideshare initiatives	Create and maintain resources for Social Services that also cater to those who need different accessibility features. Information may include but is not limited to: agency contact information, agency hours, agency prices, HSTP meeting information (Minutes, Agendas, Location and Time), and consumer surveys
Performance Measure(s)	Number of webpage views	Number of webpage views	Number of webpage views
	Number of updates per year	Number of updates per year	Number of updates per year
Parties Responsible	HSTP Coordinator (Create and maintain webpage)	HSTP Coordinator (Create and maintain webpage)	HSTP Coordinator (Create and maintain webpage)
	Transportation agencies and social services (provide updates to Coordinator)	Transportation agencies and social services (provide updates to Coordinator)	Transportation agencies and social services (provide updates to Coordinator)
			Social Services (Identify accessibility features useful to those most likely to be dependent on transit services)
Budget Implications	Staff time	Staff time	Staff time
Staffing Implications	None	None	Identifying accessibility features for surveys
Obstacles	Notification of changes, especially social service agencies not participating in HSTP.	Notification of changes, especially social service agencies not participating in HSTP.	Notification of changes, especially social service agencies not participating in HSTP. Identifying appropriate ways to reach riders
Benefits & Rider Impact	Simplified access to information about multiple providers/options.	Simplified access to information useful to transportation agencies.	Simplified access to information about multiple providers/options.



Transportation

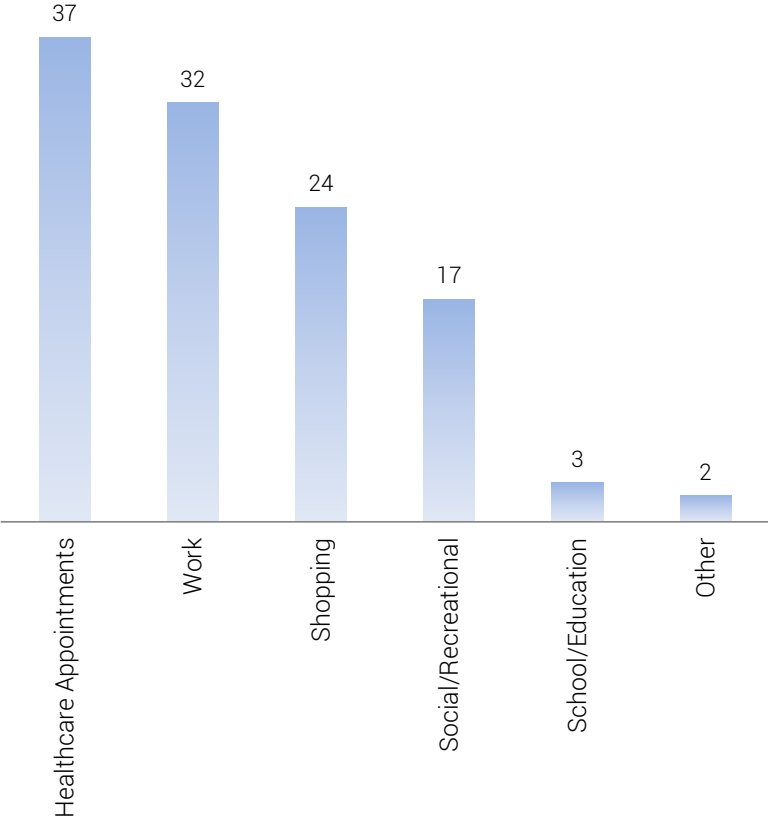
Consumer Survey

Question 1:

For what purpose do you use transportation services?

The majority of consumers, fifty-three percent, use transportation services to travel to work. Approximately forty-two percent of survey participants use transportation to reach healthcare appointments.

Percent	Number	Purpose
50.7%	37	Healthcare Appointments
43.8%	32	Work
32.9%	24	Shopping
23.3%	17	Social/Recreational
4.1%	3	School/Education
2.8%	2	Other
2.7%	2	Blank



*Percentages do not sum to one hundred percent because responses are to select multiple answers. Percentage is total number of surveys.

