

**Western Illinois Regional Council
Region 7
March 2023**



REGION 4 HUMAN SERVICE TRANSPORTATION PLAN (HSTP) COMMITTEE

RESOLUTION TO APPROVE THE 2019 REGION 4 (WEST 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 IIJA; and

WHEREAS, the Region 4 HSTP was developed by WIRC for the region consisting of Adams, Brown, Hancock, Henderson, McDonough, Pike, Schuyler, and Warren counties in Illinois, in conjunction with the Region 4 Transportation Committee and stakeholders including public transit agencies, human service agencies, and the public; and

WHEREAS, the Region 4 HSTP Transportation Committee participates in and oversees the planning process.

NOW, THEREFORE, BE IT RESOLVED, that the Region 4 HSTP Transportation Committee approves the 2023 Region 4 (West 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 IIJA.

Passed and Approved this 22nd day of March, 2023.

ATTEST: _____
Region 4 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 Adams, Brown, Hancock, Henderson, McDonough, Pike, Schuyler, and Warren 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 4 and is required to develop and maintain the Region 4 Human Service Transportation Plan.



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

INTRODUCTION

Major Plan Components

The Region 4 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.

Infrastructure Investment and Jobs Act (IIJA)

An agreement between President Joe Biden and the bipartisan group announced on July 28th, 2021, about the investment on Infrastructure.

Around \$550 billion is going to be invested in many new projects for the betterment of our community out of \$1.2 trillion are allocated for transportation and infrastructure. IIJA will not only grow our economy, but it will add more jobs in the market. New funding totaling of \$284 billion will be funded for transportation improvements across the United States. This funding addresses energy and power infrastructure, access to broadband internet, electric vehicle charging, water infrastructure, and many more. These new programs will meet the needs of the local communities. The HSTP for the State of Illinois is been oversee by the Department of Transportation Office to Intermodal Project Implementation (IDOTIPI). Eleven regional areas were defined and contracted with Regional and Metropolitan Planning Organizations to carry out HSTP.

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. 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 sign- age, 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

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Region 4 include local government authorities that operate public transit, rural mass transit districts, and private non-profit organizations. The federal inter-agency Coordinating Council on Access and Mobility (CCAM) to creates and updates 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. 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. In Region 4, 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 4 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.

HSTP Region 4 is serviced by Western Illinois Area on Aging in Henderson, McDonough, and Warren counties; and serviced by West Central Area Agency on Aging in Adams, Brown, Hancock, Pike, and Schuyler counties. Both Area Agencies on Aging rely 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:

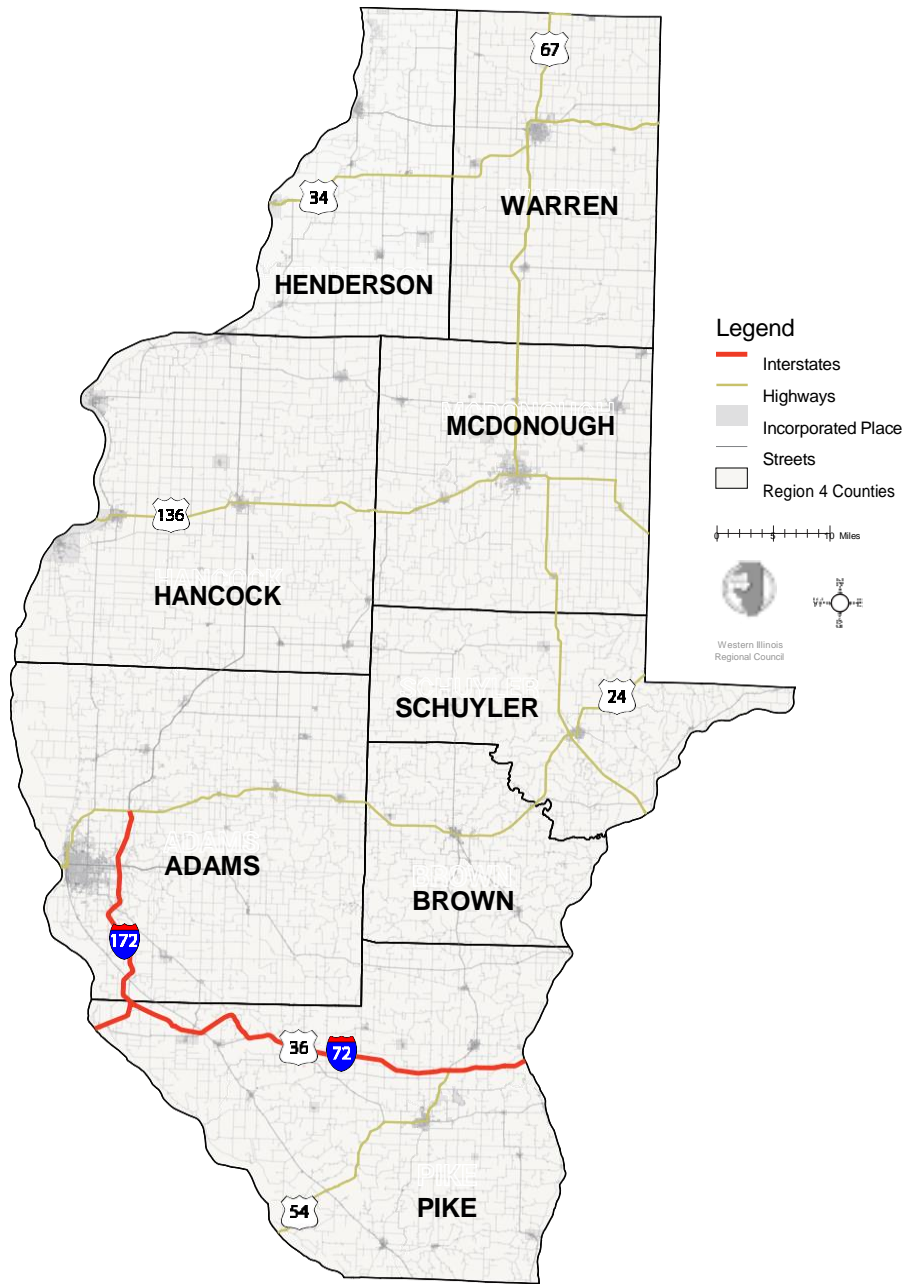
- Pooling resources for a reduction in underutilization;
- Utilization of economies of scale for increased efficiency;
- Elimination of unnecessary competition for scarce resources;
- Better use of deadhead time;
- Attainment of skills or services without long-term commitment;
- Solution to agency limitations;
- 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 4 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 Adam, Brown, Hancock, Henderson, McDonough, Pike, Schuyler, and Warren Counties in western Illinois (Map 2).



Map 2: Human Service Transportation Plan (HSTP) Region 4

Policy and Technical Committees

The Region 4 Policy and Technical Committees are responsible for the approval and adoption of this plan as it relates to the counties of Adams, Brown, Hancock, Henderson, McDonough, Pike, Schuyler, and Warren 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 2020.

Region 4 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 4 HSTP website in compliance with the Illinois Open Meetings Act (OMA).

Representation

The Policy Committee consists of one appointed representative from each Region 4 county, who act as liaisons for their respective county governments. At the time of the adoption of this plan, The Region 4 Policy Committee consists of one representative for the following entities:

- Adams County Board;
- Brown County Board;
- Hancock County Board;
- Henderson County Board;
- McDonough County Board;
- Pike County Board;
- Schuyler County Board; and

- Warren 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 4 Technical Committee is represented by the members of the following entities:

Rural Public Transportation Providers - 5311 Recipients

- McDonough County Public Transportation (MCPT);
- Hancock County Public Transportation (HCPT);
- Quincy Transit Lines (QTL);
- Warren Achievement Center (WAC); and
- West Central Mass Transit District (WCMTD).

Human Service Agencies - 5310 Recipients

- Transitions of Western Illinois; and
- West Central Illinois Center for Independent Living (WCICIL).

Other Voting Members

- Hancock County Health Department;
- Henderson County Health Department; and
- Mental Health Centers of Western Illinois.

Table 2-1: Technical Committee Representation

Agency	Transit Operator	Human Service	Older Adults	Low-Income	Persons with Disabilities	General Public
Hancock County Health Department		X				
Hancock County Public Transportation (HCPT)	X					X
Henderson County Health Department		X				
McDonough County Public Transportation (MCPT)	X					X
Mental Health Centers of Western Illinois (MHCWI)		X			X	
Quincy Transit Lines (QTL)	X					X
Transitions of Western Illinois	X	X			X	
West Central Mass Transit District (WCMTD)	X					X
West Central Illinois Center for Independent Living (WCICIL)		X			X	

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B01001

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 4 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 4 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 4 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 4 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 2023, 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 2023 Region 4 HSTP.

Public Participation Efforts

Opportunities for public participation exist in many forms throughout Region 4. 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 4 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 4 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 4 Technical and Policy Committees will approve a uniform

survey to be administered across the region. For this update of the Region 4 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.

Four 5311 agencies (Hancock County Public Transportation, McDonough County Public Transportation, Warren Achievement Center, and West Central Mass Transit District) distributed surveys along with three human service agencies (City of Macomb, Mental Health Centers of Western Illinois, and Schuyler Counseling Health Services).

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 4 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 (65+);
- 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 sections 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 year 2020 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: Quincy (Adams County), Mount Sterling (Brown County), Carthage (Hancock County), Oquawka (Henderson County), Macomb (McDonough County), Pittsfield (Pike County), Rushville (Schuyler County), and Monmouth (Warren County).

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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 4 has a population of 34,548 youth, making up 20.8 percent of the total population. This percentage is lower than the state (22.5 percent) and national (22.4 percent) levels. With a population of 84,061 adults age 18 to 59 account for 50.5 percent of the total Region 4 population. This comes in lower than the state and national levels, 77.5 percent and 77.6 percent respectively. Older adults account for 28.7 percent (47,773) of the regions population. Older adults make up 21.9 percent of the population in Illinois, and 22.3 percent of the United States population.

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

County	Total Population	Youth Population (>18)	Youth Percent of Total	Adult Population (18-59)	Adult Percent of Total	Older Adult Population (60+)	Older Adult Percent of Total
Adams	65,670	14,877	22.7%	33,329	50.8%	17,464	26.6%
Brown	6,599	1,183	17.9%	4,127	62.5%	1,289	19.5%
Hancock	17,820	3,736	21.0%	8,476	47.6%	5,608	31.5%
Henderson	6,737	1,235	18.3%	3,200	47.5%	2,302	34.2%
McDonough	30,107	5,144	17.1%	17,836	59.2%	7,127	23.7%
Pike	15,571	3,489	22.4%	7,869	50.5%	4,213	27.1%
Schuyler	6,897	1,184	17.2%	3,642	52.8%	2,071	30.0%
Warren	16,981	3,700	21.8%	8,888	52.3%	4,393	25.9%
Region 4	166,382	34,548	20.8%	84,061	50.5%	47,773	28.7%
Illinois	12,716,164	2,855,433	22.5%	7,077,585	55.7%	2,783,146	21.9%
United States	326,569,308	73,296,738	22.4%	180,594,035	55.3%	72,678,535	22.3%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B01001

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Brown and Schuyler 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. Hancock and Henderson Counties have the largest percentage of older adults while Brown 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 4. In some counties, the largest groups of adults are located around the county seat: Quincy (Adams), Mount Sterling (Brown), Macomb (McDonough County), Carthage (Hancock County), Rushville (Schuyler County), and Monmouth (Warren County); this pattern is not observed in all counties. In McDonough, Warren, and Adams Counties the older adult population is distributed a little more evenly. Hancock 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 City of Hamilton (located on the West side of the county across the Mississippi River from Keokuk, Iowa).

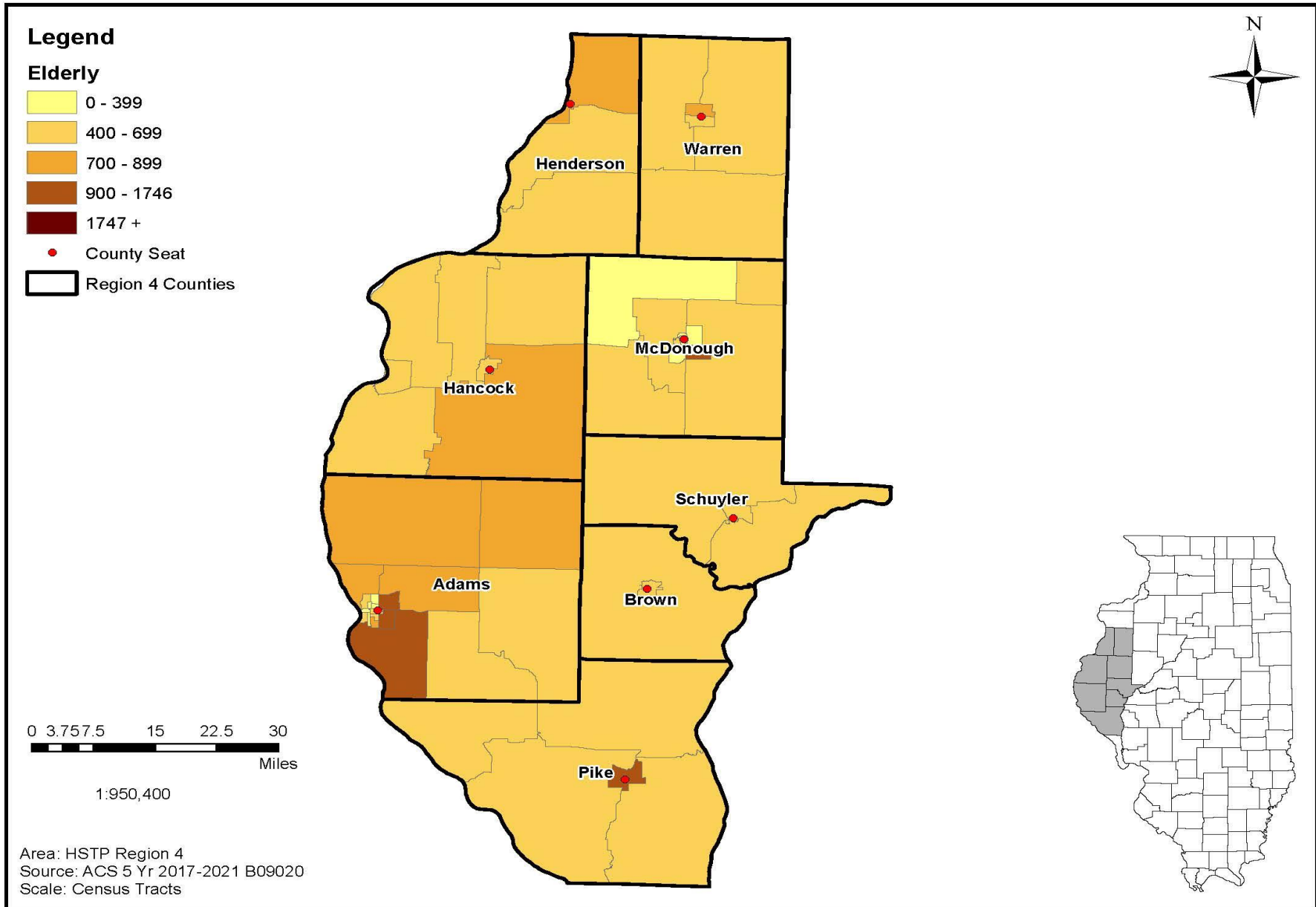
Population with Disabilities

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 4 has 23,599 individuals living with at least one disability, making up 14.2 percent of the total population. This percentage is higher than that of the state (10.9 percent), and relates closer to the national average (12.5 percent). In Region 4, 4.6 percent of youth (1,596 individuals), 9.0 percent of adults age 18 to 64 (11,898), and 25.6 percent of older adults 65 and over (12,238) live with a disability. Disability status is not available in the same age groupings as other 2020 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.

Henderson, Pike, and Schuyler Counties have the largest percentage of total individuals living with a disability. Pike County has a significant population of youth living with a disability (6.6 percent), while the remaining counties range from 2.1 percent to 11.9 percent. Schuyler County at 14.4 percent, has the highest percentage of adults age 18 to 64 living with a disability, and Henderson County has the lowest percentage of individuals with a disability in this age group (7.1 percent). Hancock County has the largest proportion of older adults 65 and over living with a disability (34.9 percent), while Warren and Brown have the smallest proportion (23.9 percent and 25.1 percent, respectively) of older adults living with a disability.

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



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 4. 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 McDonough and Adams Counties. Brown, Henderson and Schuyler have a more uniform distribution.

Table 2-3: Population with at Least One Disability

County	Total Population	Population with a Disability	Percent of Total
Adams	65,670	9,900	15.1%
Brown	6,599	930	14.1%
Hancock	17,820	2,993	16.8%
Henderson	6,737	1,162	16.2%
McDonough	30,107	4,190	13.9%
Pike	15,571	2,600	16.7%
Schuyler	6,897	1,438	20.8%
Warren	16,981	2,274	13.4%
Region 4	166,382	23,599	14.2%
Illinois	12,854,526	1,404,151	10.9%
United States	326,569,308	40,786,461	12.5%

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

County	Youth Population	Youth with a Disability	Percent of Youth
Adams	14,877	658	4.4%
Brown	1,183	141	11.9%
Hancock	3,736	207	5.5%
Henderson	1,235	26	2.1%
McDonough	5,144	179	3.5%
Pike	3,489	229	6.6%
Schuyler	1,184	33	2.8%
Warren	3,700	123	3.3%
Region 4	34,548	1,596	4.6%
Illinois	2,958,997	100,328	3.4%
United States	73,601,279	3,166,556	4.3%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B18101

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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

County	Adult Population	Adults with a Disability	Percent of Adults
Adams	50,793	4,725	9.3%
Brown	5,416	465	8.6%
Hancock	14,084	1,129	8.0%
Henderson	5,502	390	7.1%
McDonough	24,963	2,123	8.5%
Pike	12,082	1,139	9.4%
Schuyler	5,713	825	14.4%
Warren	13,281	1,102	8.3%
Region 4	131,834	11,898	9.0%
Illinois	9,860,731	677,339	6.9%
United States	253,272,570	20,231,217	8.0%

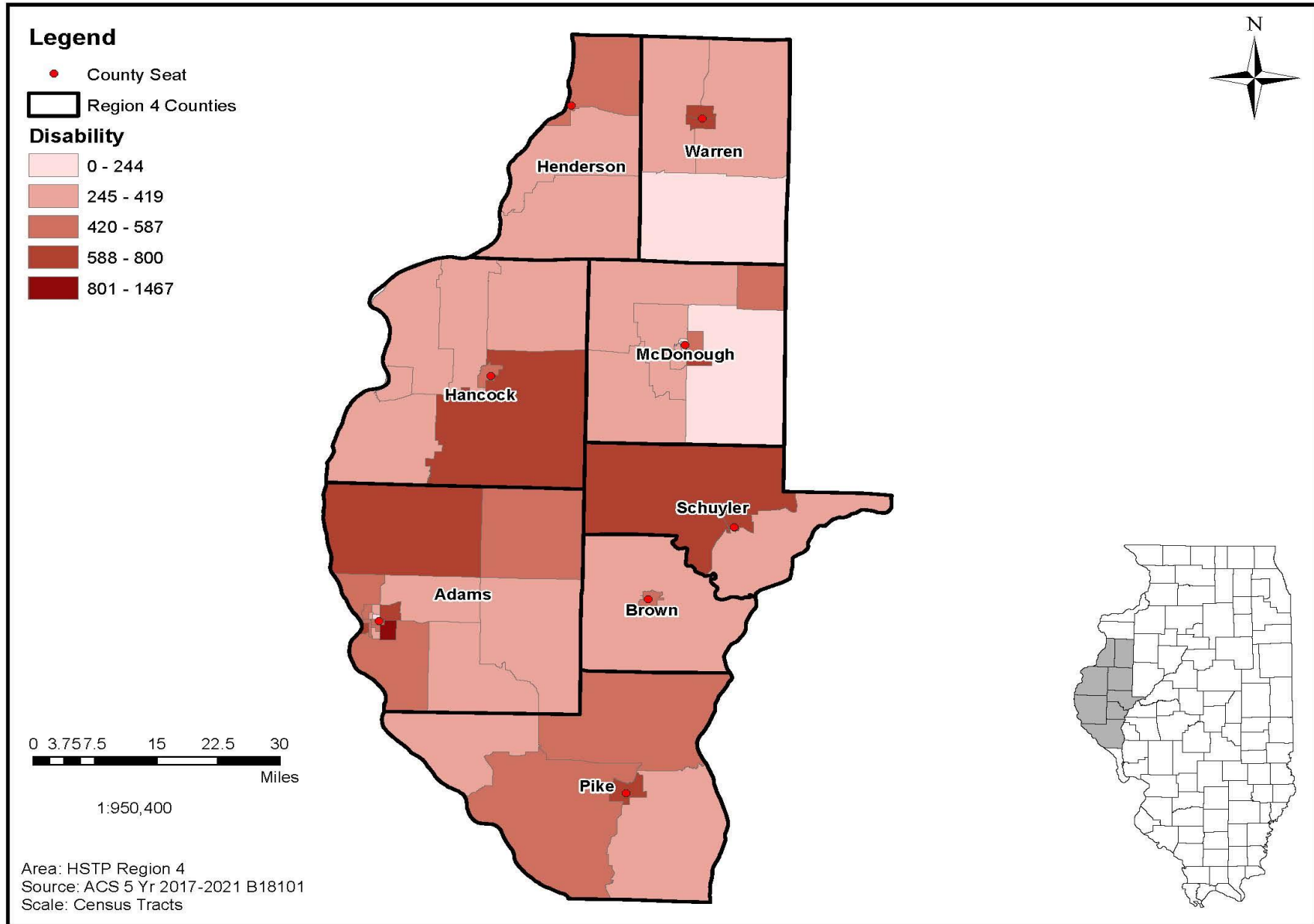
Table 2-6: Population with at Least One Disability (65 Years +)

County	Older Adult Population	Older Adults with a Disability	Percent of Older Adults
Adams	17,464	4,517	25.9%
Brown	1,289	324	25.1%
Hancock	5,608	1,959	34.9%
Henderson	2,302	689	29.9%
McDonough	7,127	1,888	26.5%
Pike	4,213	1,232	29.2%
Schuyler	2,071	580	28.0%
Warren	4,393	1,049	23.9%
Region 4	47,773	12,238	25.6%
Illinois	2,783,146	626,484	23.3%
United States	72,678,535	17,388,688	23.9%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B18101

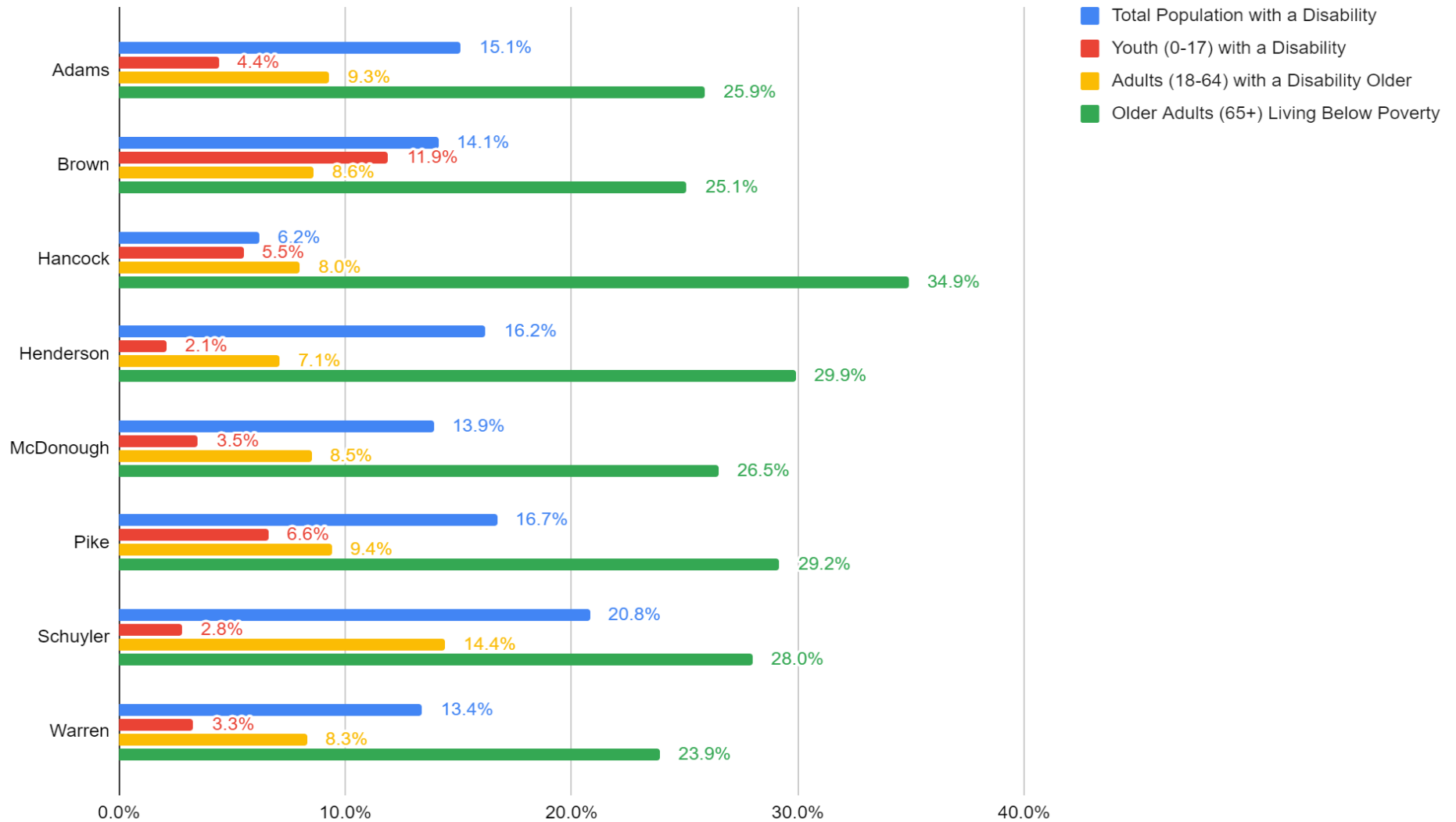
Figure 1: Illustrates the percentage of persons with disabilities for each age group by county. Naturally the proportion of seniors with a disability is much greater than other age groups, due to the deterioration of health as we age. As Baby Boomers get older, these rates will continue to elevate, causing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

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Figure 1 Percentage of Individuals with a Disability by Age



Source: U.S. Census Bureau: 2018-2022 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 households, 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
Adams	65,670	8,000	12.7%
Brown	6,599	507	8.2%
Hancock	17,820	2,296	11.1%
Henderson	6,737	575	11.2%
McDonough	30,107	5,492	19.7%
Pike	15,571	2,137	14.3%
Schuyler	6,897	1,183	21.0%
Warren	16,981	1,817	12.8%
Region 4	166,382	22,007	13.2%
Illinois	12,854,526	1,488,670	11.6%
United States	326,569,308	40,910,326	12.5%

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

County	Youth Population	Youth Below Poverty	Percent of Youth
Adams	14,877	2,587	17.4%
Brown	1,183	152	12.8%
Hancock	3,736	870	23.3%
Henderson	1,235	150	12.1%
McDonough	5,144	664	12.9%
Pike	3,489	574	16.5%
Schuyler	1,184	92	7.8%
Warren	3,700	648	17.5%
Region 4	34,548	5,737	16.6%
Illinois	2,958,997	454,654	15.4%
United States	73,601,209	12,598,699	17.1%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B17001

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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

County	Adult Population	Adults Below Poverty	Percent of Adults
Adams	50,793	4,180	8.2%
Brown	5,416	282	5.2%
Hancock	14,084	1,130	8.0%
Henderson	5,502	371	6.7%
McDonough	24,963	4,313	17.3%
Pike	12,082	1,266	10.5%
Schuyler	5,713	950	16.6%
Warren	13,281	995	7.5%
Region 4	131,834	13,487	10.2%
Illinois	9,860,731	864,994	8.8%
United States	253,272,570	23,554,920	9.3%

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

County	Older Adult Population	Older Adults Below Poverty	Percent of Older Adults
Adams	17,464	1,233	7.1%
Brown	1,289	73	5.7%
Hancock	5,608	296	5.3%
Henderson	2,302	54	2.3%
McDonough	7,127	515	7.2%
Pike	4,213	297	7.0%
Schuyler	2,071	141	6.8%
Warren	4,393	174	4.0%
Region 4	47,773	2,783	5.8%
Illinois	2,783,146	169,022	6.1%
United States	72,678,535	4,756,707	6.5%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B17001

Region 4 has 22,007 individuals living below the poverty level, making up 13.2 percent of the total population. This is directly between the state and national levels, 11.6 percent and 12.5 percent respectively. In Region 4, 16.6 percent of youth (5,737 individuals), 10.2 percent of adults age 18 to 64 (13,487), and 5.8 percent of older adults 65 and over (2,783) live below poverty. Poverty status is not available in the same age groupings as other year of 2020 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.

McDonough and Schuyler Counties have the largest percentages of total individuals living below poverty, while Brown County has the smallest percentages (8.2 percent). Hancock has the largest proportion of youth living below poverty (23.3 percent), while Schuyler has the lowest percentage (7.8 percent). McDonough County, at 17.3 percent, has the highest percentage of adults age 18 to 64 living below poverty followed by Schuyler County, at 16.6 percent. Warren County also has the lowest percentage of adults age 18 to 64 living below poverty at 7.5 percent. McDonough County has the largest percentage of older adults 65 and over living below poverty (7.2 percent) while Henderson is the lowest (2.3 percent).

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Figure 2 Percentage of Individuals Living Below Poverty by Age

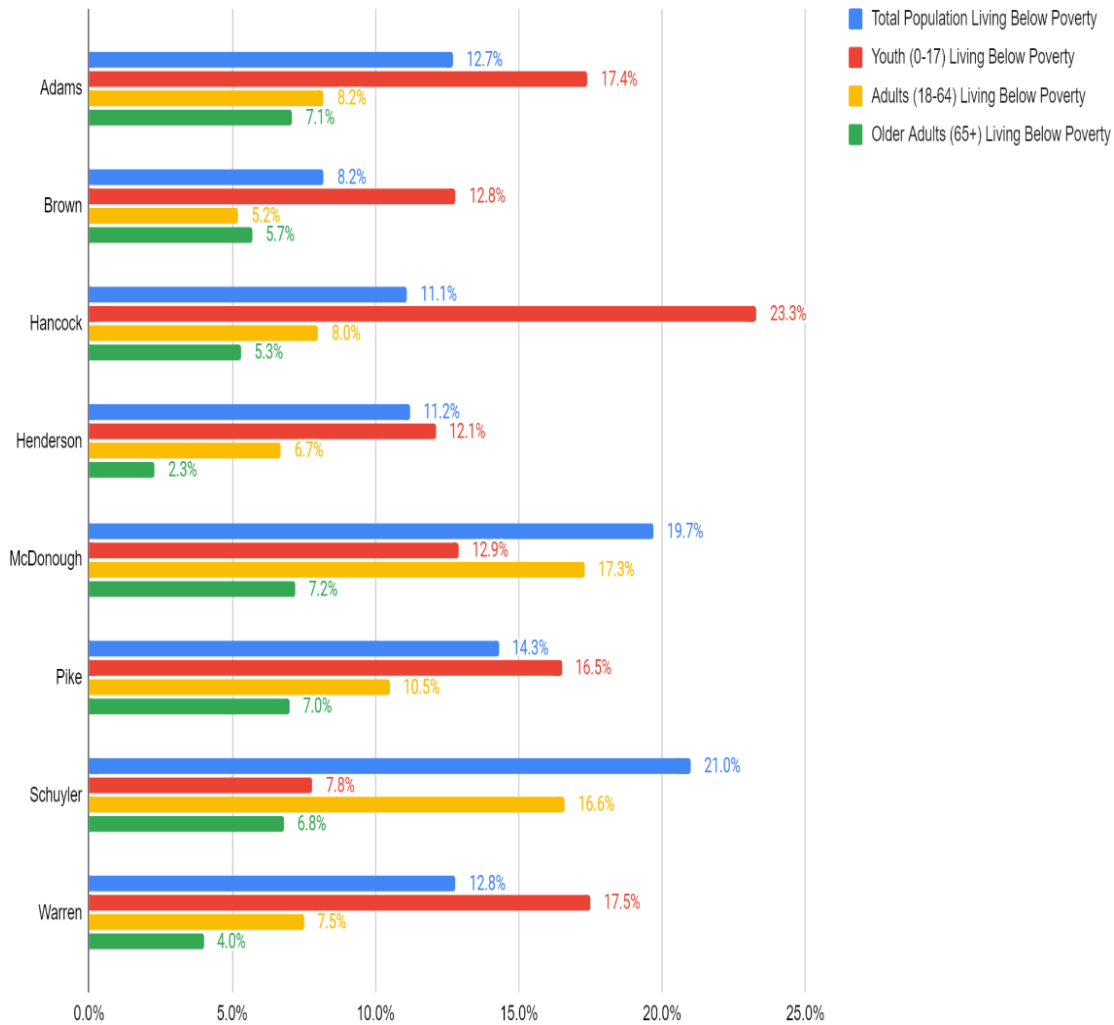
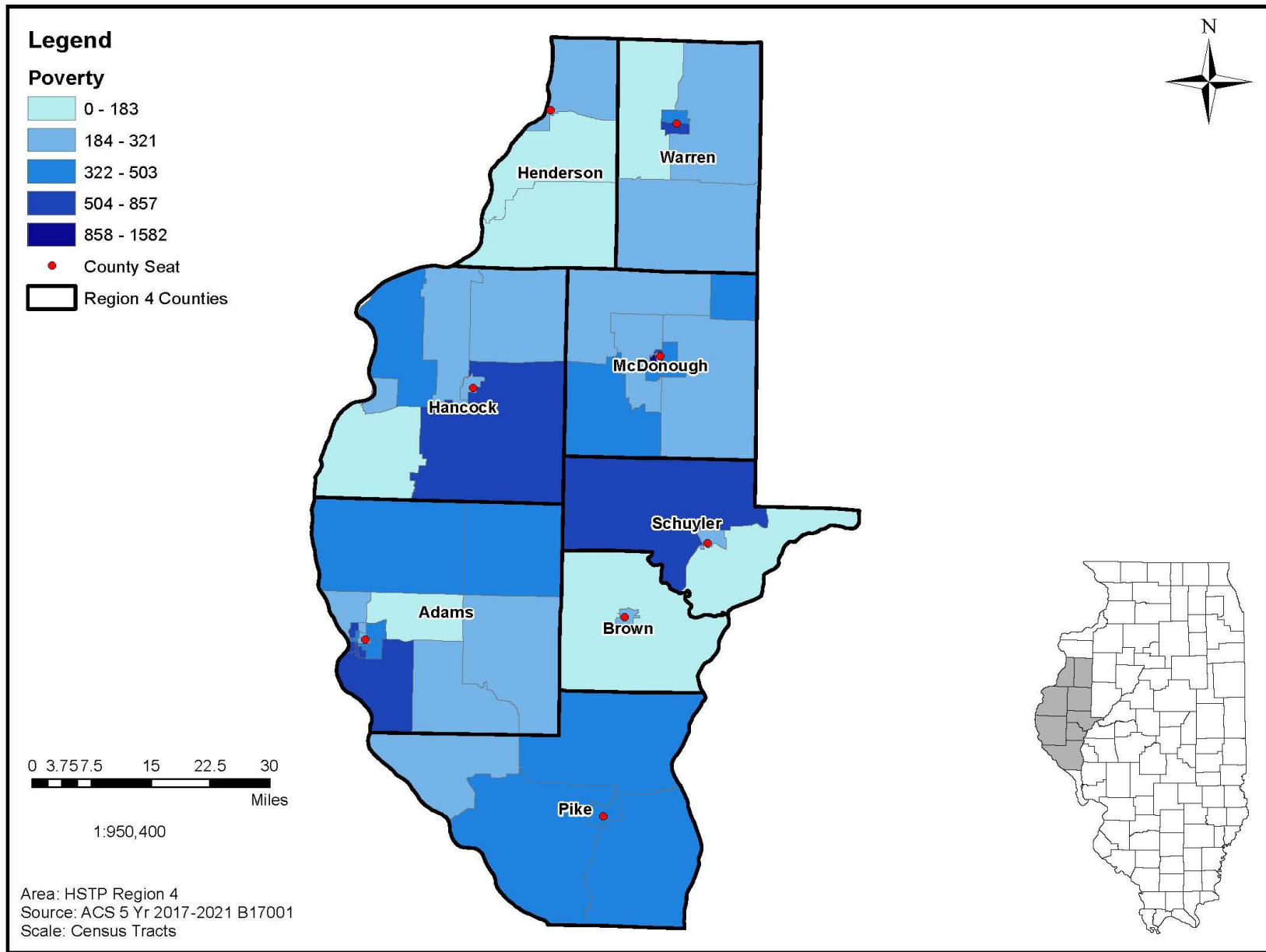


Table 2-7 - Table 2-10: Show the percentage of youth, adults and older adults living below the poverty level and **Figure 2** compares these values

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 4. In most of Region 4 counties, the largest number of families below the poverty level are located adjacent to the county seat: Quincy (Adams County), Mount Sterling (Brown County), Macomb (McDonough County), Rushville (Schuyler County), and Monmouth (Warren County). In Henderson and Pike County the distribution of families below the poverty line are a little more spread out and in Hancock County it follows the trend of older adults and has a larger concentration of families below the poverty line near the City of Hamilton, along the Mississippi River.

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B17001

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



Map 5 Distribution of Families Below the Poverty Level

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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 4 has a total population, 16 years old and over, of 131,736. The total veteran population is 8.2 percent (10,795 individuals) this is slightly higher than both the state and national percentages of 5.6 percent and 7.1 percent, respectively. Henderson County has the highest proportion at 10.7 percent (589), while Adams has the most total veterans, 4,222 (8.3 percent). The lowest proportion of veterans is in Brown County with 6.1 percent of individuals, 16 years and over, being veterans (331).

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)	Total Veteran	Percent of Total
Adams	50,750	4,222	8.3%
Brown	5,416	331	6.1%
Hancock	14,042	1,249	8.9%
Henderson	5,502	589	10.7%
McDonough	24,963	1,683	6.7%
Pike	12,082	1,093	9.0%
Schuyler	5,713	545	9.5%
Warren	13,268	1,083	8.2%
Region 4	131,736	10,795	8.2%
Illinois	9,842,595	553,593	5.6%
United States	252,130,477	17,835,456	7.1%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B21001

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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

County	Adult Population	Adult Veterans	Percent of Adults
Adams	37,468	1,849	5.0%
Brown	4,436	167	3.8%
Hancock	9,828	425	4.3%
Henderson	3,569	189	5.3%
McDonough	19,606	724	3.7%
Pike	8,817	521	5.9%
Schuyler	4,120	167	4.1%
Warren	10,025	508	5.1%
Region 4	97,869	4,550	4.6%
Illinois	7,852,169	252,020	3.2%
United States	199,767,660	8,920,267	4.5%

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

County	Older Adult Population	Older Adult Veterans	Percent of Older Adults
Adams	13,282	2,373	17.9%
Brown	980	164	16.7%
Hancock	4,214	824	20.0%
Henderson	1,733	400	23.1%
McDonough	5,357	959	18.0%
Pike	3,265	572	17.6%
Schuyler	1,593	378	23.8%
Warren	3,243	575	17.7%
Region 4	33,667	6,245	18.5%
Illinois	1,990,426	301,573	15.2%
United States	44,262,817	8,915,189	20.1%

Source: U.S. Census Bureau: 2018-2022 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 4, 4.6 percent of the adult population, 18 to 64 years, are considered veterans, this percentage is higher than both the state (3.2 percent) and the national (4.5 percent) percentages. Pike and Henderson Counties have the highest proportion of adult veterans with 5.9 percent and 5.3 percent, respectively. While Brown County (3.8 percent) and McDonough County (3.7 percent) have the lowest proportions.

The older adult population has considerably higher proportions of veterans compared to the proportion of adults. In Region 4 there are 6,245 individuals who classify as veterans (18.5 percent). The State percentage is lower, at 15.2 percent, when compared to the national percentage at 20.1 percent. Within Region 4, Schuyler county (23.8 percent) and Henderson county (23.1 percent) have the highest and equal proportions of older adult veterans. The counties with the lowest percentages, Brown and Pike Counties, are 16.7 percent and 17.6 percent, respectively.

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Figure 3 Percentage of Veteran Population by Age

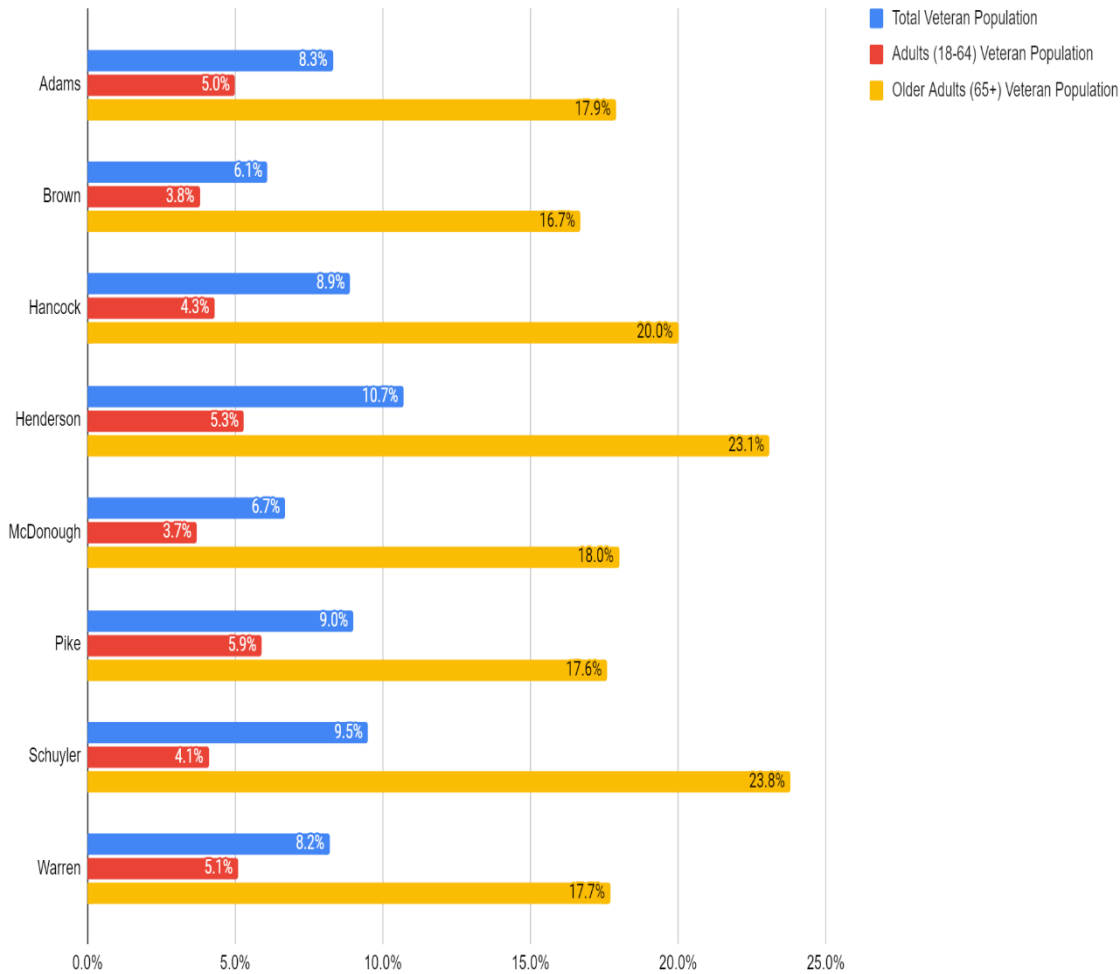
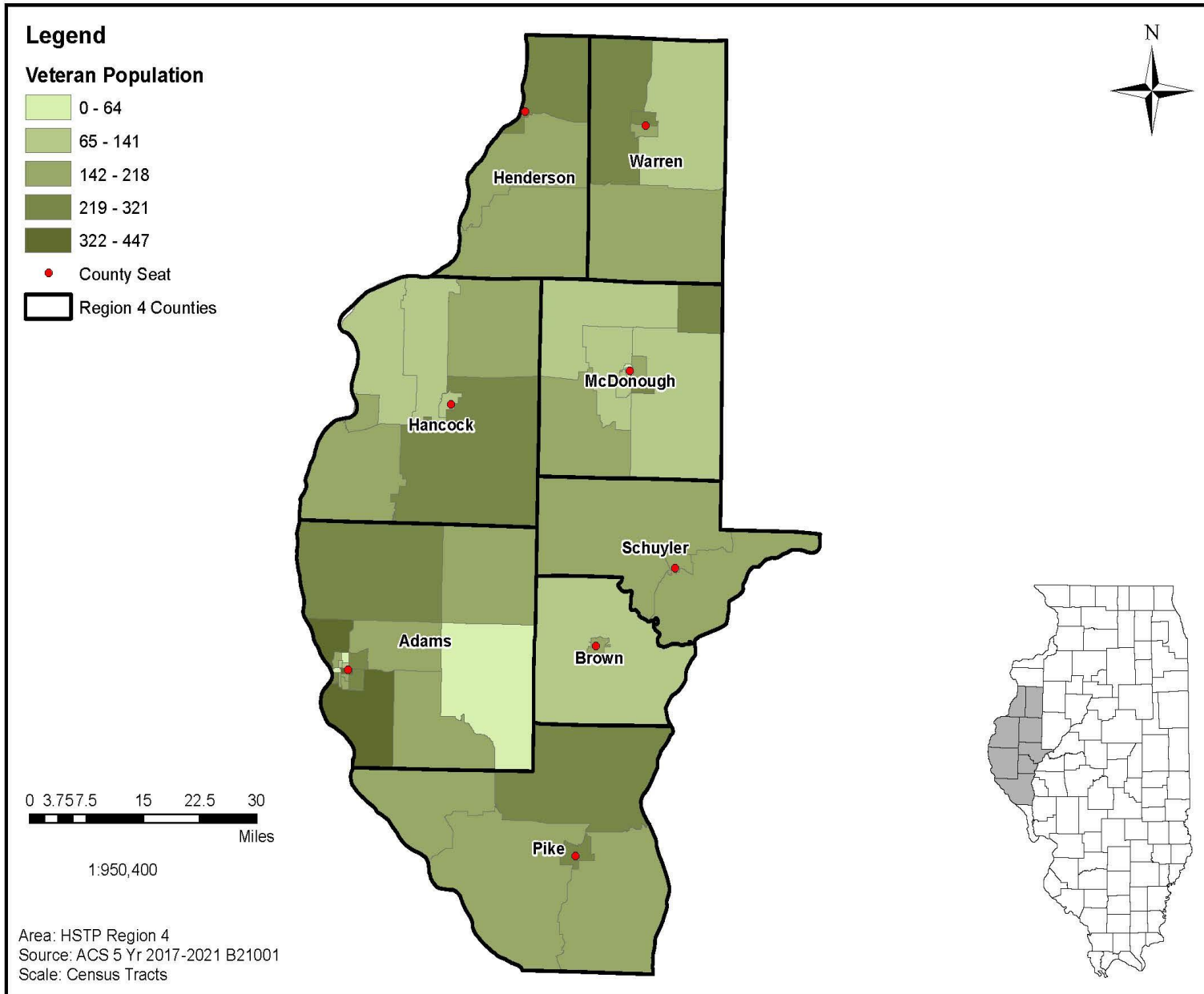