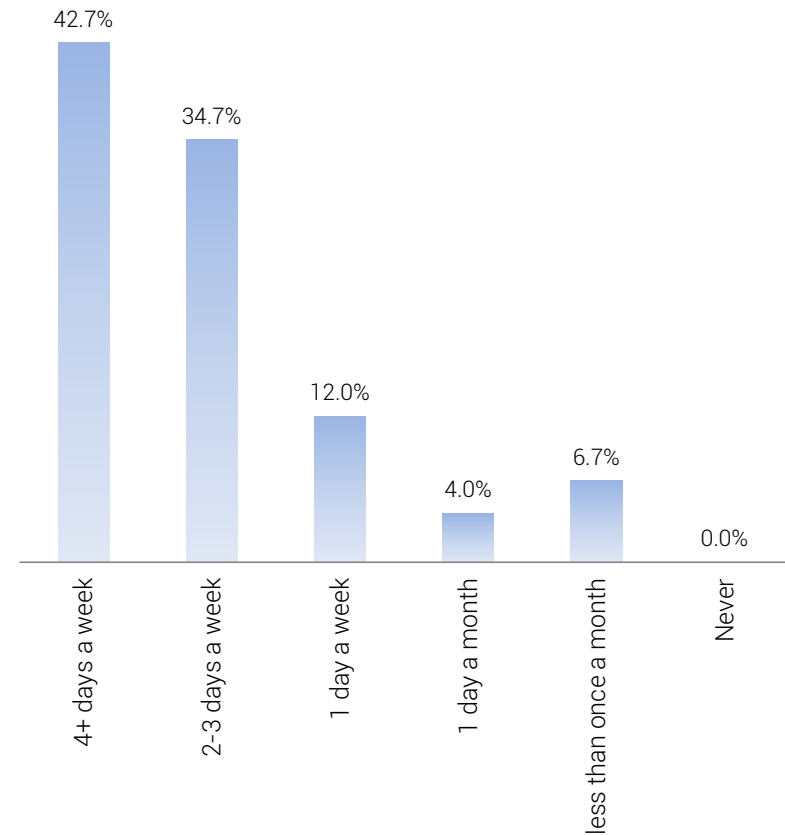
APPENDIX A: TRANSPORTATION CONSUMER SURVEY

Question 2:

How often do you use transportation services?

Approximately fifty-one percent of consumer survey respondents reported that they use transportation services four or more days a week. An additional thirty-six percent reported that they use transportation services two to three days a week. As the frequency of transportation decreases, the percentage of consumers also steadily decreases.

Percent	Number	Frequency
42.7%	32	4+ days a week
34.7%	26	2-3 days a week
12.0%	9	1 day a week
4.0%	3	1 day a month
6.7%	5	less than once a month
0.0%	0	Never
0.0%	0	Blank



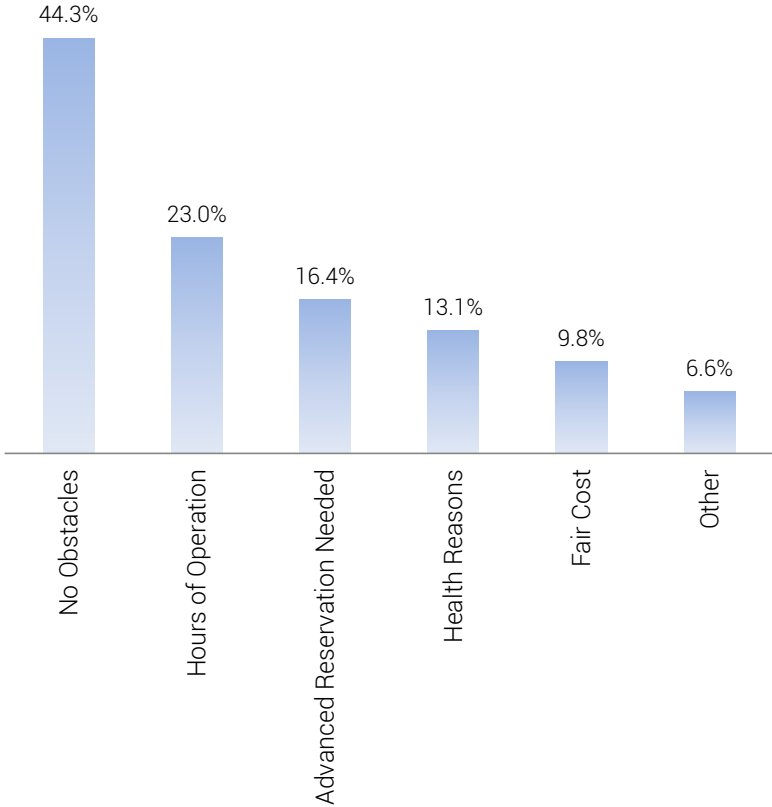
*Percentages do not sum to one hundred percent because blank responses were not calculated in percentages. Blank percentage is based on total surveys

Question 3:

What prevents you from using transportation services more often?