Table 2-11 - Table 2-13: Show the percentage of adults and older adults who are veterans and **Figure 3** compares these values

Map 6 illustrates the number of veterans in Region 4. 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 Brown, McDonough, Pike, and Warren Counties. Adams County has a large portion adjacent to the county seat in Quincy but also has a large portion in the northwest and southeast regions of the county. Hancock, Henderson, and Schuyler all have a more uniform distribution of veterans.

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B21001

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



Map 6 Distribution of Veteran Population

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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, 4,653 of the 67,209 households in Region 4 (6.9 percent) do not own a vehicle, detailed by county in **Table 2-14**. Region 4 has a much lower proportion of zero-vehicle households than Illinois and the United States, 10.7 percent and 8.5 percent respectively.

Adams and McDonough Counties have the highest proportions of households without access to a vehicle, one reason for that may be that Quincy (Adams County) and Macomb (McDonough County) both have fixed route bus services that households have access to. Henderson County has 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.

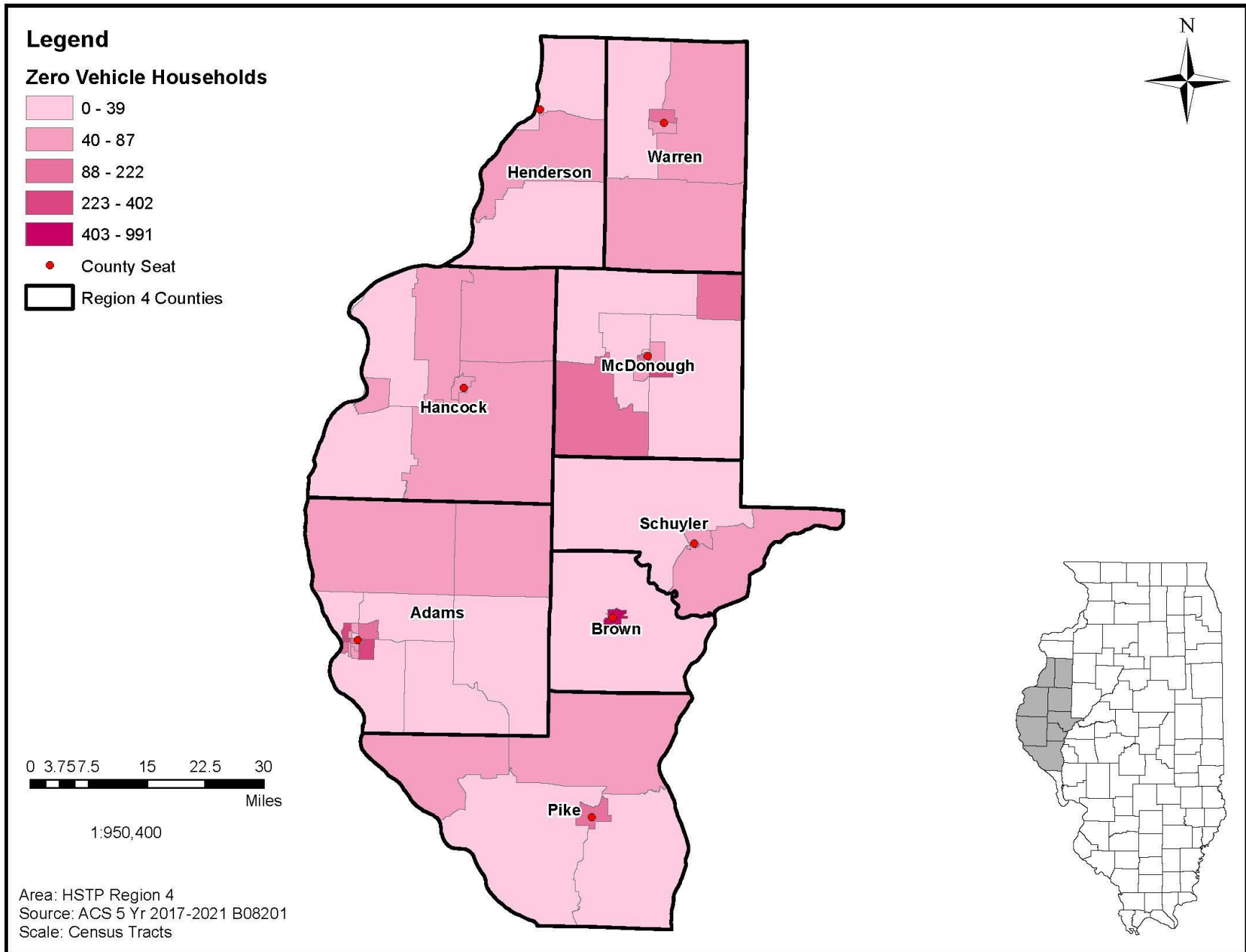
Map 7 provides a spatial representation of zero-vehicle households by census tract group within Region 4. In every county, except for Henderson County, the largest proportion of zero-vehicle households falls near the county seat: Quincy (Adams County), Mount Sterling (Brown County), Carthage (Hancock County), Macomb (McDonough County), Pittsfield (Pike County), Rushville (Schuyler County), and Monmouth (Warren County). In Henderson County, the proportions of zero-vehicle households is even spread out more evenly

Table 2-14: Zero Vehicle Households

County	Total Households	Zero Vehicle Households	Percent Zero Vehicle
Adams	27,199	1,992	7.3%
Brown	2,090	122	5.8%
Hancock	7,542	393	5.2%
Henderson	3,028	87	2.9%
McDonough	11,573	1,161	10.0%
Pike	6,258	398	6.4%
Schuyler	2,730	114	4.2%
Warren	6,789	386	5.7%
Region 4	67,209	4,653	6.9%
Illinois	4,884,061	524,625	10.7%
United States	122,354,219	10,344,521	8.5%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B08201

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



Map 7 Distribution of Zero-Vehicle Households

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Minority Populations

Hispanic/Latino Population

Region 4 has a Hispanic/Latino population of 4,702, making up 2.8 percent of the total population, which is extremely low compared to the state and national percentages (17.2 percent and 18.2 percent respectively). **Table 2-15** shows the demographic totals and percentages for Region 4 by county.

The largest Hispanic/Latino population resides in Warren County (1,657) followed by Adams County (1,079), and McDonough County (860). In terms of percentage Warren County is also the highest at 9.8 percent followed by Brown County (6.7 percent) and McDonough County (2.9 percent). Schuyler County has the smallest proportion of Hispanic/Latino residents at 0.9 percent, followed by Pike and Hancock with 1.3 percent and 1.6 percent respectively.

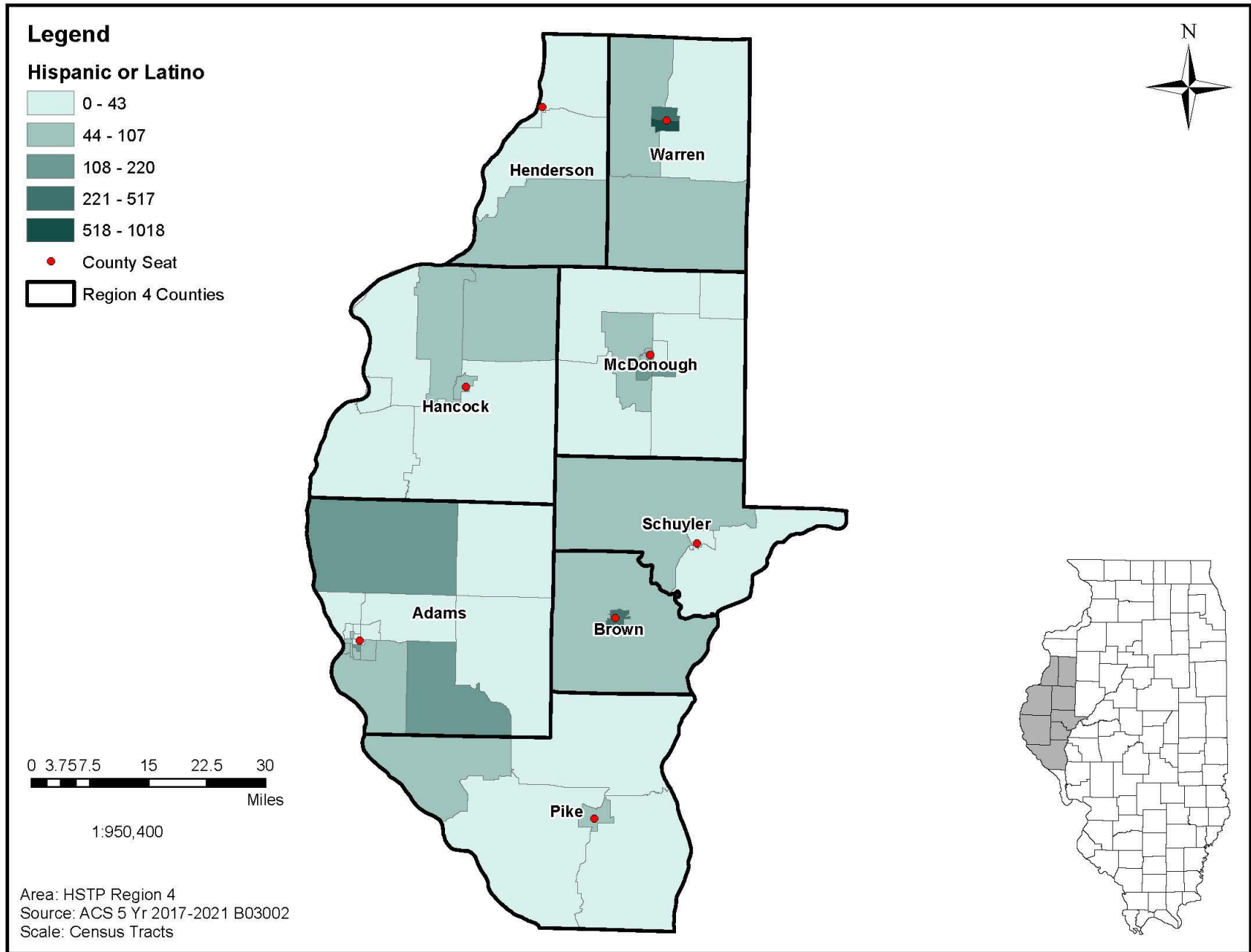
Map 8 illustrates the Hispanic/Latino population by census tract group within Region 4. The largest Hispanic/Latino populations are located in Mount Sterling (Brown County), Macomb (McDonough County), and Monmouth (Warren County). Adams County has a significant Hispanic/Latino population, however its distribution is more evenly spread across the county.

Table 2-15: Hispanic/Latino Population

County	Total Population	Hispanic/Latino Population	Percent of Total
Adams	65,670	1,079	1.6%
Brown	6,599	441	6.7%
Hancock	17,820	280	1.6%
Henderson	6,737	123	1.8%
McDonough	30,107	860	2.9%
Pike	15,571	203	1.3%
Schuyler	6,897	59	0.9%
Warren	16,981	1,657	9.8%
Region 4	166,382	4,702	2.8%
Illinois	12,716,164	2,190,696	17.2%
United States	326,569,308	59,361,020	18.2%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B03002

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



Map 8 Distribution of Hispanic/Latino Population

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Black/African American Population

Region 4 has a Black or African American population of 8,498, accounting for 5.1 percent of the total population, which is extremely low compared to the state and national percentages (15.4 percent and 14.2 percent respectively). **Table 2-16** shows the demographic totals and percentages for Region 4 by county.

The largest Black or African American population resides in Adams County (3,530) followed by McDonough County (1,971). In terms of percentage, Brown County has the highest percentage at 19.1 percent followed by McDonough county at 6.5 percent. Henderson and Pike Counties have the lowest percentage of Black or African American residents at 1.1 percent and 1.2 percent each.

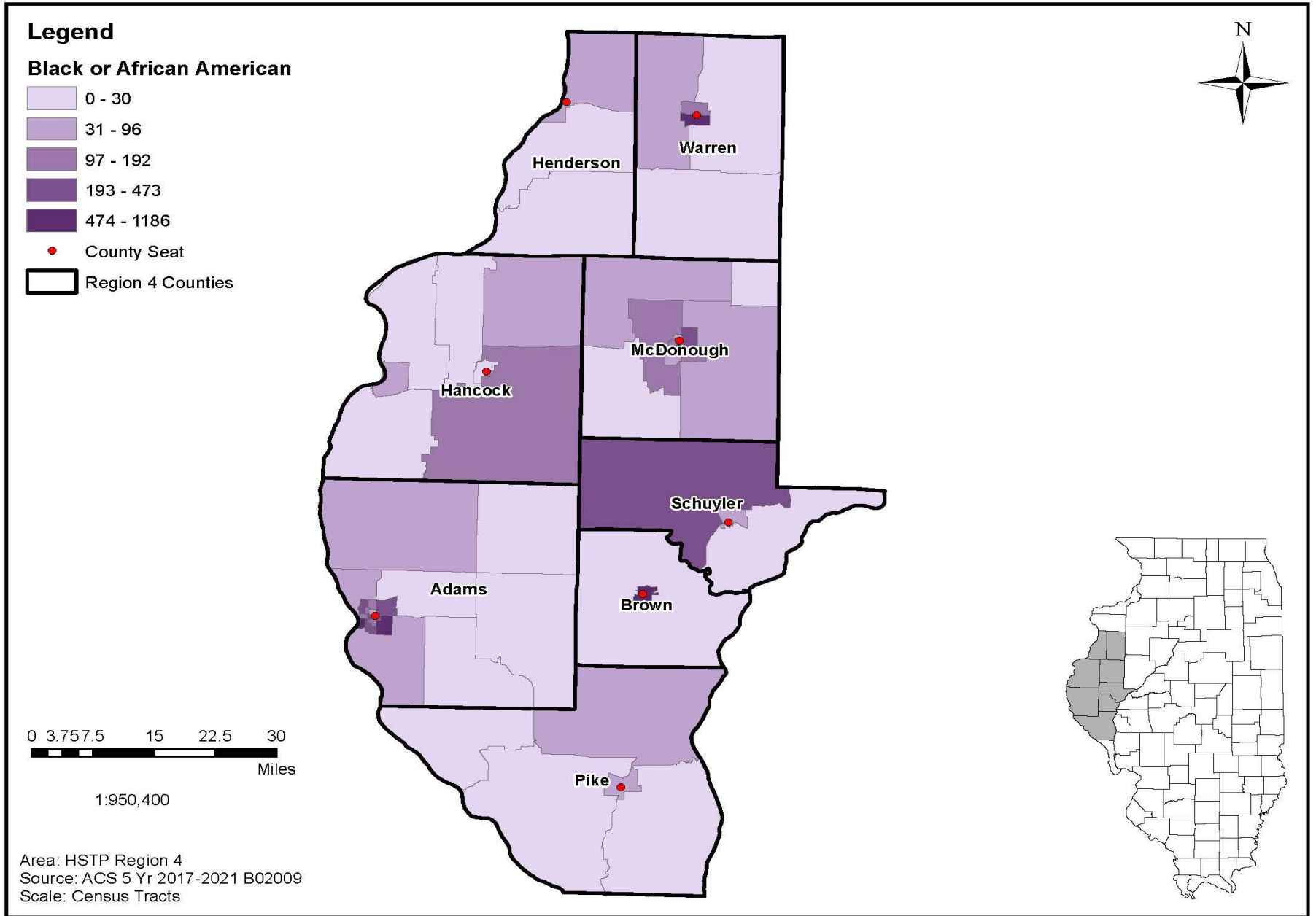
Map 9 illustrates the Black/African American population by census tract group within Region 4. Brown has the largest Black/African American populations, with concentrations in Mount Sterling. The distribution is near the county seats in Quincy (Adams County), Macomb (McDonough County), Pittsfield (Pike County), and Monmouth (Warren County). In Hancock, Henderson, and Schuyler County the Black/African American population is more evenly spread out.

Table 2-16: Black/African American Population

County	Total Population	Black/African American Population	Percent of Total
Adams	65,670	3,530	5.4%
Brown	6,599	1,255	19.1%
Hancock	17,820	240	1.3%
Henderson	6,737	73	1.1%
McDonough	30,107	1,971	6.5%
Pike	15,571	181	1.2%
Schuyler	6,897	389	5.6%
Warren	16,981	859	5.1%
Region 4	166,382	8,498	5.1%
Illinois	12,716,164	1,957,092	15.4%
United States	326,569,308	46,273,733	14.2%

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Table B02009

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



Map 9 Distribution of Black/African American Population

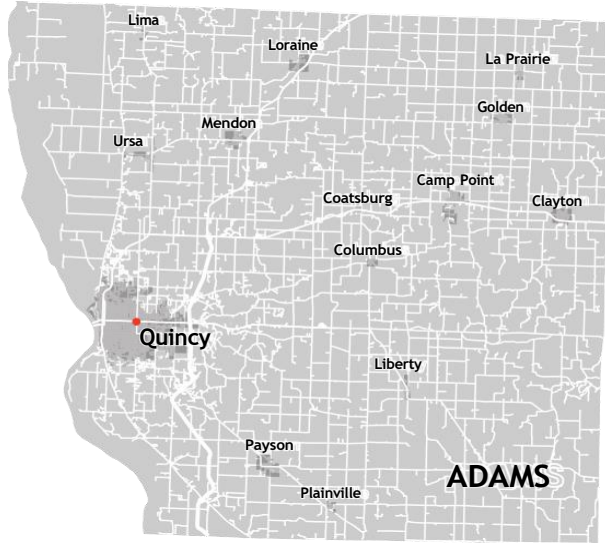
County Demographics

Adams County

Total Population: 65,670

Total Area: 871 Square Miles

County Seat: Quincy, IL

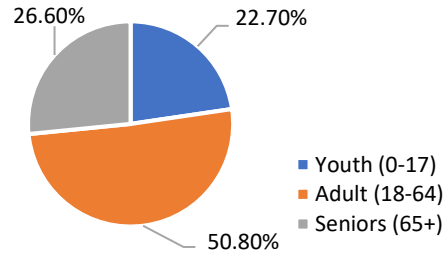


Map 10: Adams County

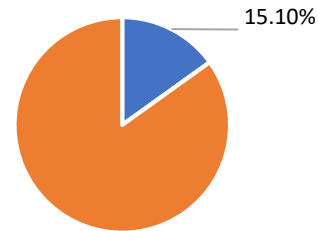
Table 2-17: Adams County Overall Demographics

	Population	Percent
Total Population	65,670	100%
Population with Disabilities	9,900	15.1%
Population living below Poverty Line	8,000	12.7%
Minority Population: Black or African American	3,530	5.4%
Minority Population: Hispanic or Latino	1,079	1.6%
Veteran Population	4,222	8.3%

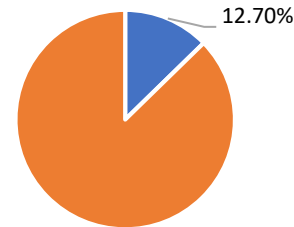
Age Distribution



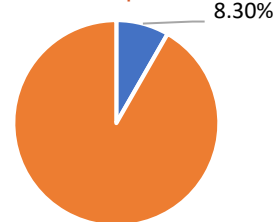
Population with Disabilities



Population Below Poverty Level



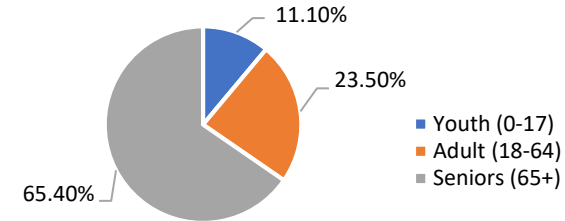
Veteran Population



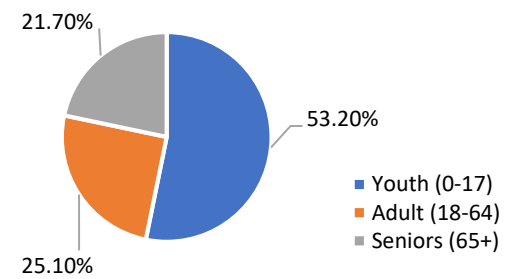
1,992 Zero Car Households

27,199 Total Households

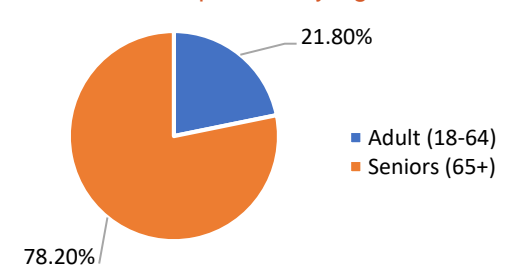
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Quincy is home to the highest number of older adults (60+). Camp Point, Mendon, and Payson have a significant number of older adults. The southern portion of Adams County also has a notable number of older adults.

Population with Disabilities

The highest number of individuals with a disability are located in Quincy. Followed by Camp Point and Payson. Clayton also has a large number of individuals with a disability.

Low-Income Population

Quincy has the highest number of individuals below the poverty line. This is followed by Payson and Clayton. There are a large amount of individuals that live below the poverty line in the southeast corner of Adams County.

Veteran Population

The highest number of veterans are located in Quincy. The next highest number of veterans are located in Camp Point and then Payson. There are also a large number of veterans in the northwest and southeast corners of the county.

Zero-Vehicle Households

Quincy has the highest number of household without a vehicle available to them. The Village of Clayton is the next highest followed by Camp Point. There is also a large percentage of households without a vehicle on the East side of the county.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Quincy, followed, with a significant less amount, by Liberty. The only other villages in Adams County with a Hispanic or Latino population are Golden, Lima, and Loraine.

Black/African American Population

Quincy has the highest Black or African American population in Adams County. This is followed by Liberty and then Camp Point and Ursa.

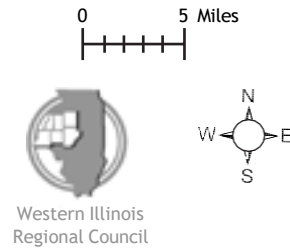
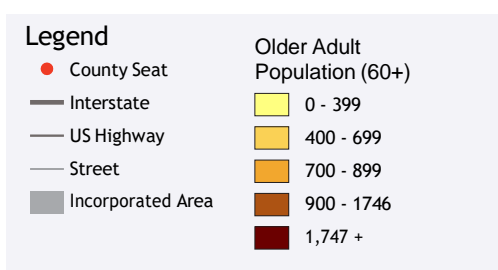
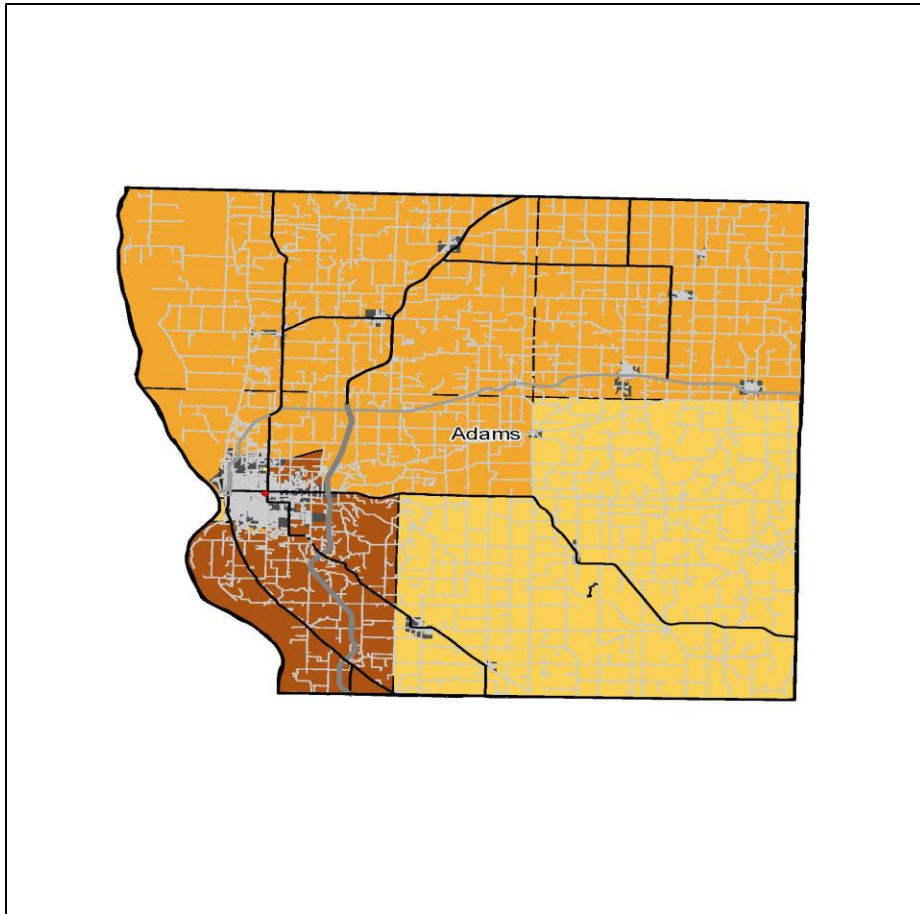
Adams County in Summary

Camp Point, Clayton, Liberty, Mendon, Payson, and Quincy have the largest number of populations considered as more likely to be dependent on transit services. Four out of six of these communities have grocery stores while only two of them have a medical facility, that isn't a nursing home or assisted living. With the City of Quincy having the only source of public transportation this can create a gap in service for those in these communities who have no access to grocery or medical facilities and no access to public transportation.

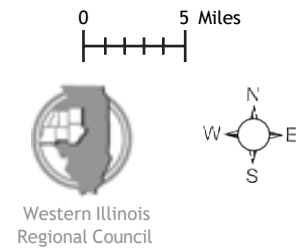
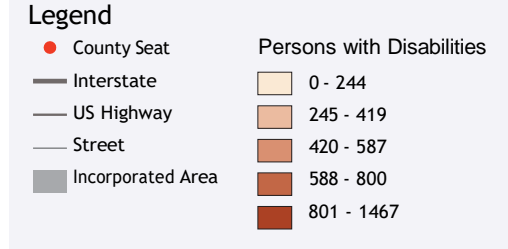
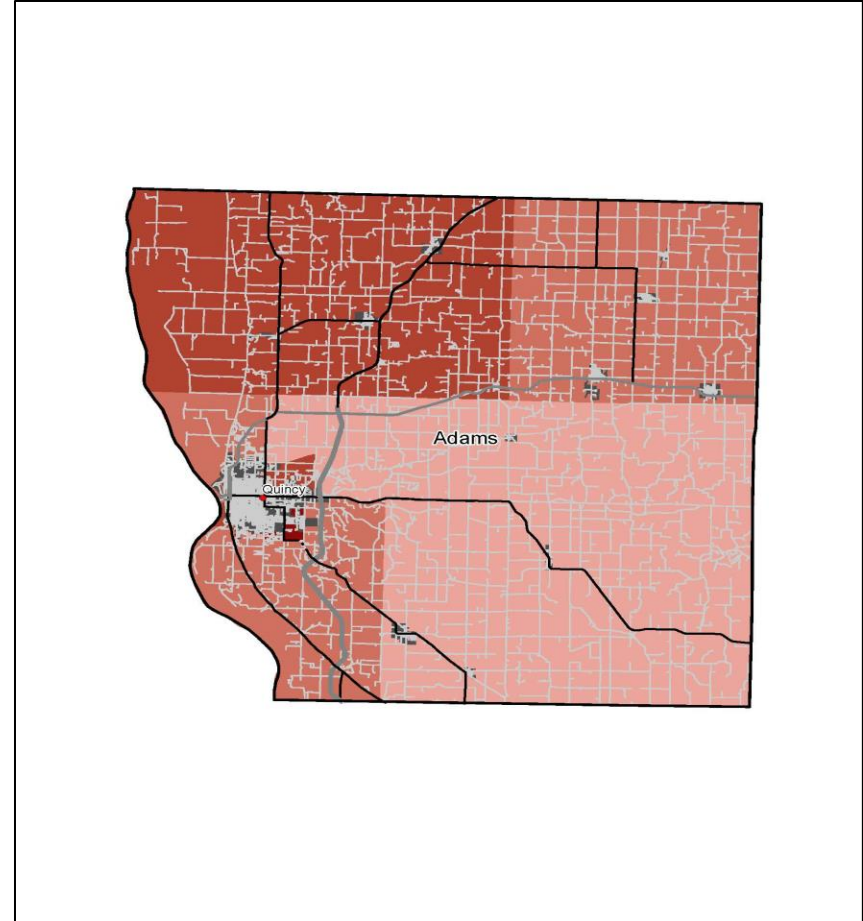
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

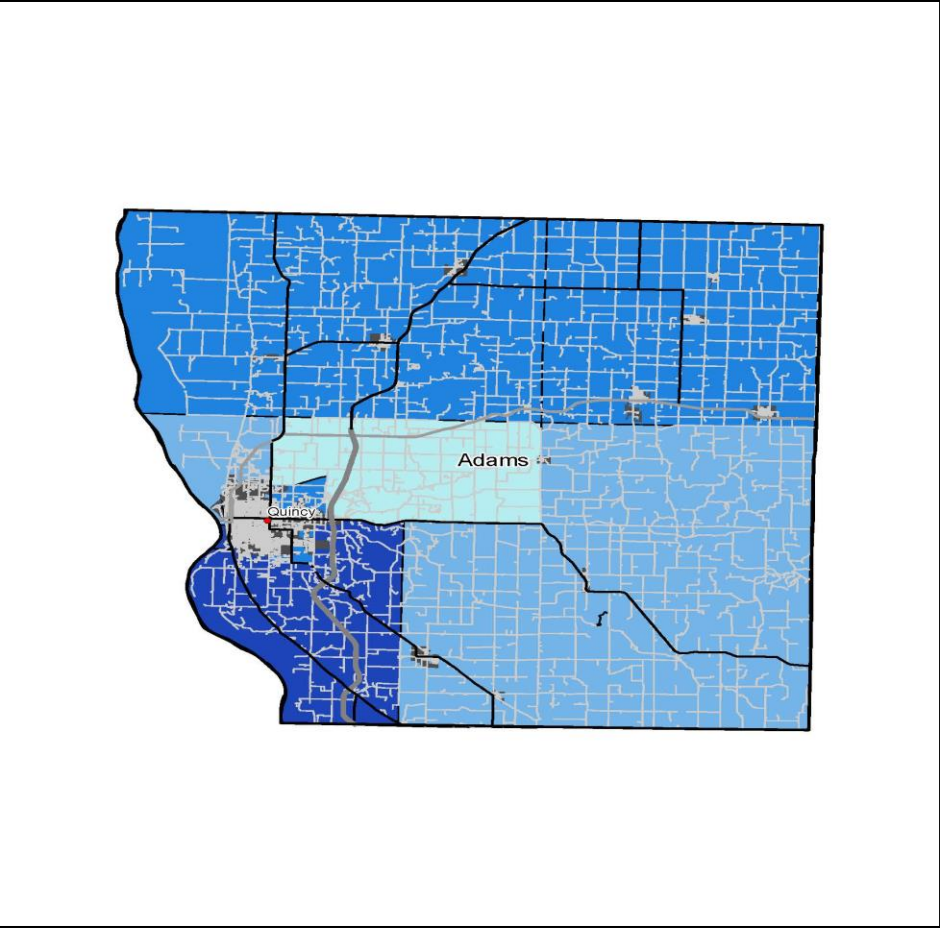


Map 12: Adams County, Persons with a Disability

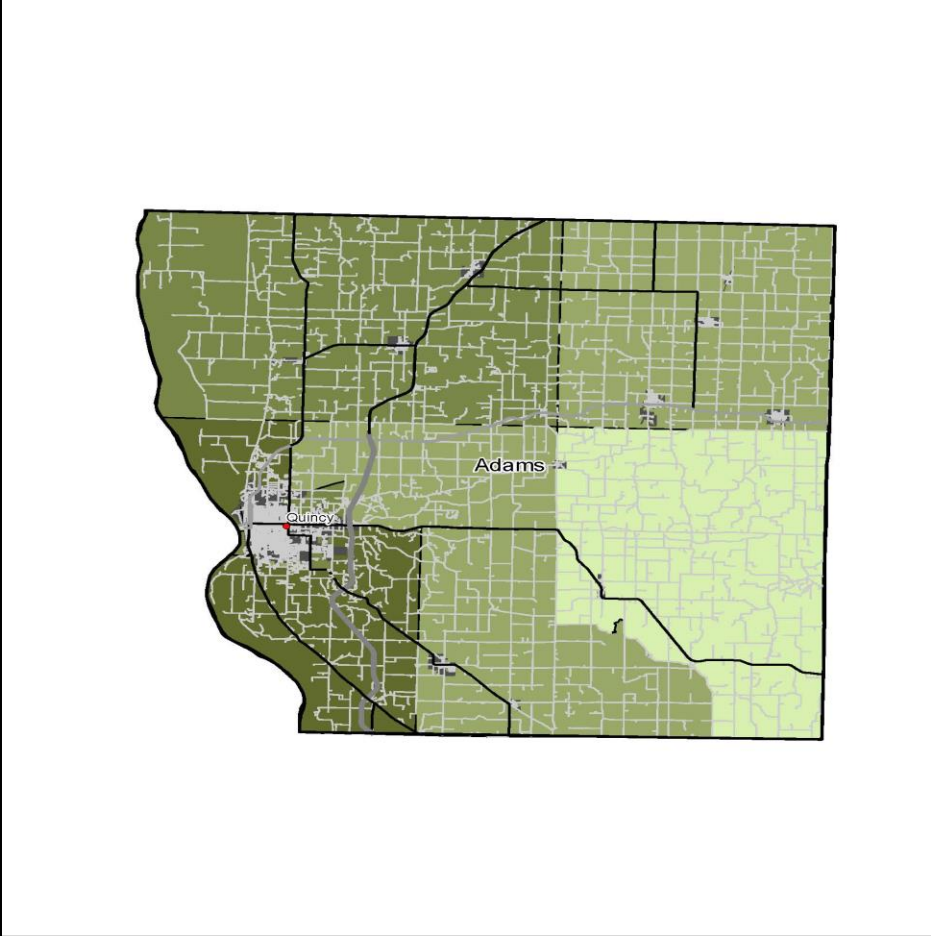


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 13: Adams County, Families with Low Income



Map 14: Adams County, Veteran Population



Legend

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

Families with Low Income

- 0 - 183
- 184 - 321
- 322 - 503
- 504 - 857
- 858-1582

0 5 Miles

Western Illinois Regional Council

Legend

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

Veteran Population

- 0 - 64
- 65 - 141
- 142 - 218
- 219 - 321
- 322-447

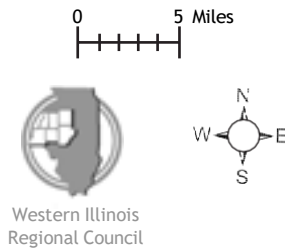
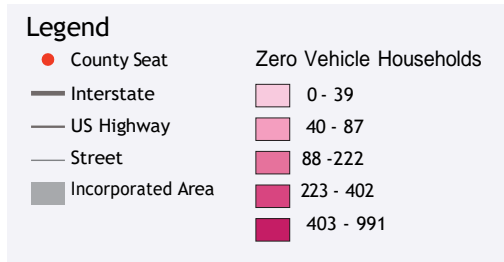
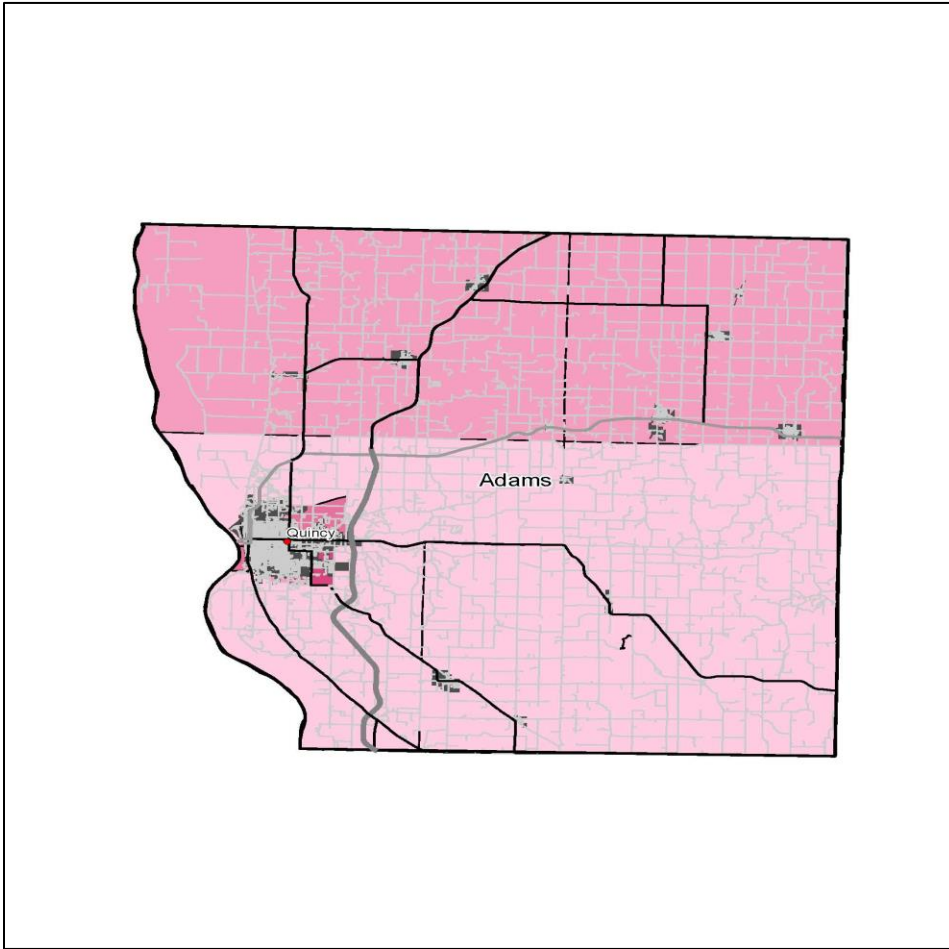
0 5 Miles

Western Illinois Regional Council

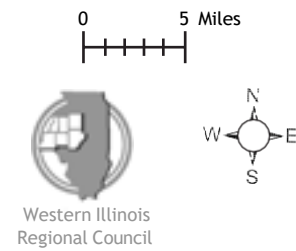
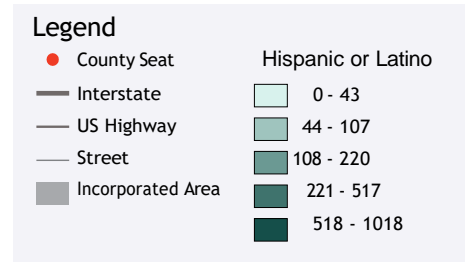
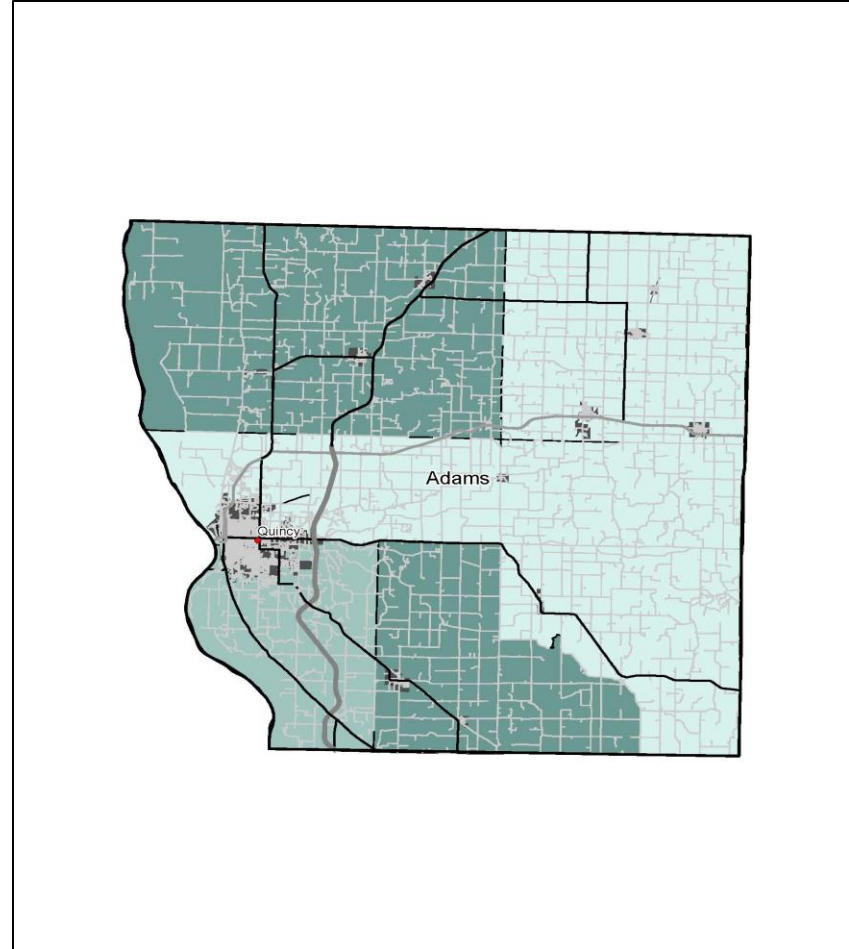
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 15: Adams County, Zero Vehicle Households