Seventy-two percent of survey respondents reported barriers that limit the frequency with which they use transportation services. Hours of operation, or advanced reservations needed were the two main reasons that the majority of the respondents indicated a limitation. Forty-two percent of respondents did not have any obstacles to using transportation services more often.

Percent	Number	Obstacle
44.3%	27	No Obstacles
23.0%	14	Hours of Operation
16.4%	10	Advanced Reservation Needed
13.1%	8	Health Reasons
9.8%	6	Fair Cost
6.6%	4	Other
18.7%	14	Blank



*Percentages do not sum to one hundred percent because responses are to select multiple answers. Percentage is total number of surveys.

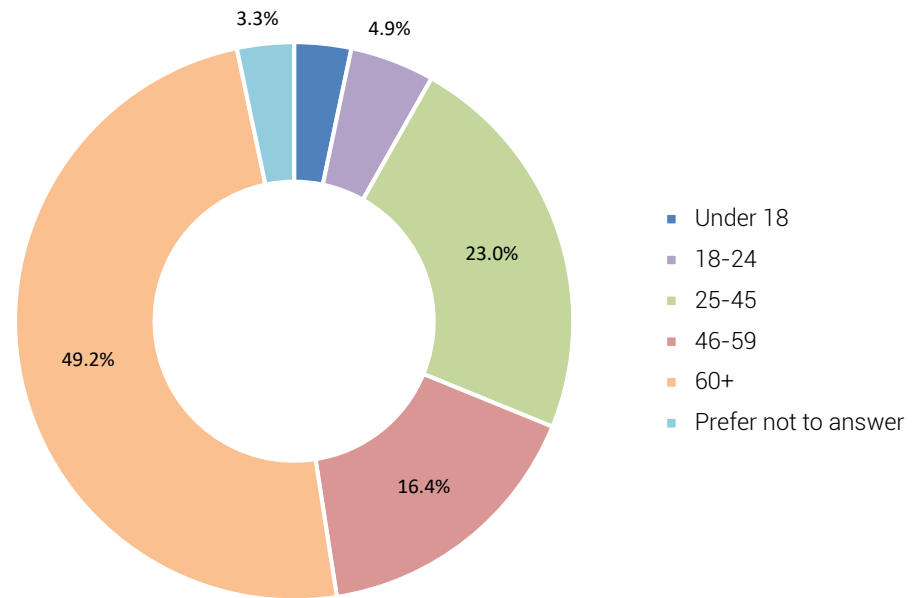
APPENDIX A: TRANSPORTATION CONSUMER SURVEY

Question 4:

What is your age?

A majority of rider respondents are either sixty years old or older, forty-nine percent. Those between the ages of twenty-five and forty-five have the next highest ridership percentage at twenty-three percent. The percentage of rural transportation consumers under twenty-four years of age is significantly less than the percentage in general population of the region.

Percent	Number	Age
3.3%	2	Under 18
4.9%	3	18-24
23.0%	14	25-45
16.4%	10	46-59
49.2%	30	60+
3.3%	2	Prefer not to answer
0.0%	0	Blank



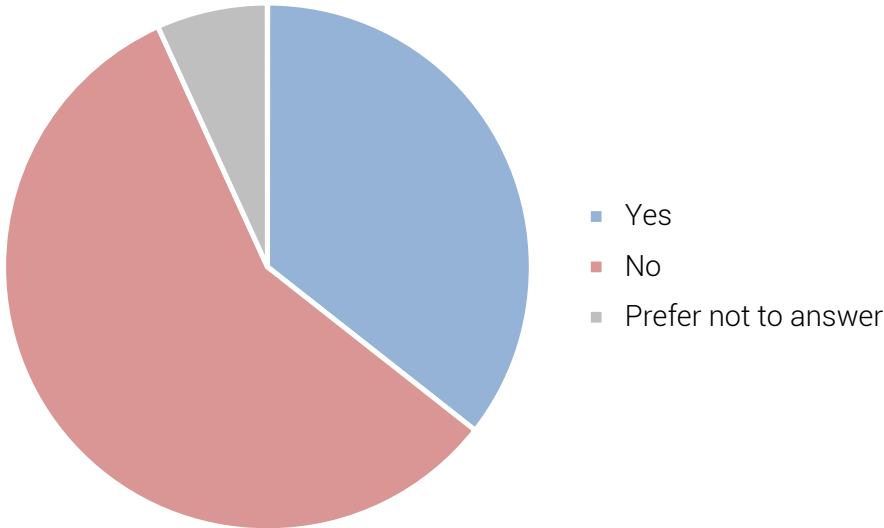
*Percentages do not sum to one hundred percent because blank responses were not calculated in percentages. Blank percentage is based on total surveys

Question 5:

Do you have a physical disability?