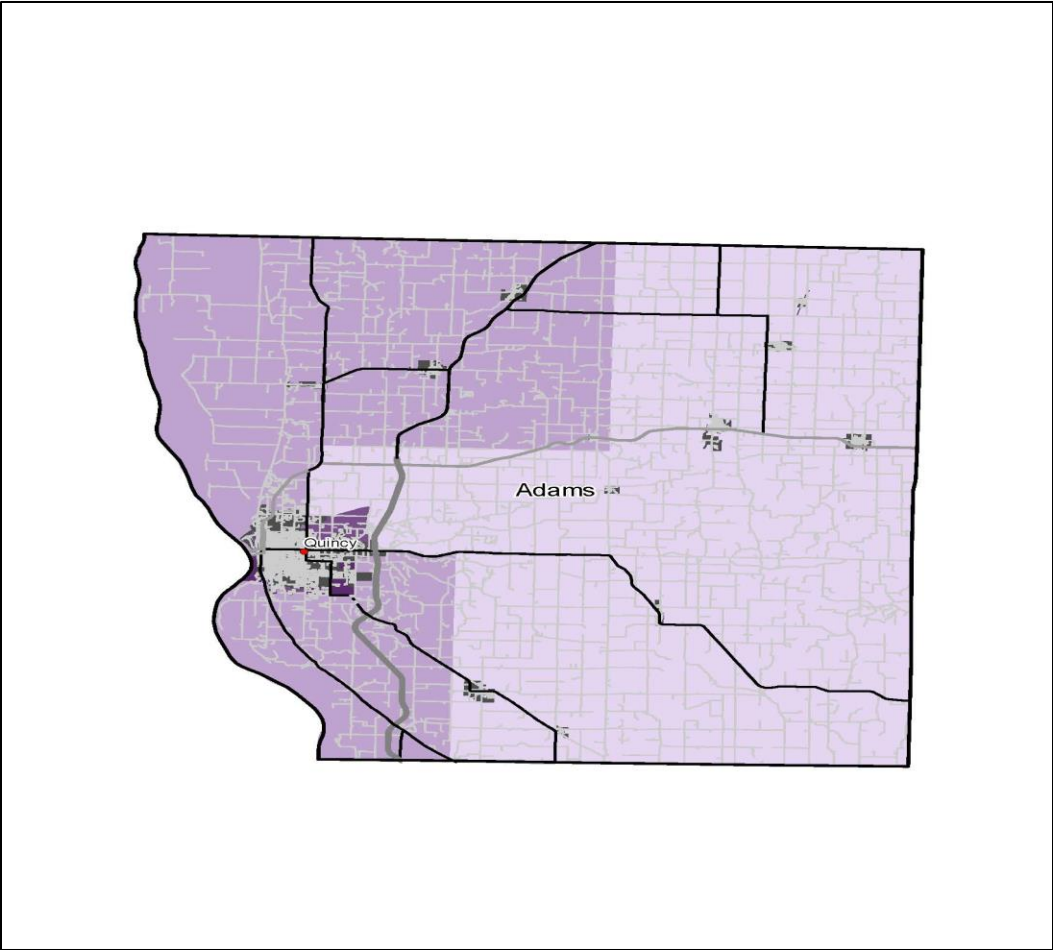


Map 16: Adams County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 17: Adams County, Black or African American Population



Legend

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

Black or African American

- 0 - 30
- 31 - 96
- 97 - 192
- 193 - 473
- 474 - 1186

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Brown County

Total Population: 6,599

Total Area: 307 Square Miles

County Seat: Mount Sterling, IL

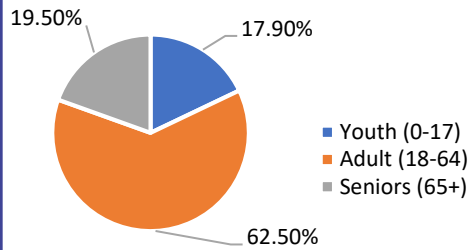


Map 18: Brown County

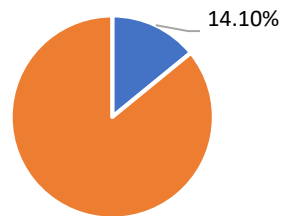
Table 2-18: Brown County Overall Demographics

	Population	Percent
Total Population	6,599	100%
Population with Disabilities	930	14.1%
Population living below Poverty Line	507	8.2%
Minority Population: Black or African American	1,255	19.1%
Minority Population: Hispanic or Latino	441	6.7%
Veteran Population	331	6.1%

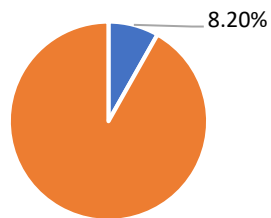
Age Distribution



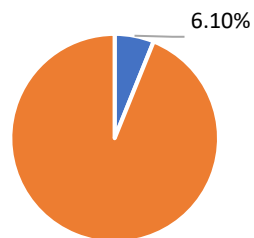
Population with Disabilities



Population Below Poverty Level



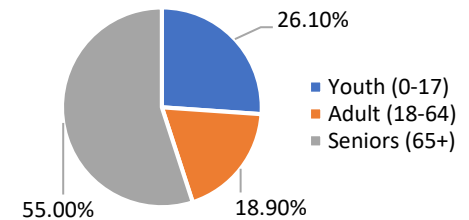
Veteran Population



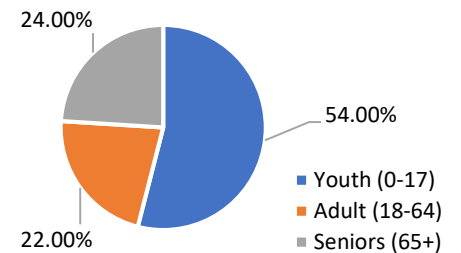
122 Zero Car Households

2,090 Total Households

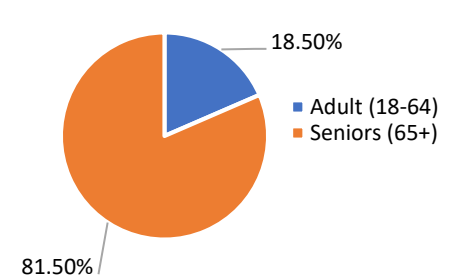
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Mount Sterling is home to the highest number of older adults (60+). There are not many older adults that live outside of Mount Sterling but within Brown County.

Population with Disabilities

The highest number of individuals with a disability are located in Mount Sterling. Followed by Versailles and Mound Station.

Low-Income Population

Mount Sterling has the highest number of individuals below the poverty line. This is followed by Versailles and Ripley.

Veteran Population

The highest number of veterans are located in Mount Sterling. The next highest number of veterans are located in Versailles. Mound Station and Ripley both have a minimal amount of veterans.

Zero-Vehicle Households

Mount Sterling has the highest number of household without a vehicle available to them. The Village of Ripley is the next highest followed by Versailles.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Versailles, followed by Mount Sterling. No other villages or cities in Brown County have a Hispanic or Latino population.

Black/African American Population

Mount Sterling has the highest Black or African American population in Brown county. This is followed by Mound Station and Versailles.

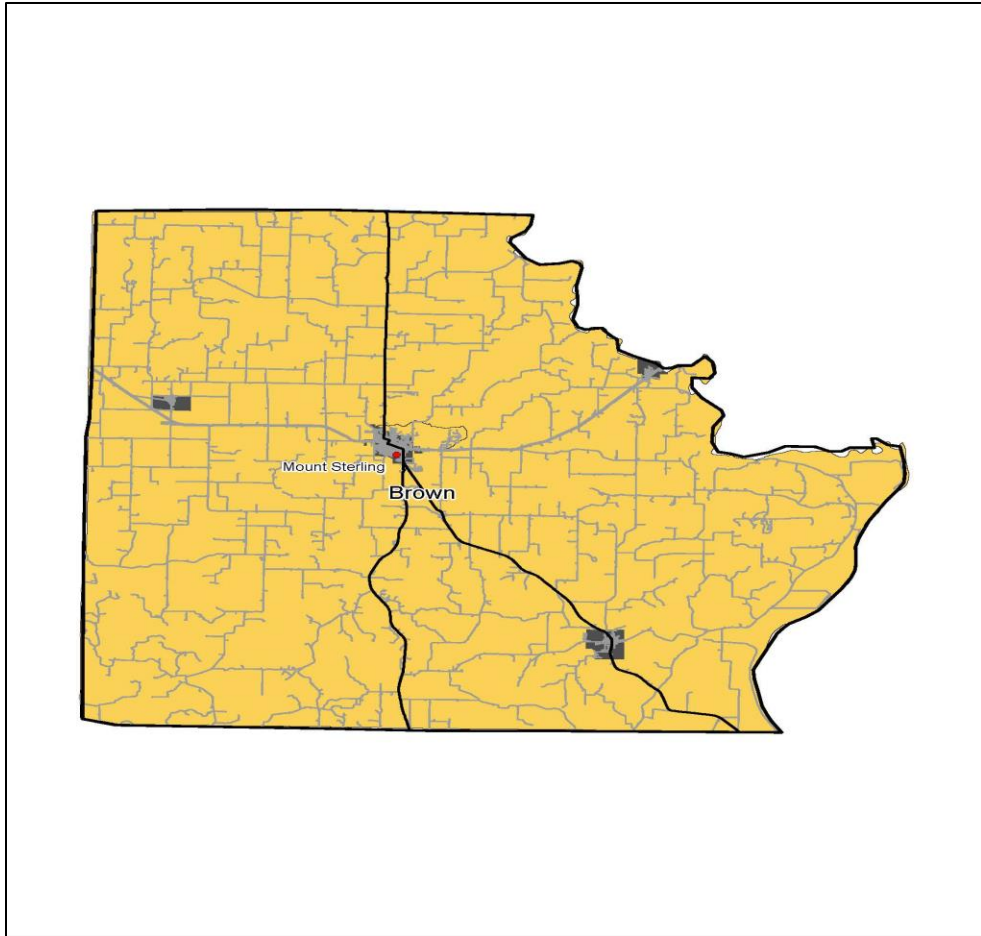
Brown County in Summary

Mound Station, Mount Sterling, Ripley, and Versailles have the largest number of populations considered as more likely to be dependent on transit services. Of these communities, only the county seat, Mount Sterling, has grocery stores and medical facilities. Versailles is the only other community with access to shops and a senior citizen center. West Central Mass Transit District provides demand response service to the residents of this county which allows them to reach these businesses as well as shops and medical facilities in neighboring counties.

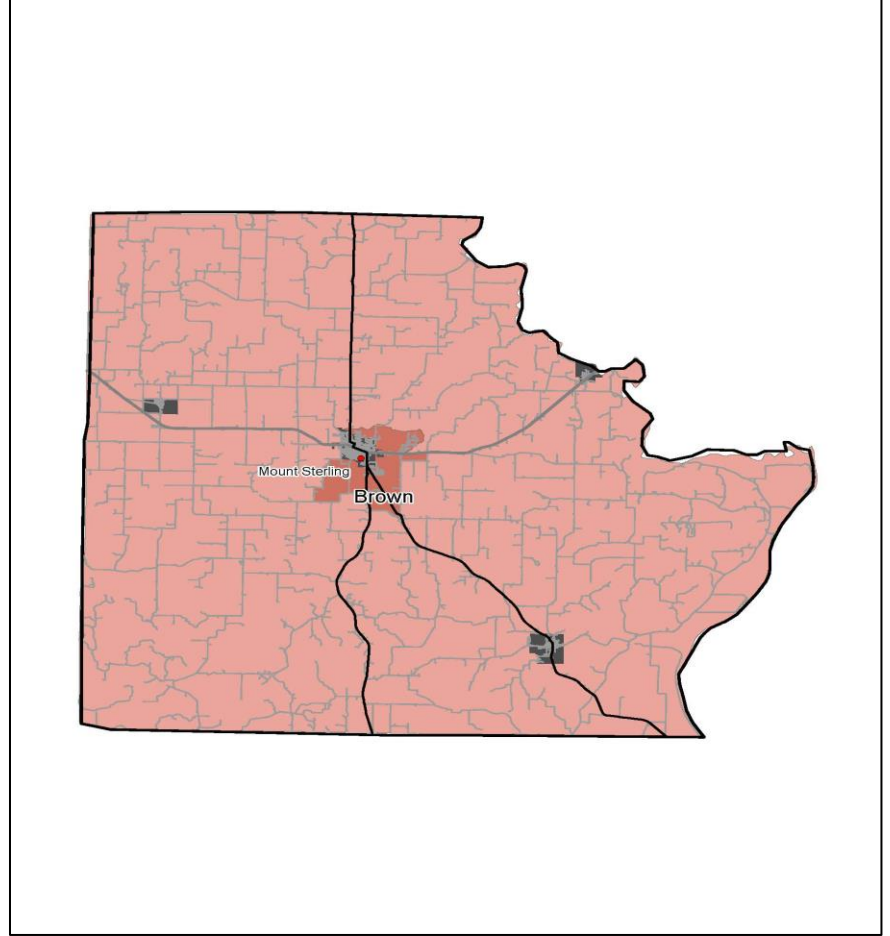
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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



Map 20: Brown County, Persons with a Disability

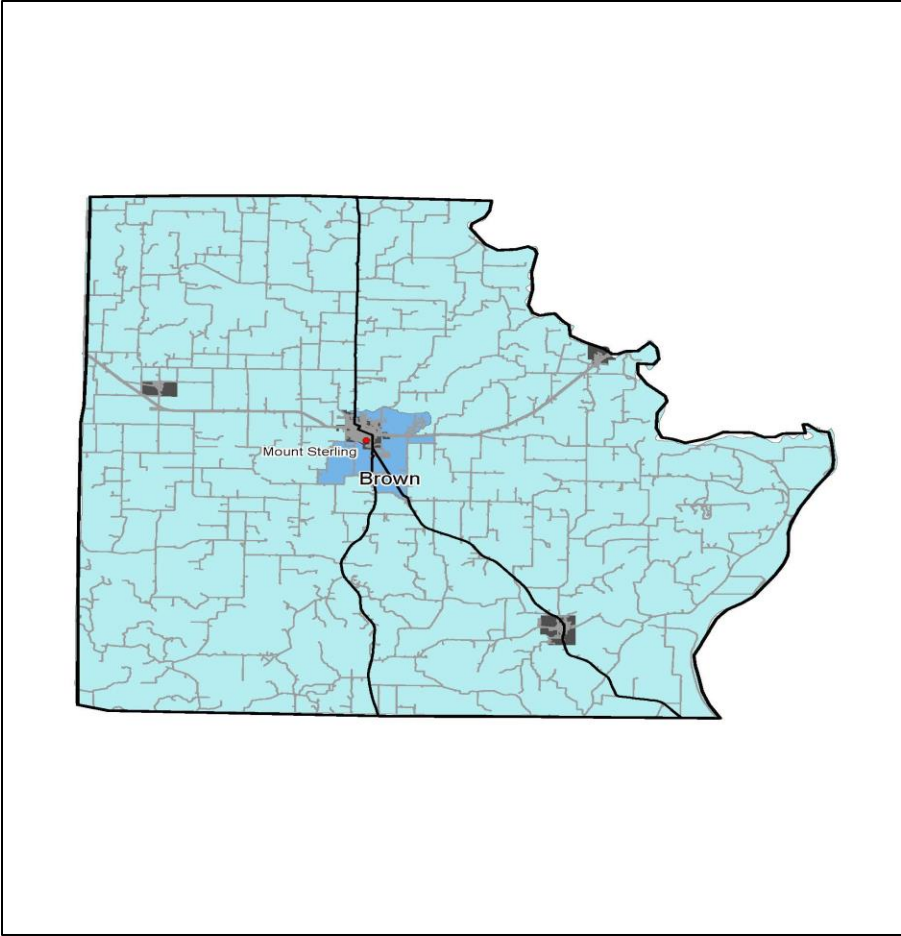


Legend		0 5 Miles	
<ul style="list-style-type: none"> ● County Seat Interstate US Highway Street Incorporated Area 	Older Adult Population (60+) <ul style="list-style-type: none"> 0 - 399 400 - 699 700 - 899 900 - 1746 1,747 + 		

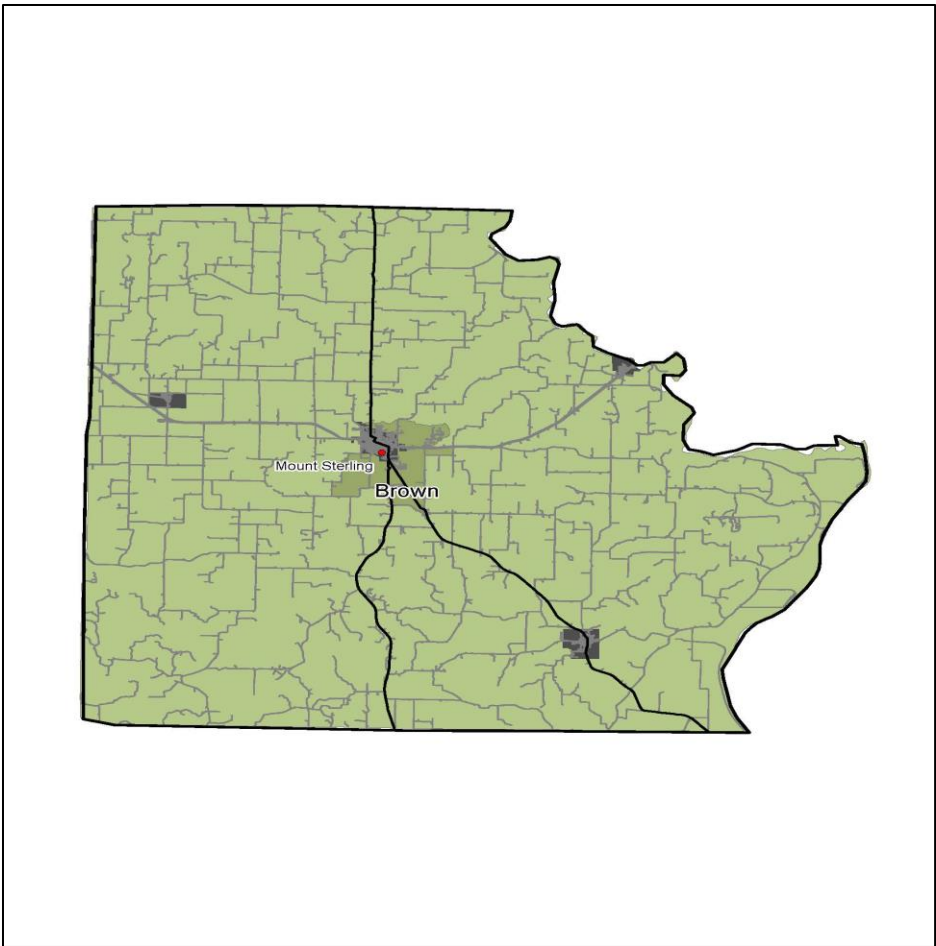
Legend		0 5 Miles	
<ul style="list-style-type: none"> ● County Seat Interstate US Highway Street Incorporated Area 	Persons with Disabilities <ul style="list-style-type: none"> 0 - 249 250 - 349 350 - 449 450 - 599 600 + 		

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 21: Brown County, Families with Low Income



Map 22: Brown County, Veteran Population



Legend

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

Families with Low Income

- 0 - 34
- 35 - 59
- 60 - 69
- 70 - 99
- 100 +

0 5 Miles

Western Illinois Regional Council

Legend

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

Veteran Population

- 0 - 159
- 160 - 199
- 200 - 249
- 250 - 349
- 350 +

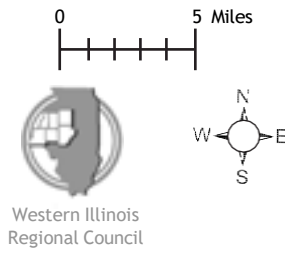
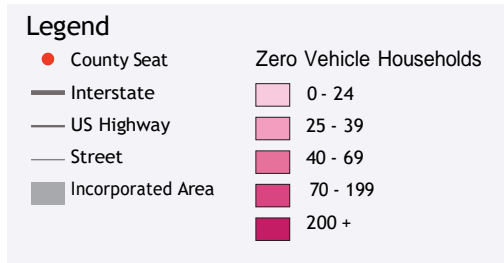
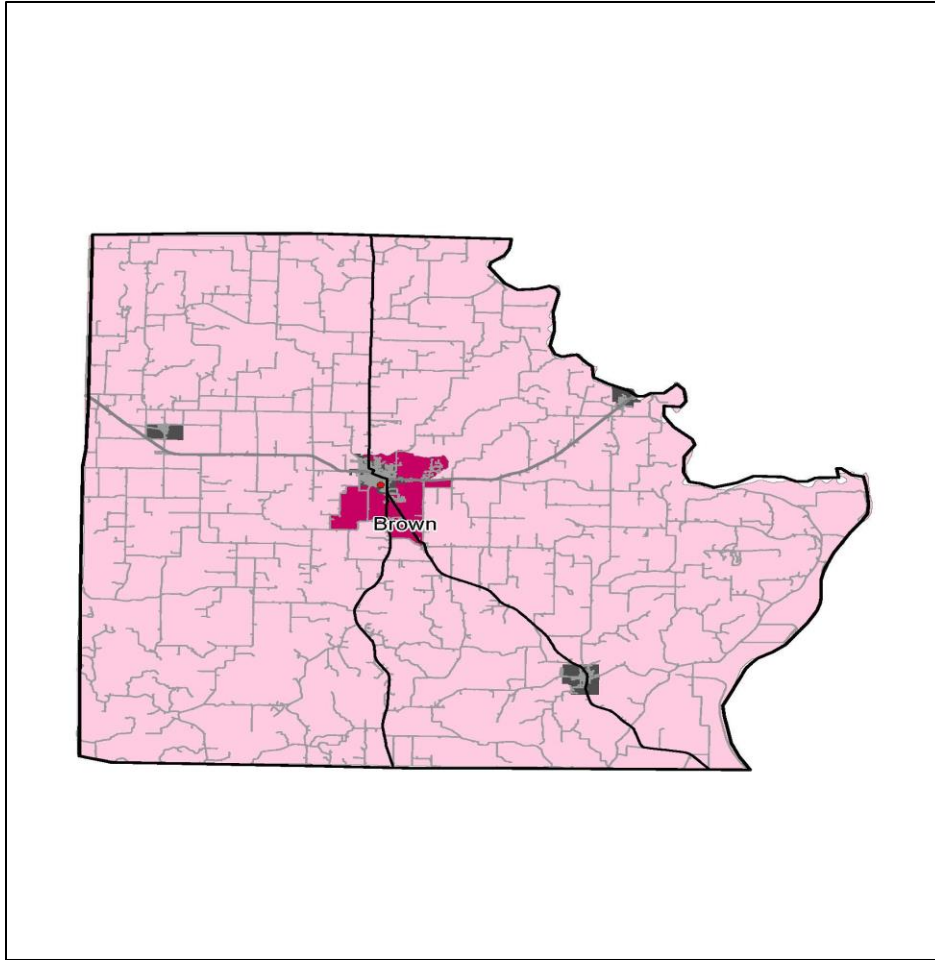
0 5 Miles