A large percentage of rural transportation consumers have a physical disability. Based on the census data for the overall Region 7 population, roughly twelve percent of the adult population from the ages of eighteen to sixty-four have a disability, and approximately twenty-four percent of the senior population has a disability. Just over one-third of the survey respondents acknowledged they have a physical disability. Census data includes any disability (intellectual, social, or physical), but the transportation consumer survey only inquired about a physical ability.

Percent	Number	Physical Disability
35.6%	21	Yes
57.6%	34	No
6.8%	4	Prefer not to answer
3.3%	2	Blank



*Percentages do not sum to one hundred percent because blank responses were not calculated in percentages. Blank percentage is based on total surveys

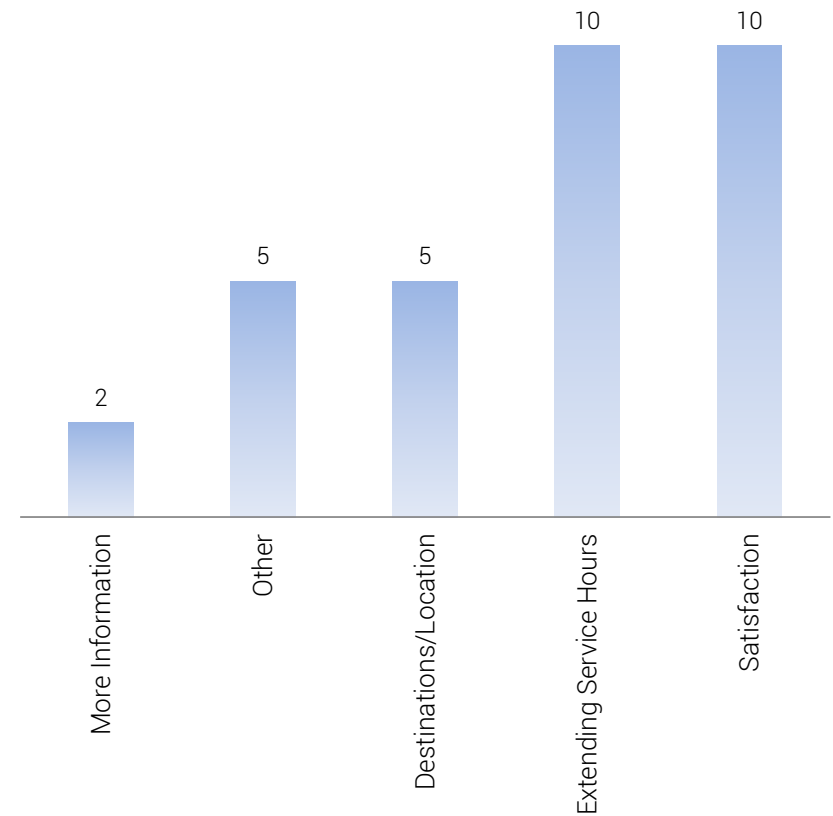
APPENDIX A: TRANSPORTATION CONSUMER SURVEY

Question 6:

How could transportation coordination be better in your community?

A majority of survey respondents either had no comment or expressed satisfaction with the transportation coordination in their communities. Within the limited number of recommendations, the top concerns were to extend the service hours to include weekend and/or longer weekday hours and increase the number of destinations or locations.