Western Illinois Regional Council

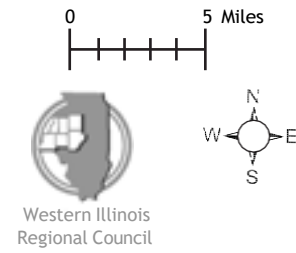
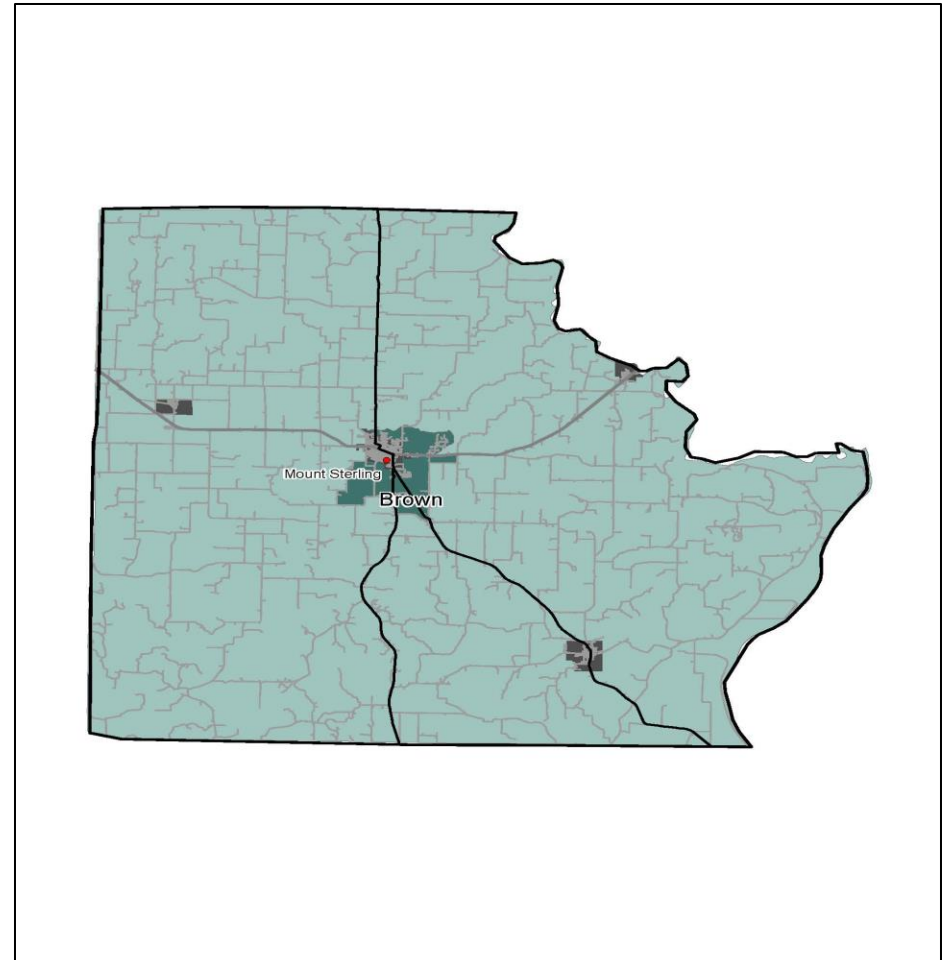
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 23: Brown County, Zero Vehicle Households

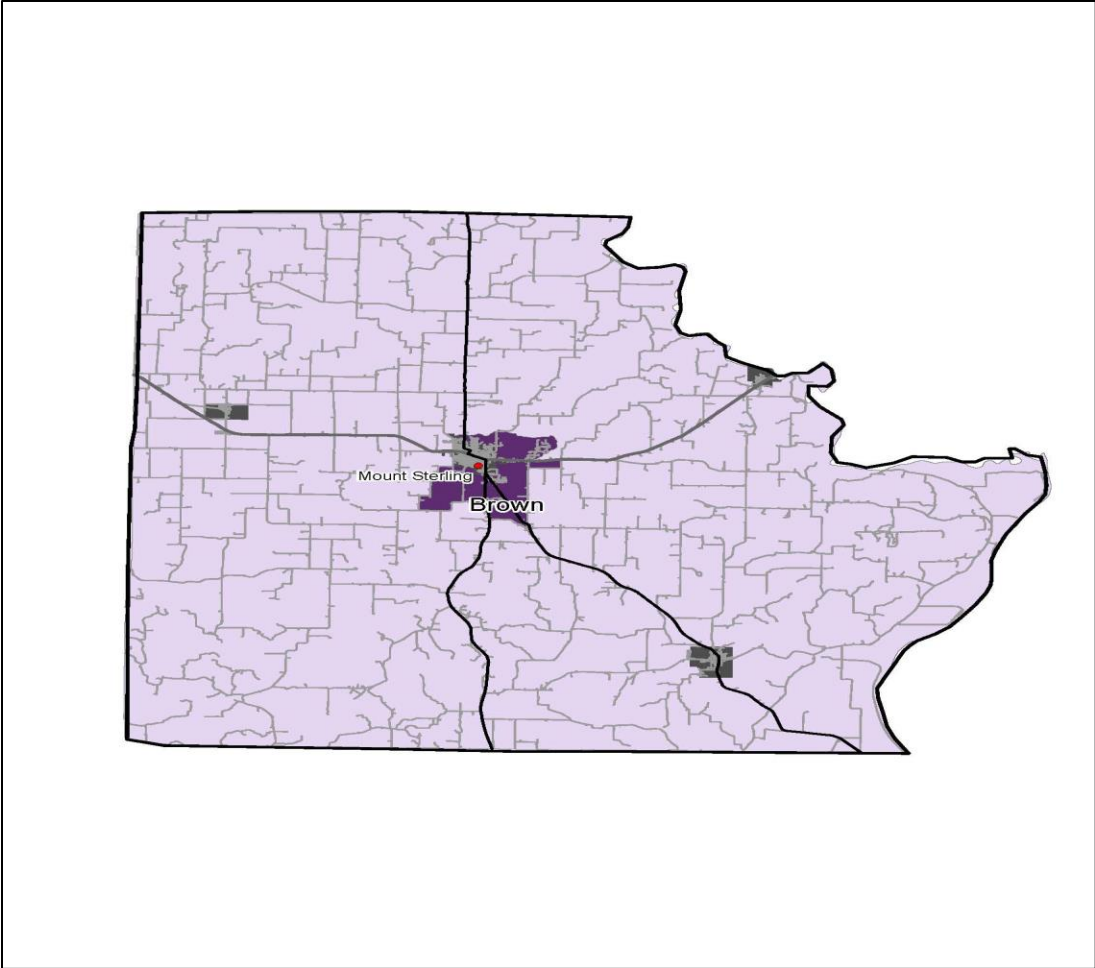


Map 24: Brown County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 25: Brown County, Black or African American Population



Legend

County Seat	Black or African American
Interstate	0 - 19
US Highway	20 - 49
Street	50 - 99
Incorporated Area	100 - 299
	300 +

0 5 Miles

Western Illinois
Regional Council

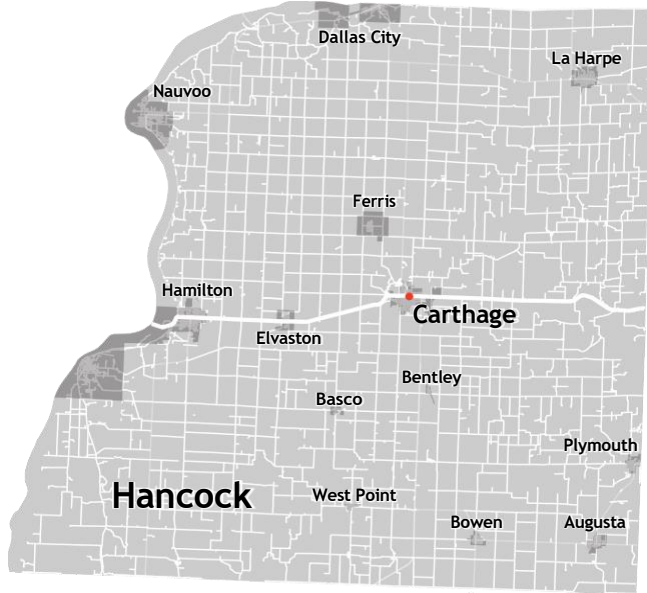
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Hancock County

Total Population: 17,820

Total Area: 814 Square Miles

County Seat: Carthage, IL

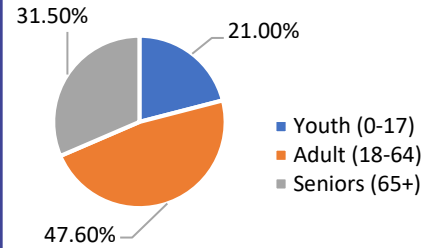


Map 26: Hancock County

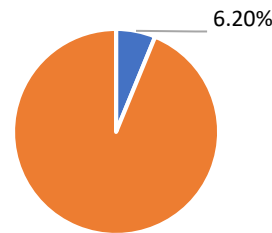
Table 2-19: Hancock County Overall Demographics

	Population	Percent
Total Population	17,820	100%
Population with Disabilities	1,105	6.2%
Population living below Poverty Line	2,296	11.1%
Minority Population: Black or African American	240	1.3%
Minority Population: Hispanic or Latino	280	1.6%
Veteran Population	1,249	8.9%

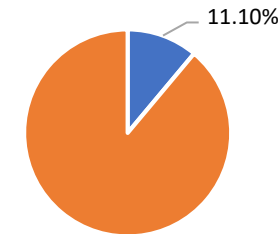
Age Distribution



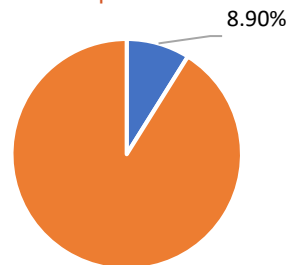
Population with Disabilities



Population Below Poverty Level



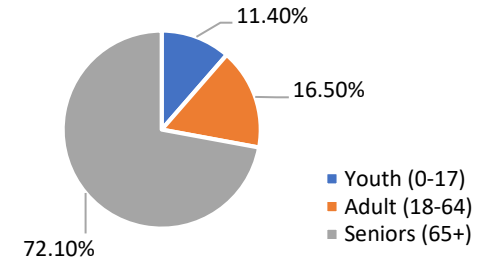
Veteran Population



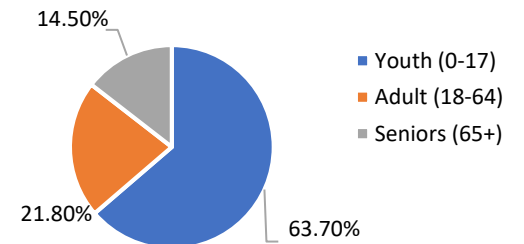
393 Zero Car Households

7,542 Total Households

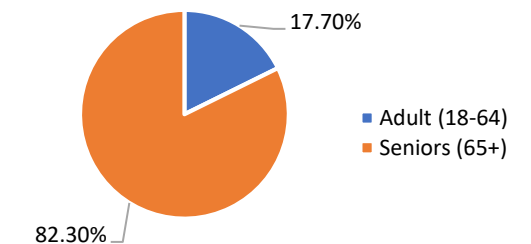
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Hamilton is home to the highest number of older adults (60+). Followed closely by Carthage. La Harpe, Nauvoo, and Warsaw have a significant number of older adults as well.

Population with Disabilities

The highest number of individuals with a disability are located in the City of Hamilton. Followed by Carthage and Warsaw. There are also over 100 individuals with a disability in La Harpe and Nauvoo.

Low-Income Population

The City of Hamilton has the highest number of individuals below the poverty line. This is followed by La Harpe and Warsaw. There is also a good portion of individuals living below the poverty line on the eastern side of Hancock County.

Veteran Population

The highest number of veterans are located in Hamilton. The next highest number of veterans are located in Carthage and then La Harpe. There are also a large number of veterans in the southeast corner of the county.

Zero-Vehicle Households

Carthage has the highest number of household without a vehicle available to them. The City of Warsaw is the next highest followed by La Harpe. There is also a large number of households without a vehicle in the southwest and north east portion of the county.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Carthage, followed by Warsaw and Nauvoo. There is also a large number of Hispanic or Latino individuals in the southwest corner of the county.

Black/African American Population

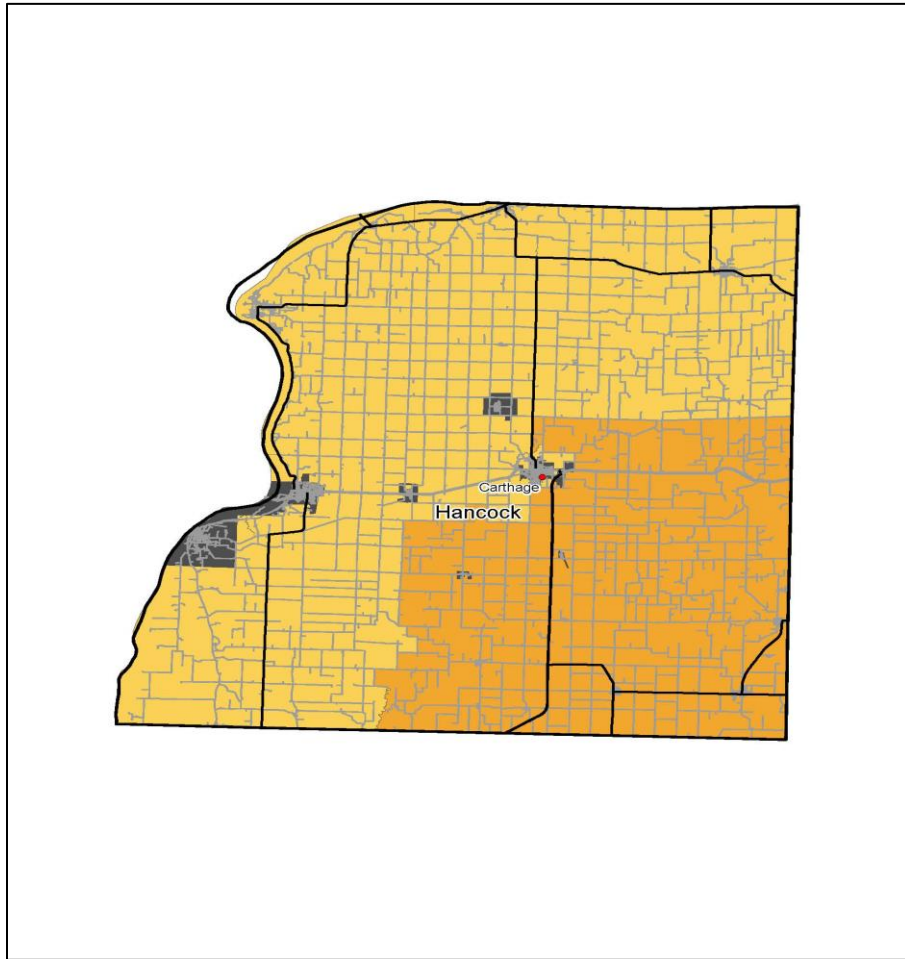
Hamilton has the highest Black or African American population in Hancock County. This is followed closely by Carthage and then West Point.

Hancock County in Summary

Carthage, Hamilton, La Harpe, Nauvoo, Warsaw have the largest number of populations considered as more likely to be dependent on transit services. All of these communities have both a grocery store and a medical facility within them. They also have access to demand response public transportation provided by Hancock County Public Transportation.

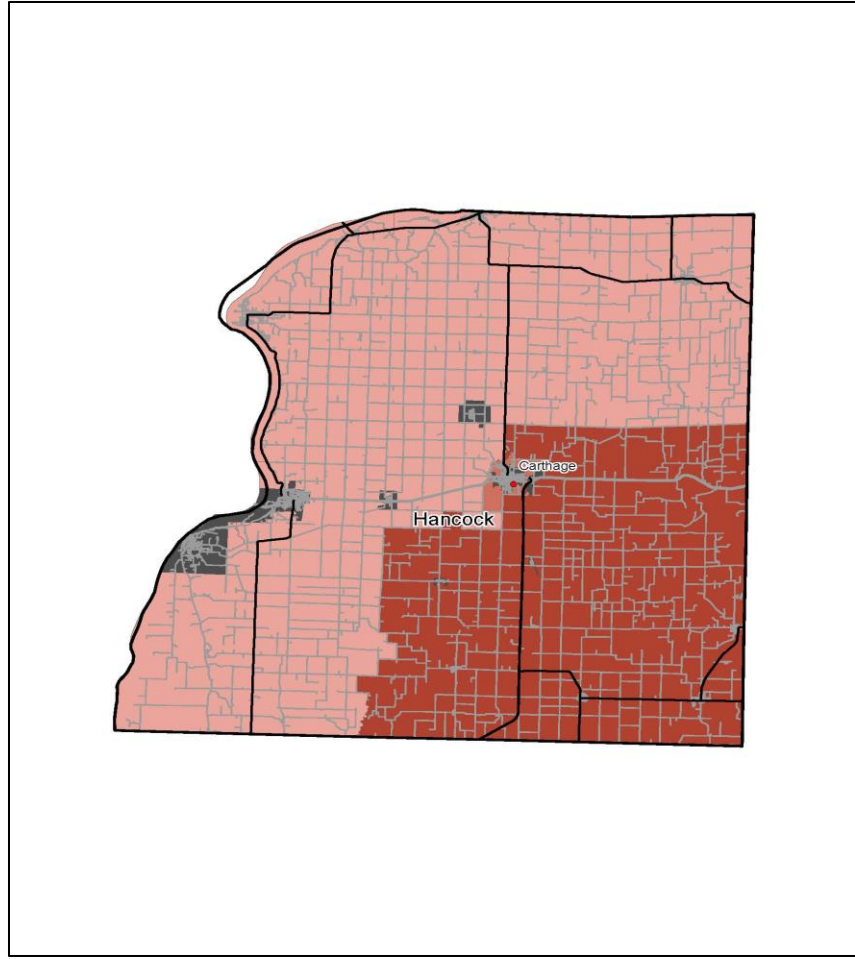
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

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



Legend		0 5 Miles
● County Seat	Older Adult Population (60+)	
— Interstate	0 - 399	
— US Highway	400 - 699	<p>Western Illinois Regional Council</p>
— Street	700 - 899	
■ Incorporated Area	900 - 1746	
	1,747 +	

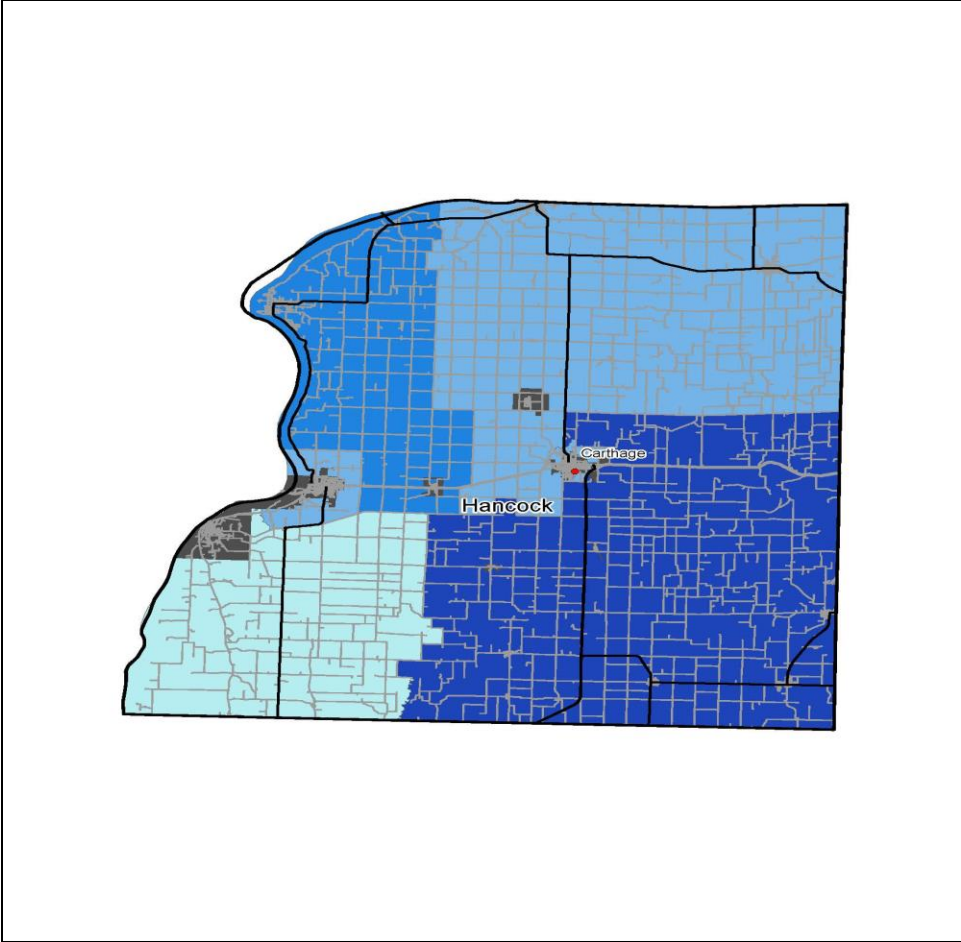
Map 28: Hancock County, Persons with a Disability



Legend		0 5 Miles
● County Seat	Persons with Disabilities	
— Interstate	0 - 244	
— US Highway	245 - 419	<p>Western Illinois Regional Council</p>
— Street	420 - 587	
■ Incorporated Area	588 - 800	
	801 - 1467	

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 29: Hancock County, Families with Low Income