Percent	Number	Better Coordination Idea
6.3%	2	More Information
15.6%	5	Other
15.6%	5	Destinations/Location
31.3%	10	Extending Service Hours
31.3%	10	Satisfaction
49.2%	30	Blank/Didn't Know



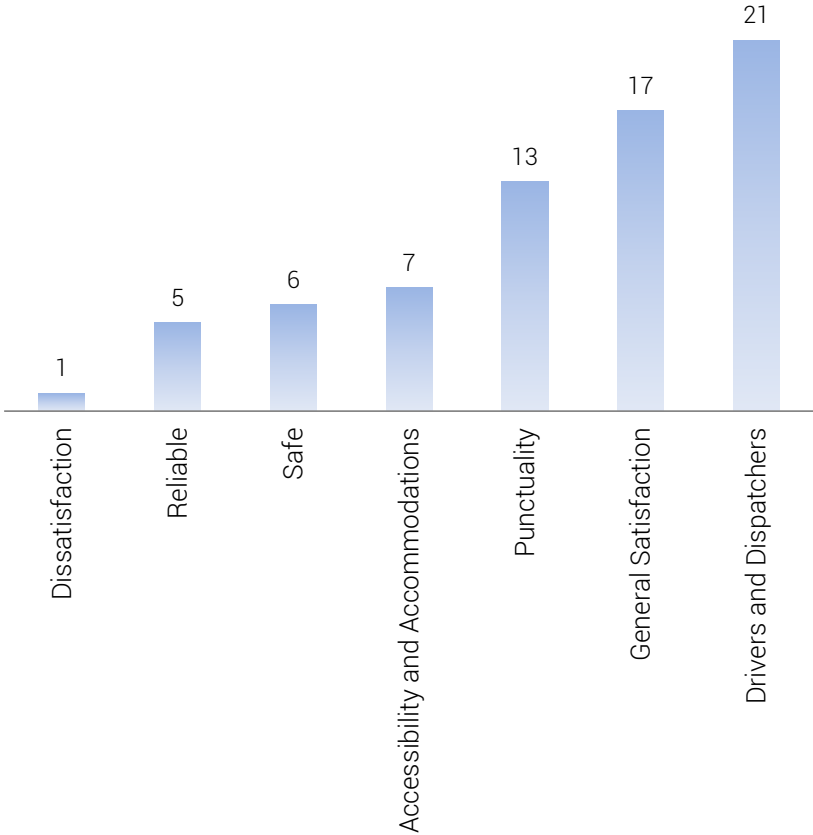
*Percentages do not sum to one hundred percent because respondents offered multiple ideas within one comment. Blank responses were not calculated in percentages. Blank percentage is based on total surveys

Question 7:

What are a few things your transportation provider does well?

Within the open-ended question, consumer survey response rates were more than double for question seven versus question six. This suggests that the rural transportation consumer perceives an overall more positive outlook about the services they have received.

Percent	Number	Things Done Well
1.4%	1	Dissatisfaction
7.1%	5	Reliable
8.6%	6	Safe
10.0%	7	Accessibility and Accommodations
18.6%	13	Punctuality
24.3%	17	General Satisfaction
30.0%	21	Drivers and Dispatchers
11.5%	7	Blank/Didn't Know



*Percentages do not sum to one hundred percent because respondents offered multiple ideas within one comment. Blank responses were not calculated in percentages. Blank percentage is based on total surveys

B

Coordination

Provider Survey

Questions and Results

Question 1:

What do you see as the greatest barrier to coordination and mobility in your service area?

Responses:

- There should be **no competition** for serving in areas. We all **help each other**
- Grant related regulations
- **Lack of understanding** what coordination truly means
- Unrealistic expectations of potential partners
- **Service areas**, fees, and funding
- Availability of **equipment** for our agency
- We are too new to definitively answer this question

Question 2:

What strengths do you see in coordination efforts of public and human service transportation in your service area?

Responses:

- We have a **good inter-agency group**, therefore contacts to help us in this area
- Ability to stretch resources and utilize mechanical resources more efficiently thus providing **more opportunities** for the traveling public
- **People who truly care** about transportation for all
- Most **efficient and effective** transportation provided for the area
- I do attend coordination meetings in both Logan and Mason and I am very impressed with the **dedication** of the agencies that attend.

Question 3:

In your assessment, what enhancements are most needed to improve the coordination of public and human service transportation in your service area?

Responses:

- Not Applicable
- Meetings between public and human services directors with IDOT and/or RTAC representatives moderating the communication. **Straight forward answers** to questions provided by state and federal representatives.
- **Meetings with outcomes** for individuals and populations and a joint vision of purpose.
- **Better coordination** of existing services - the local rural transportation provider has had difficulty administration of county board
- Again, we are too new to definitively answer this question. Please note, the answers to coordination questions at the end of this survey are based upon our system as a whole, not specifically in Logan and Mason.