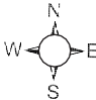
Legend

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

Families with Low Income

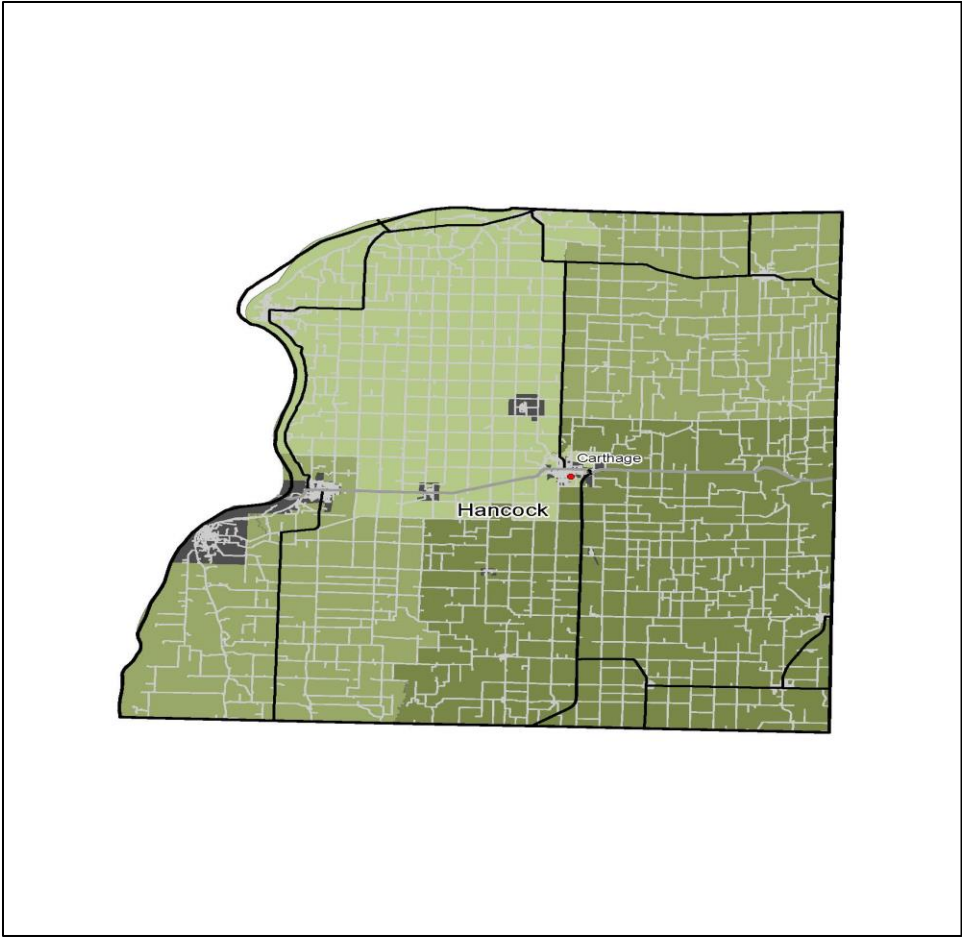
- 0 - 183
- 184 - 321
- 322 - 503
- 504 - 857
- 858 - 1582

0 5 Miles

Western Illinois Regional Council

Map 30: Hancock County, Veteran Population





Legend

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

Veteran Population

- 0 - 64
- 65 - 141
- 142 - 218
- 219 - 321
- 322 - 447

0 5 Miles

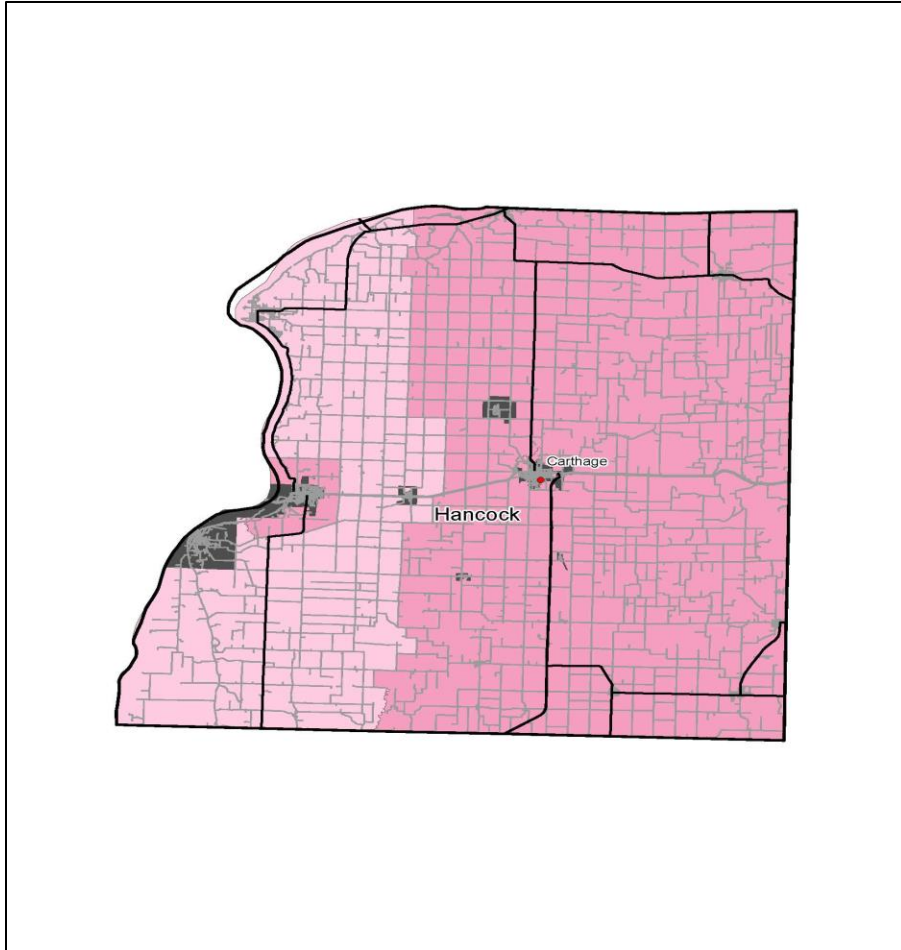



Western Illinois Regional Council

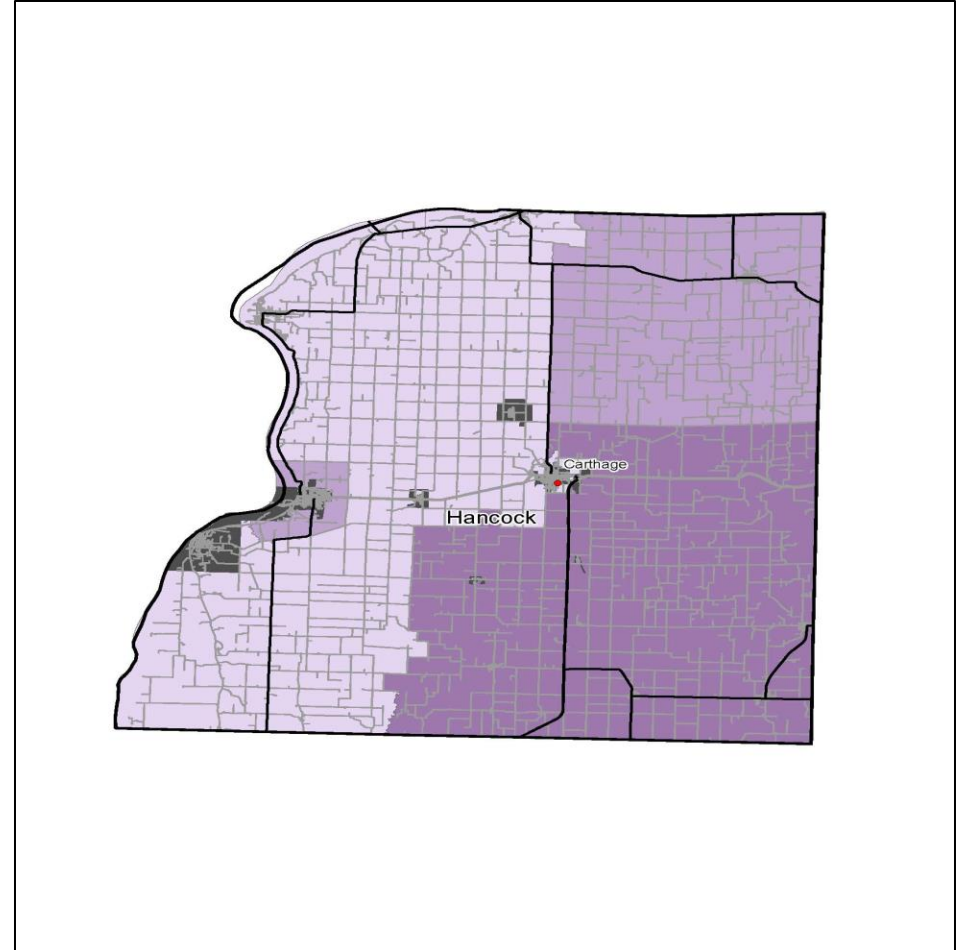
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 31: Hancock County, Zero Vehicle Households



Map 32: Hancock County, Hispanic or Latino Population




Legend

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

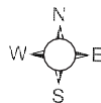
Zero Vehicle Households

- 0 - 39
- 40 - 87
- 88 - 222
- 223 - 402
- 403 - 991

0 5 Miles



Western Illinois Regional Council




Legend

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

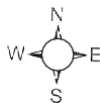
Hispanic or Latino

- 0 - 43
- 44 - 107
- 108 - 220
- 221 - 517
- 518 - 1018

0 5 Miles

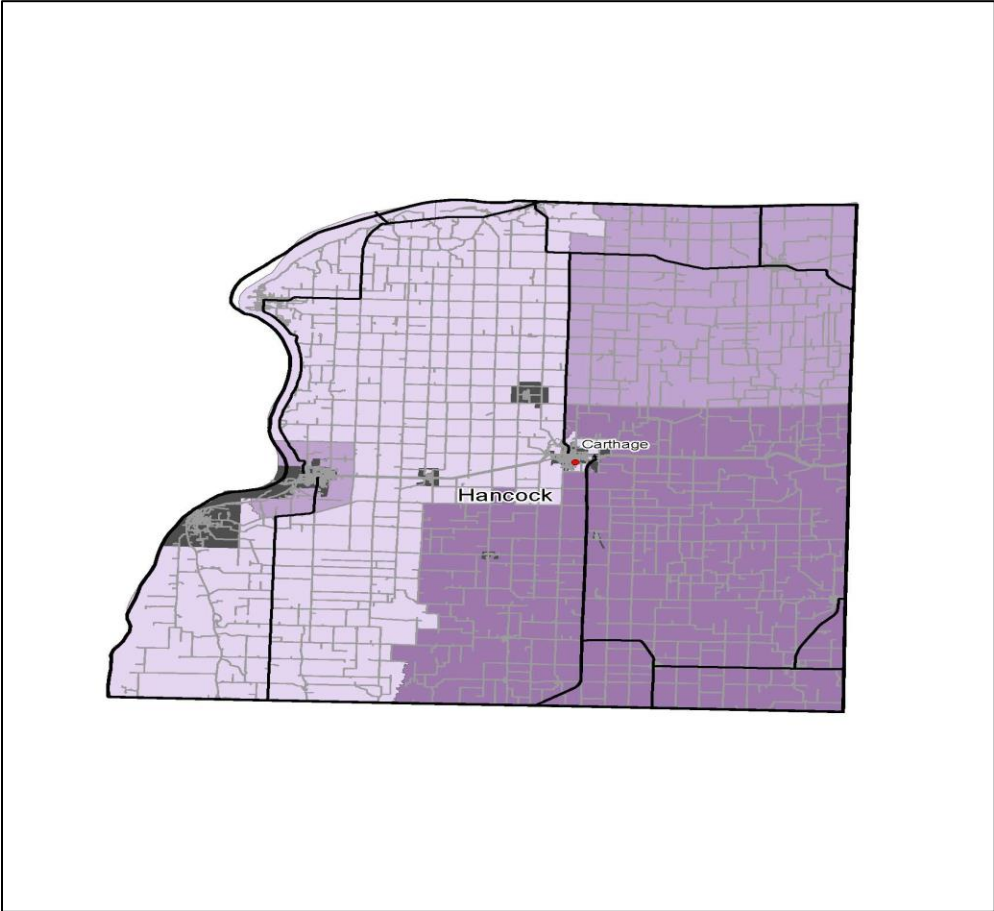


Western Illinois Regional Council



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 33: Hancock County, Black or African American Population



Legend

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

Black or African American

- 0 - 30
- 31 - 96
- 97 - 192
- 193 - 473
- 474 - 1186

0 5 Miles

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Henderson County

Total Population: 6,737

Total Area: 395 Square Miles

County Seat: Oquawka, IL

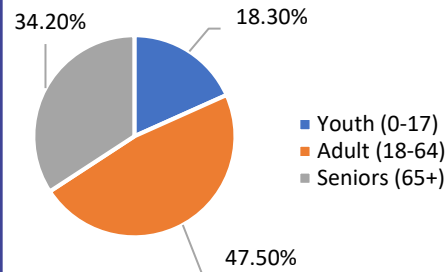


Map 34: Henderson County

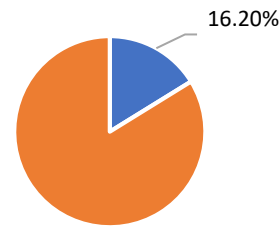
Table 2-20: Henderson County Overall Demographics

	Population	Percent
Total Population	6,737	100%
Population with Disabilities	1,162	16.2%
Population living below Poverty Line	575	11.2%
Minority Population: Black or African American	73	1.1%
Minority Population: Hispanic or Latino	123	1.8%
Veteran Population	589	10.7%

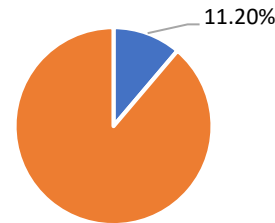
Age Distribution



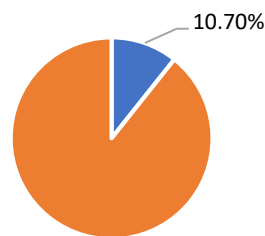
Population with Disabilities



Population Below Poverty Level



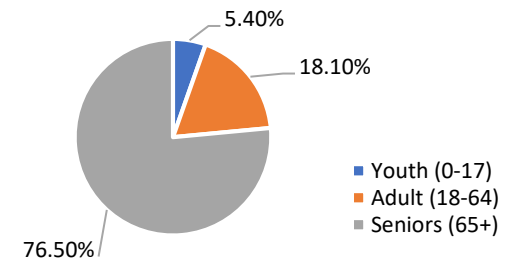
Veteran Population



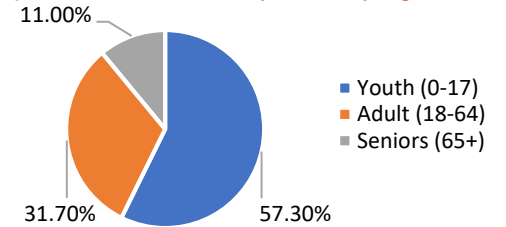
87 Zero Car Households

3,028 Total Households

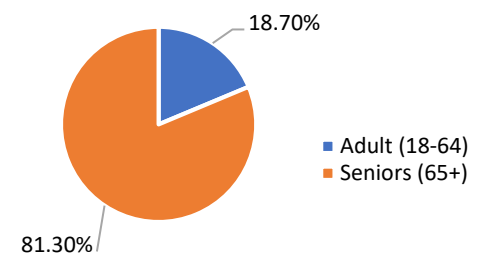
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Oquawka is home to the highest number of older adults (60+). Stronghurst and Dallas City have a significant number of older adults. Lomax also has a good proportion of older adults.

Population with Disabilities

The highest number of individuals with a disability are located in Oquawka. Followed by Dallas City and Stronghurst. Lomax also has a large number of individuals with a disability.

Low-Income Population

Stronghurst has the highest number of individuals below the poverty line. This is followed by Oquawka and then Dallas City. There are a large amount of individuals in Lomax living below the poverty line as well.

Veteran Population

The highest number of veterans are located in Oquawka. The next highest number of veterans are located in Dallas City and then in Stronghurst.

Zero-Vehicle Households

Oquawka has the highest number of household without a vehicle available to them. Dallas City is the next highest followed by Lomax.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Lomax followed by Stronghurst. The only other villages in Henderson County with a Hispanic or Latino population are Oquawka, Gladstone, and Dallas City.

Black/African American Population

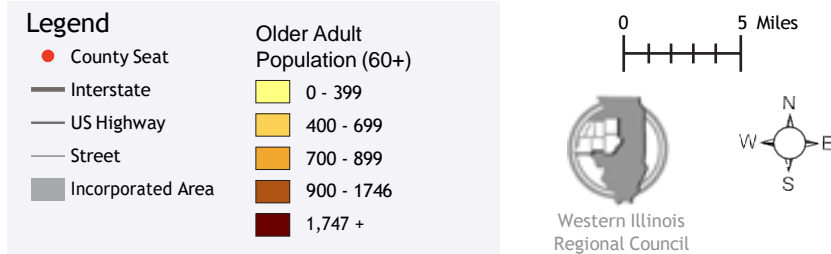
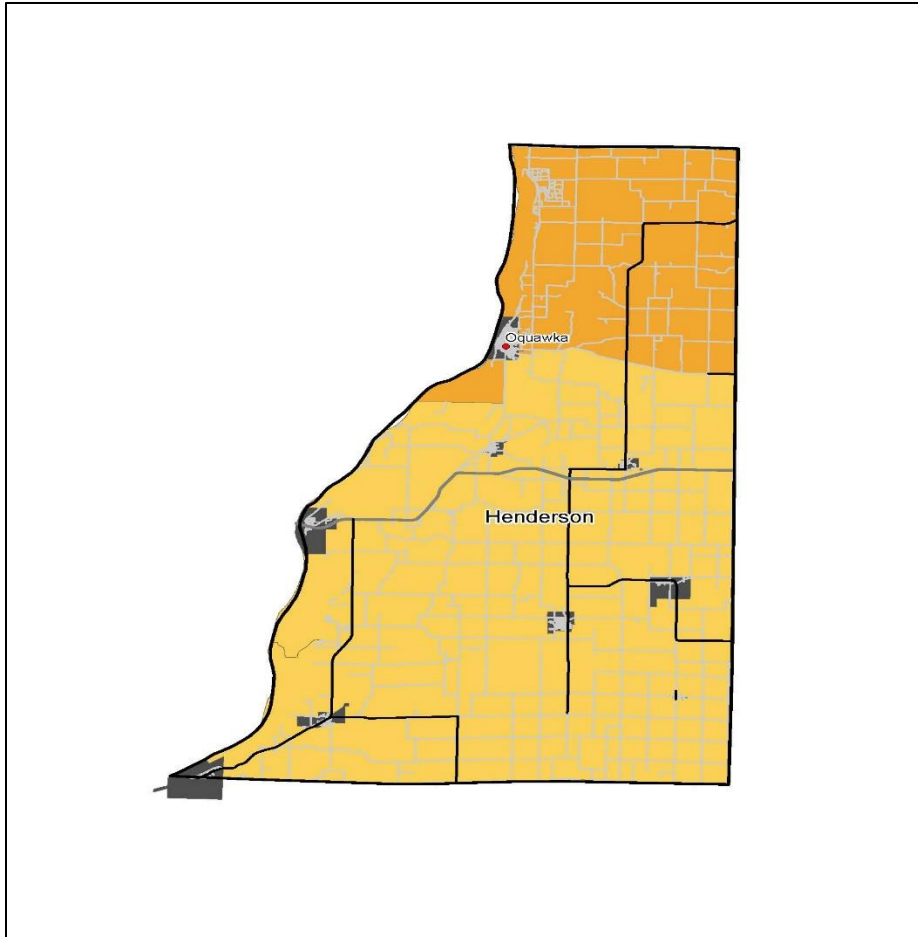
Oquawka has the highest Black or African American population in Henderson County. This is followed by Stronghurst and then by Lomax.

Henderson County in Summary

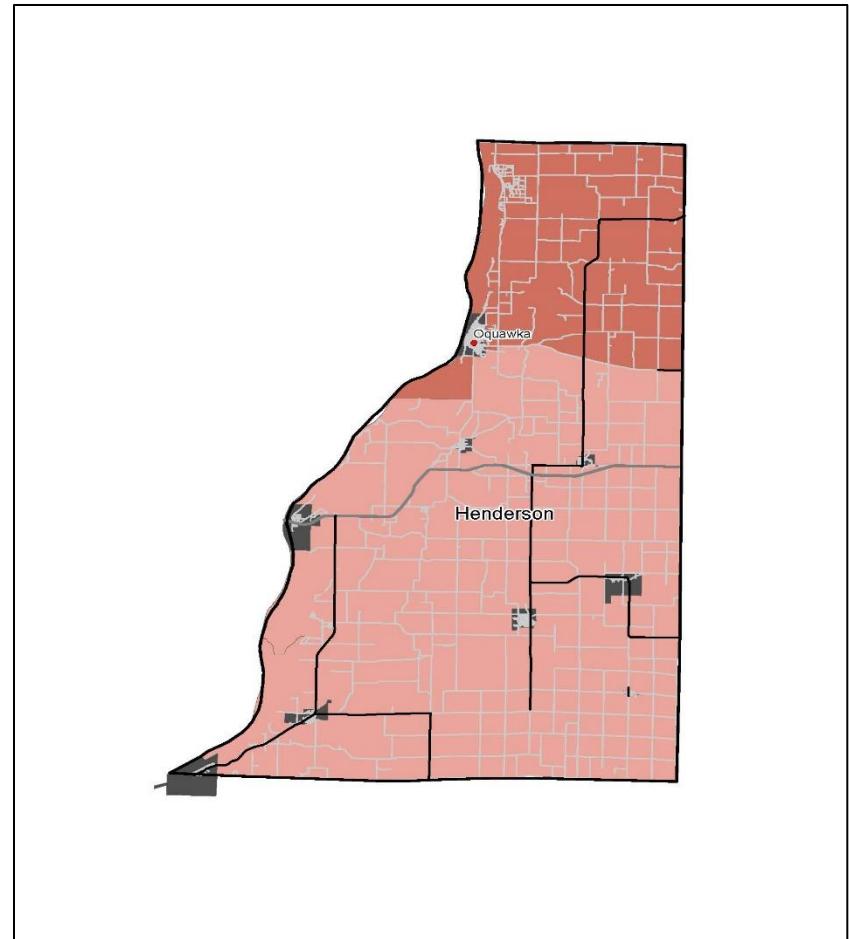
Dallas City, Lomax, Oquawka, and Stronghurst have the largest number of populations considered as more likely to be dependent on transit services. Two out of Four of these communities have access to both grocery and medical facilities while one other has access to a local discount store that may sell a limited amount of groceries. The residents within Henderson County currently have no access to a public transportation. This lack of access to transportation is a very large gap in services and can cause strain on surrounding transportation providers who have residents within their service areas that need to access shopping or medical facilities within the Henderson County.