Question 4:

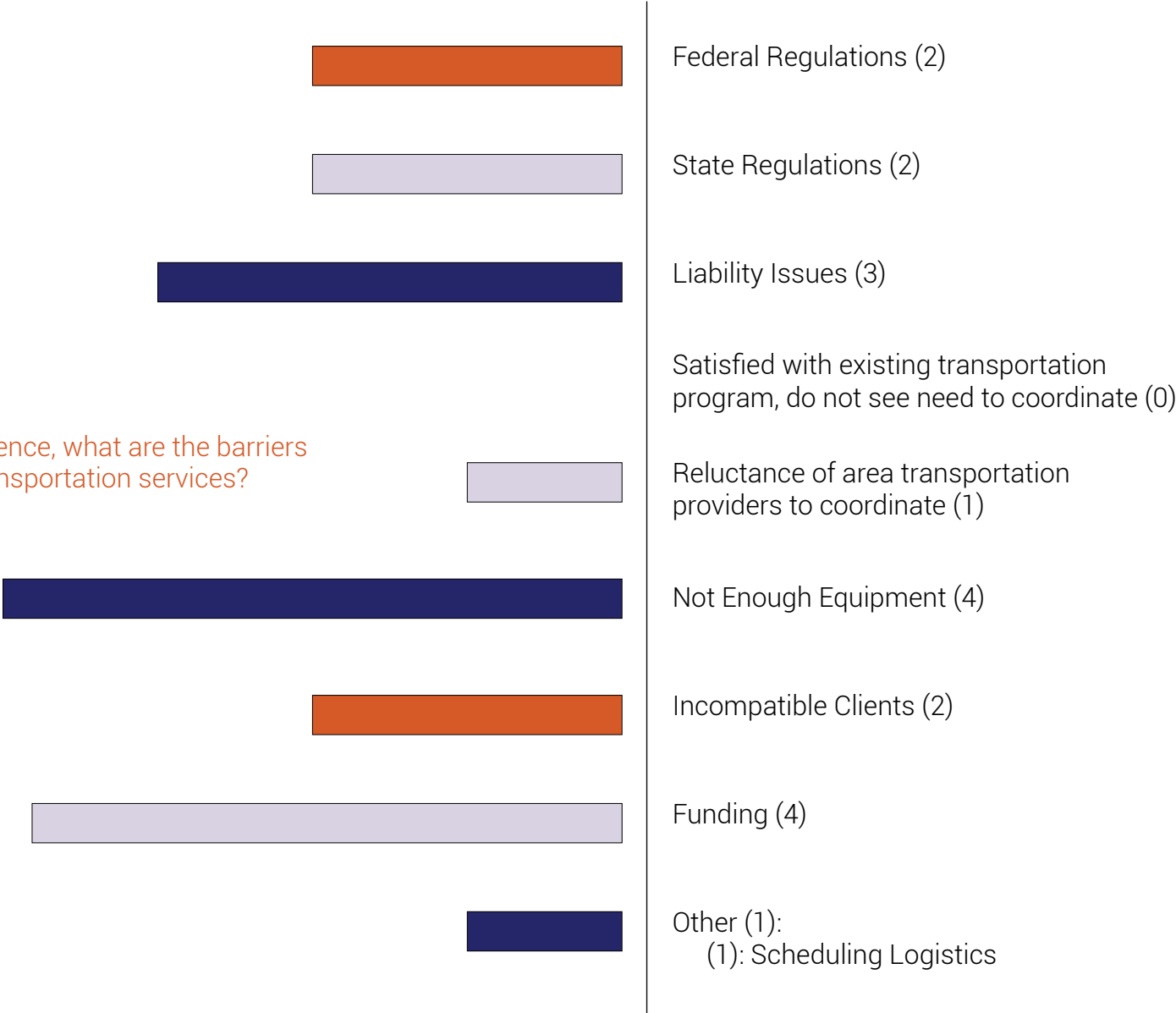
If there are any other issues, concerns, or information relevant to this topic, please feel free to address them in the space provided below.

Responses:

- Not Applicable
- Somewhere, somehow someone needs to **communicate** with the powers that be that neither human service organizations nor public transportation organizations can **afford** to stretch resources to folks **without compensation** and that if regulations are going to tether service, then those **regulations need to be reviewed** with the needs of the traveling public in mind.
- Not enough emphasis on **learning/knowledge** of how we CAN come up with an answers and plans **to accommodate coordination**. We all know what we can't do.
- We provide transportation to DD individuals, we did contract with local rural transportation provider but they are **too unstable to depend on** them to provide continued transportation on a regular basis, as well as being **too costly for us to afford** to expand the relationship.
- Right now, IDOT's **inability to issue operating applications and contracts** in a timely manner has **significantly impacted** our cash flow and therefore **our ability to expand services**.

Question 5:

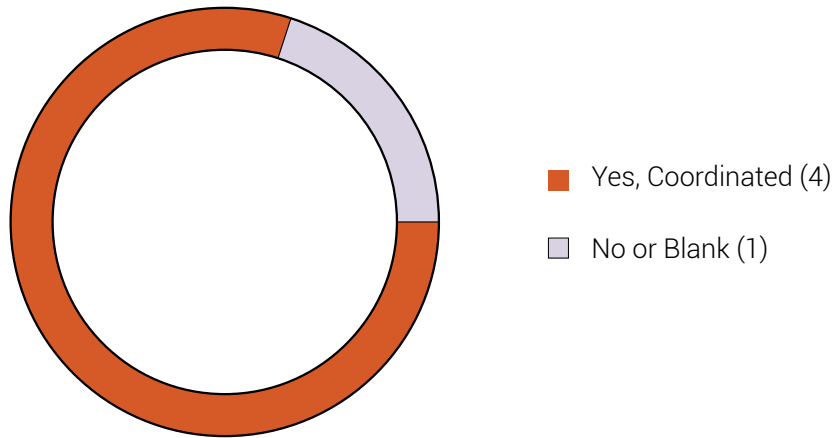
Based on your experience, what are the barriers to coordination of transportation services?
(Check all that apply)



APPENDIX B: COORDINATOR PROVIDER SURVEY

Question 6:

Are your agency's transportation services coordinated with other transportation providers in your area?



Coordination with central dispatching: Agencies Listed

Coordination with referral of clients: Agencies Listed

- Menard County Senior Transportation
- WCMTD
- SMART
- MHCCI - Memorial Behavior Health
- SHOW BUS Public Transportation

Coordination with providing service for people with disabilities: Agencies Listed

- Menard County Senior Transportation
- WCMTD
- MHCCI - Memorial Behavior Health
- SHOW BUS Public Transportation

Question 6:

Are your agency's transportation services coordinated with other transportation providers in your area? (Continued)

Coordination with joint driver training:

Agencies Listed

- WCMTD
- SHOW BUS Public Transportation

Coordination with providing transportation service for another agency:

Agencies Listed

- WCMTD
- SHOW BUS Public Transportation

Coordination with emergency back-up:

Agencies Listed

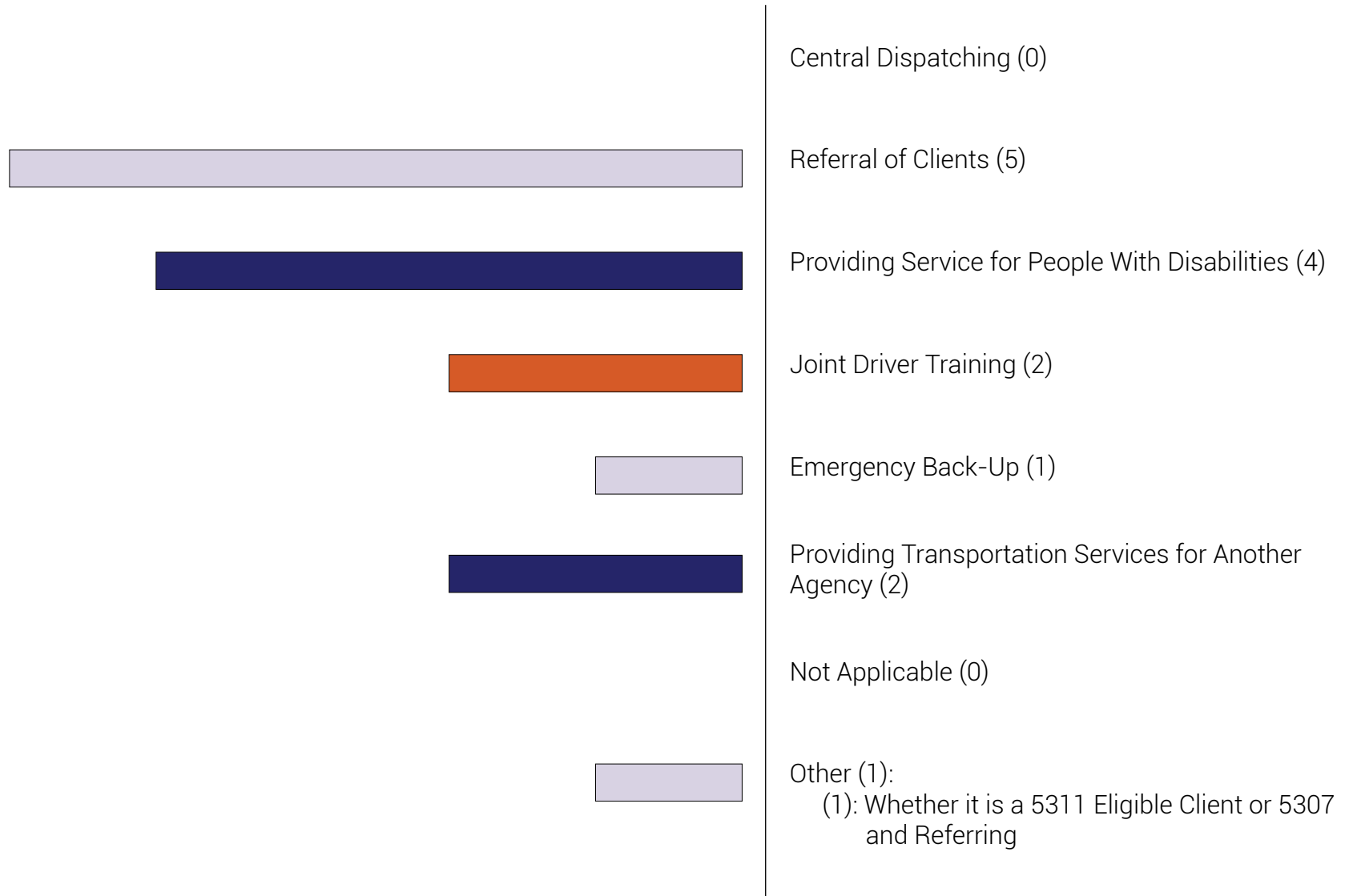
- WCMTD

Coordination with other (please explain):

Agencies Listed

- SMART - Whether it is a 5311 eligible client or 5307 and referring

Coordination participation by service type



C

List of Acronyms

Table C-1: Acronyms

Acronym	Transit Operator
ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
ADA	Administration on Aging
CCAM	Coordination Council on Access and Mobility
CEFS	C.E.F.S. Economic Opportunity Corporation
CIL	Center for Independent Living
CIPT	Central Illinois Public Transportation
CVP	Consolidated Vehicle Procurement
DOAP	Downstate Operating Assistance Program
DOT	Department of Transportation
DPIT	Department of Public and Intermodal Transportation (IDOT)
DTIF	Downstate Transportation Improvement Fund
ESDA	Emergency Service Disaster Agency
FAST Act	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
GATA	Grant Accountability and Transparency Act
HSTP	Human Service Transportation Plan
ICCT	Inter-agency Coordinating Committee on Transportation
IDHFS	Illinois Department of Healthcare and Family Services
IDOT	Illinois Department of Transportation
JARC	Job Access and Reverse Commute
MAP-21	Moving Ahead for Progress in the 21st Century
MHCCI	Mental Health Centers of Central Illinois
MPO	Metropolitan Planning Organization

Acronym	Transit Operator
MTD	Mass Transit District
NAICS	North American Industry Classification System
NEMT	Non-Emergency Medical Transportation
NETSPAP	Non-Emergency Transportation Services Prior Authorization Program
OAA	Older Americans Act of 1965
OIPI	Office of Intermodal Project Implementation (IDOT)
OMA	Open Meetings Act
SAFETEA-LU	Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Section 5307	Urbanized Area Formula Grants
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities
Section 5311	Formula Grants for Rural Areas
SILC	Statewide Independent Living Council
SMART	Sangamon Menard Area Regional Transit
SMTD	Sangamon Mass Transit District (formerly Springfield MTD)
SPIL	State Plan for Independent Living
SSOCI	Senior Services of Central Illinois
TDC	Transportation Development Credit
TIP	Transportation Improvement Program
TRC	Toll Revenue Credit
UIS	University of Illinois at Springfield
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WCMTD	West Central Mass Transit District