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

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

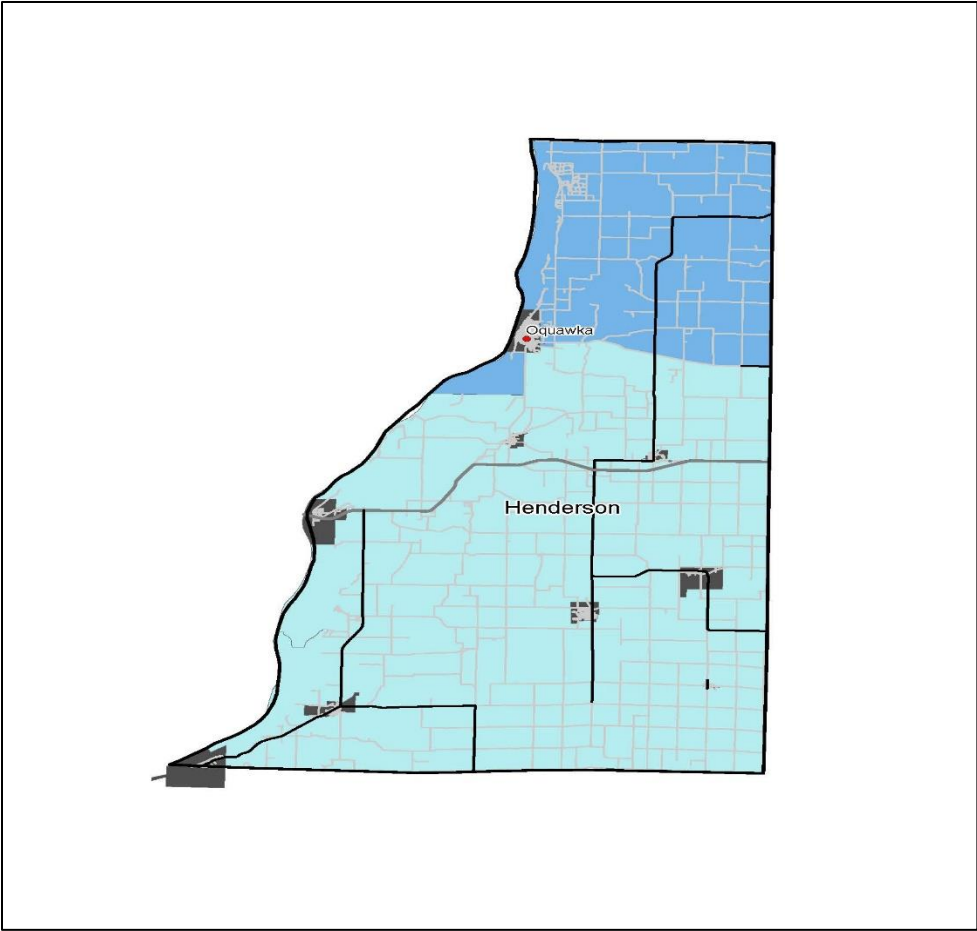


Map 36: Henderson County, Persons with a Disability

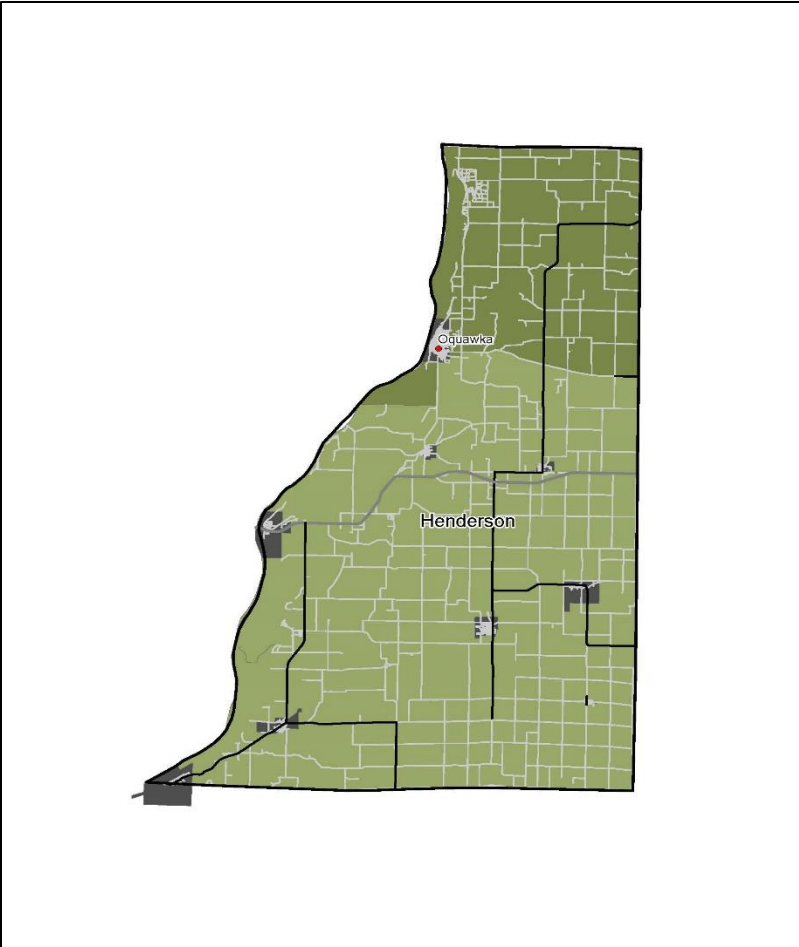


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 37: Henderson County, Families with Low Income



Map 38: Henderson County, Veteran Population



Legend

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

Families with Low Income

- 0 - 183
- 184 - 321
- 322 - 503
- 504 - 857
- 858 - 1582

0 5 Miles

Western Illinois Regional Council

Legend

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

Veteran Population

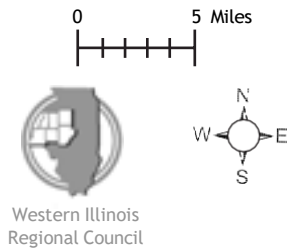
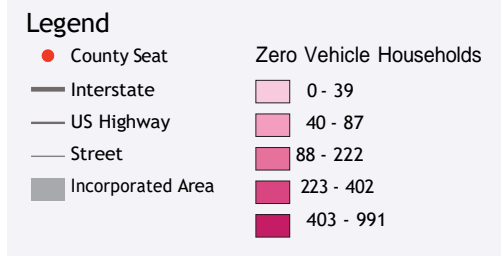
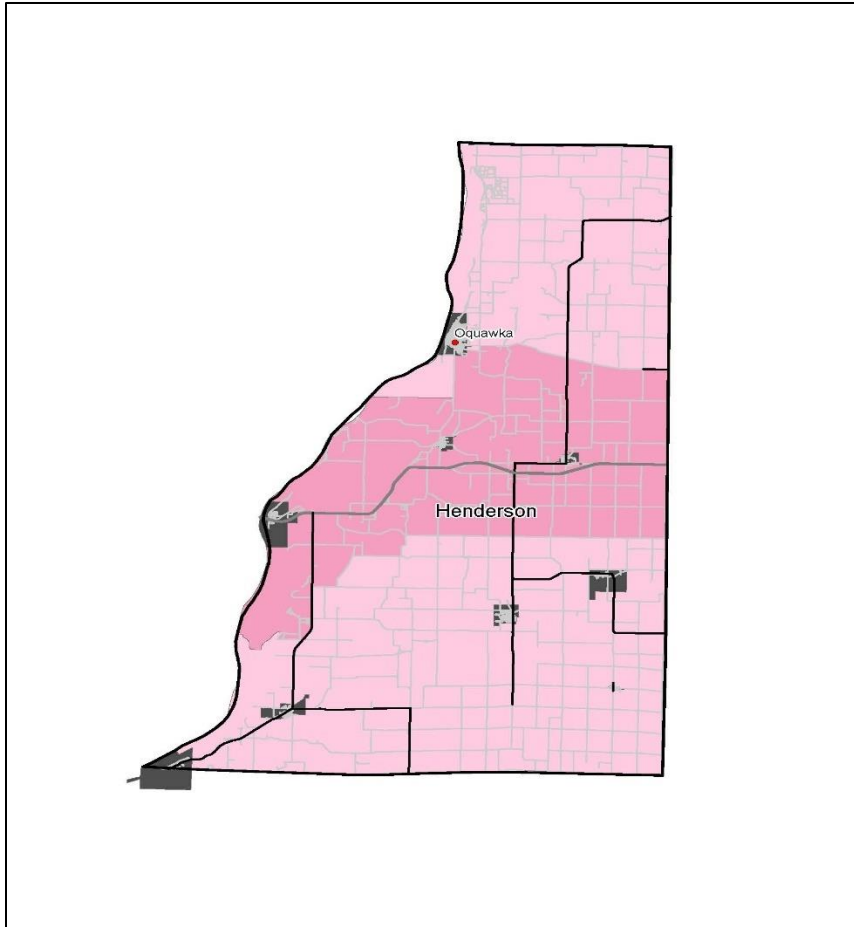
- 0 - 64
- 65 - 141
- 142 - 218
- 219 - 321
- 322 - 447

0 5 Miles

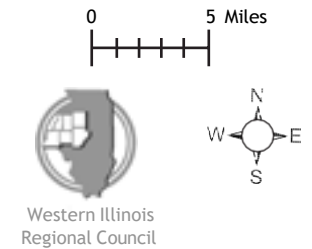
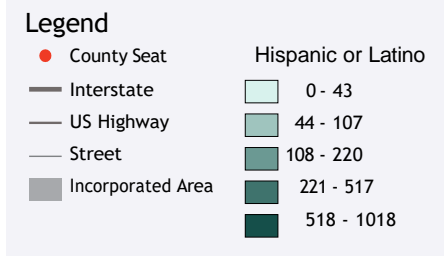
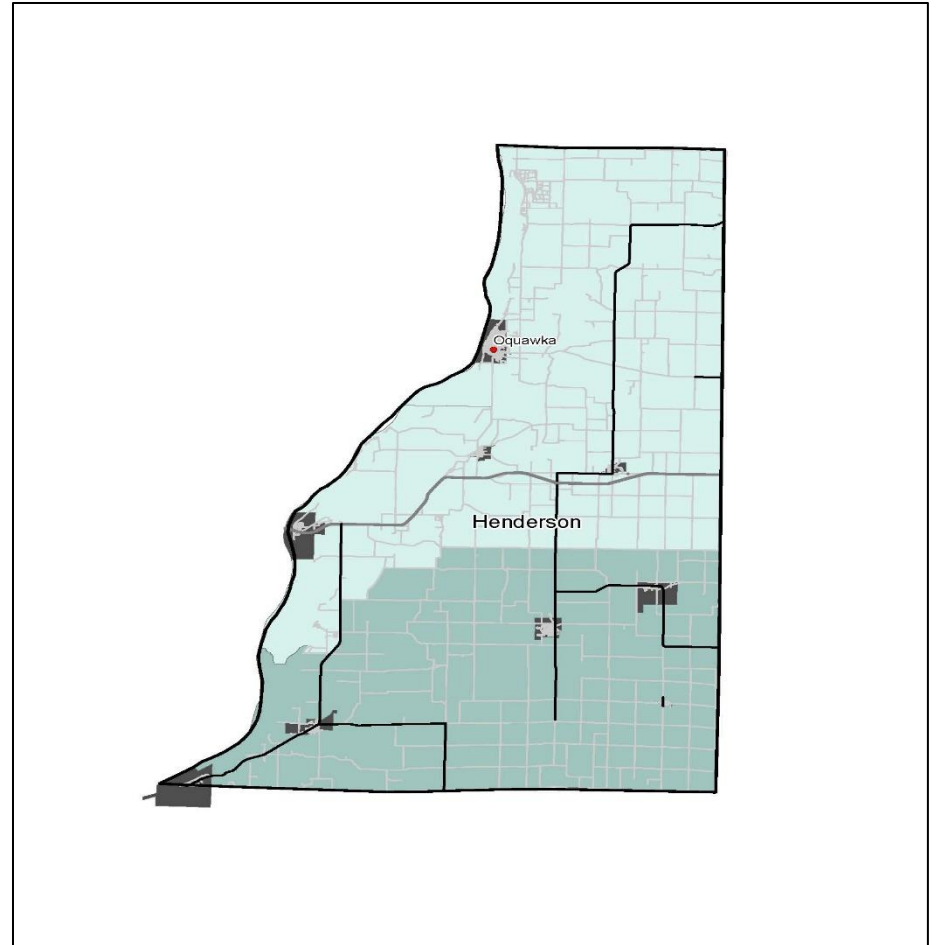
Western Illinois Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 39: Henderson County, Zero Vehicle Households

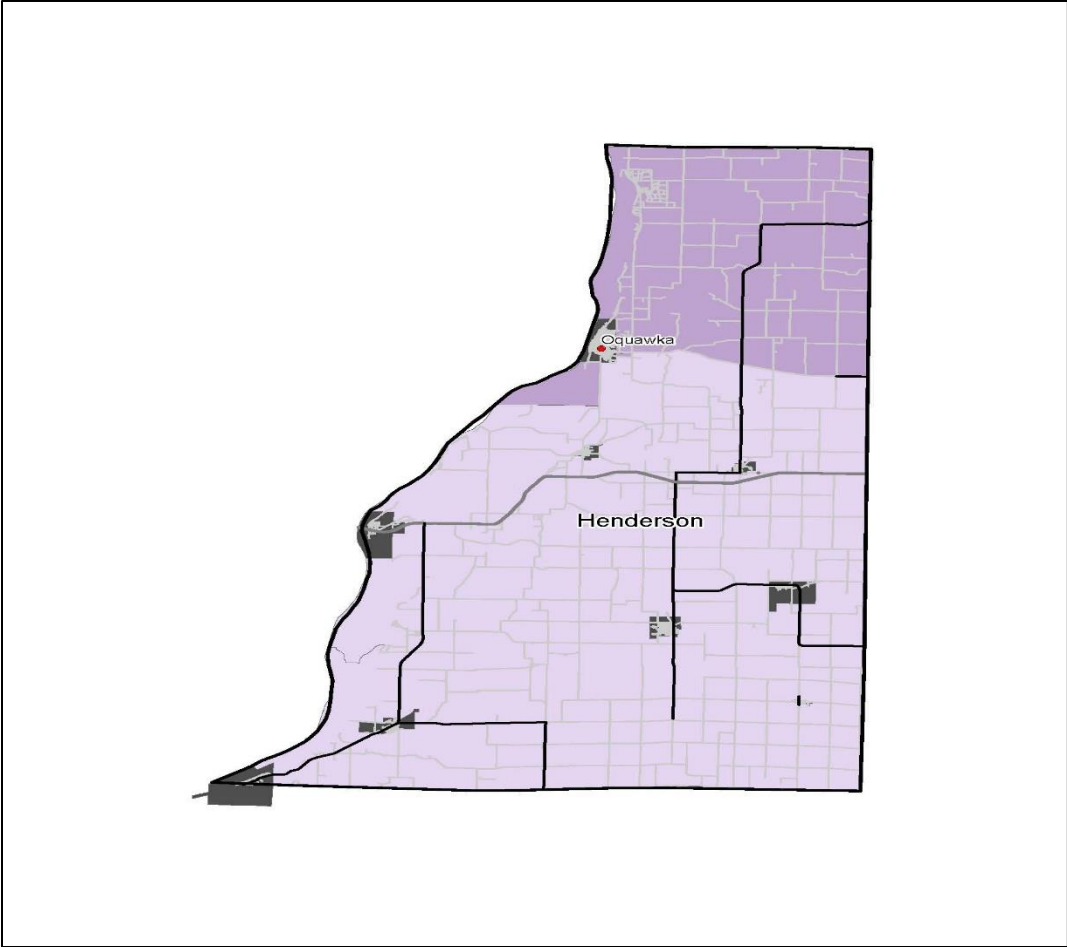


Map 40: Henderson County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 41: Henderson County, Black or African American Population



Legend

● County Seat	Black or African American
— Interstate	0 - 30
— US Highway	31 - 96
— Street	97 - 192
■ Incorporated Area	193 - 473
	474 - 1186

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

McDonough County

Total Population: 30,107
 Total Area: 590 Square Miles
 County Seat: Macomb, IL

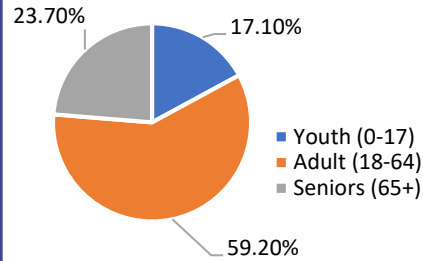


Map 42: McDonough County

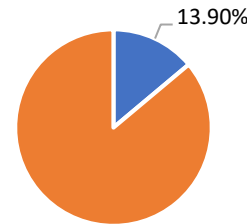
Table 2-21: McDonough County Overall Demographics

	Population	Percent
Total Population	30,107	100%
Population with Disabilities	4,190	13.9%
Population living below Poverty Line	5,492	19.7%
Minority Population: Black or African American	1,971	6.5%
Minority Population: Hispanic or Latino	860	2.9%
Veteran Population	1,683	6.7%

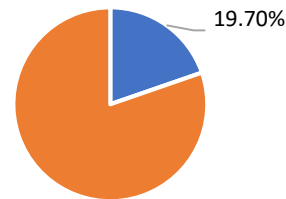
Age Distribution



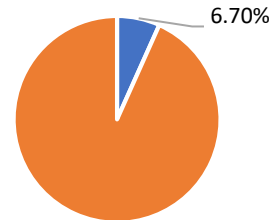
Population with Disabilities



Population Below Poverty Level

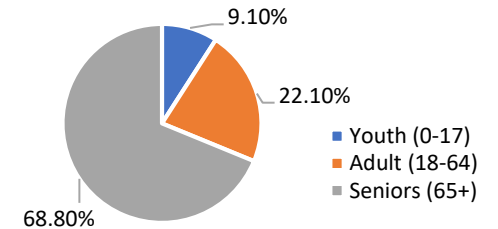


Veteran Population

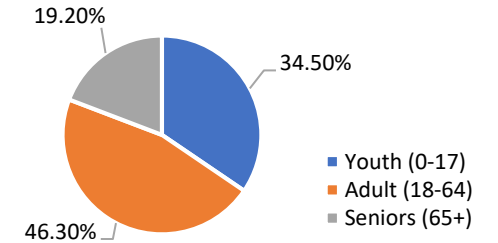


1,161 Zero Car Households
 11,573 Total Households

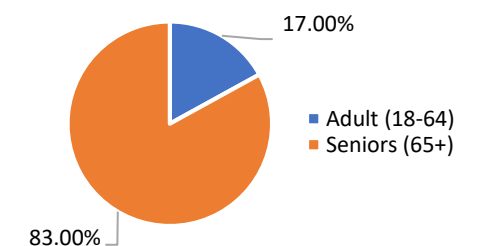
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Macomb is home to the highest number of older adults (60+). Bushnell and Colchester have a significant number of older adults as well. The City of Macomb also has the highest population level in McDonough County

Population with Disabilities

The highest number of individuals with a disability are located in Macomb. Followed by Bushnell and Colchester.

Low-Income Population

Macomb has the highest number of individuals below the poverty line. This is followed by Bushnell and Colchester.

Veteran Population

The highest number of veterans are located in Macomb. The next highest number of veterans are located in Bushnell and then Colchester.

Zero-Vehicle Households

Macomb has the highest number of household without a vehicle available to them. Bushnell is the next highest followed by Colchester.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Macomb followed by Good Hope and Prairie City.

Black/African American Population

Macomb has the highest Black or African American population in McDonough County. This is followed by Bushnell and Blandinsville.

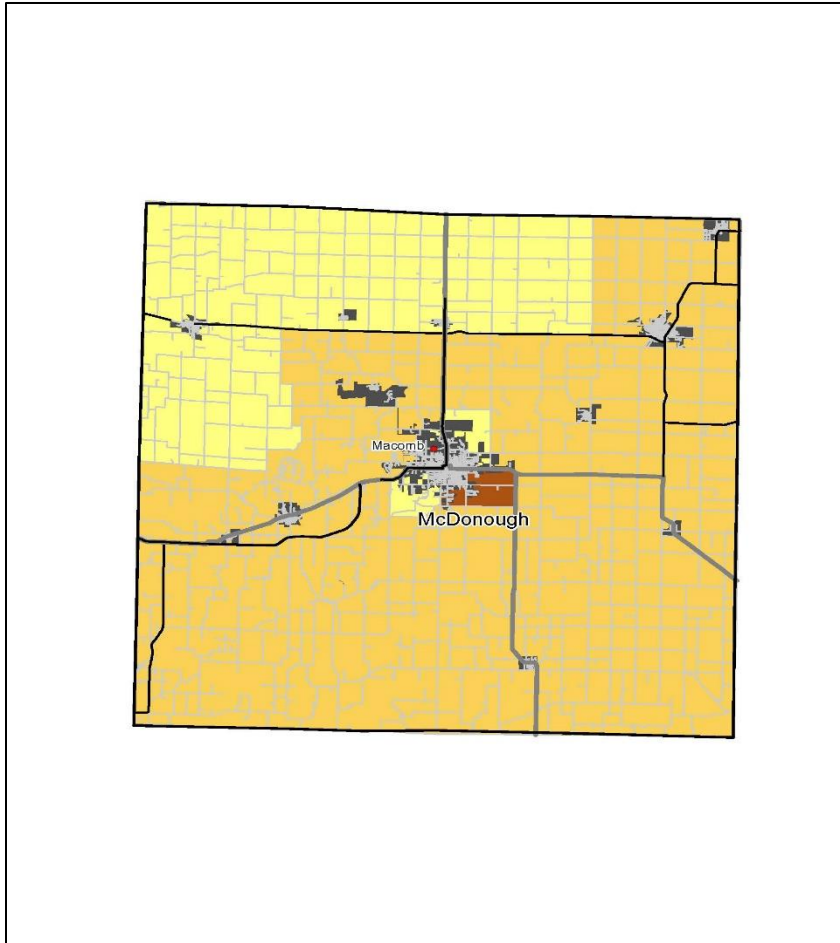
McDonough County in Summary

McDonough County is different than the other counties in Region 4 in the sense that it has a public transportation provider that offers both a fixed route service within the City of Macomb as well as a demand response service for the county. Blandinsville, Bushnell, Colchester, Good Hope, and Macomb have the largest number of populations considered as more likely to be dependent on transit services. Two out of five communities have access to full service grocery stores while three have access to medical facilities. Others in McDonough county have access to public transportation through the demand response services from McDonough County Public Transportation or through the fixed route service in Macomb.

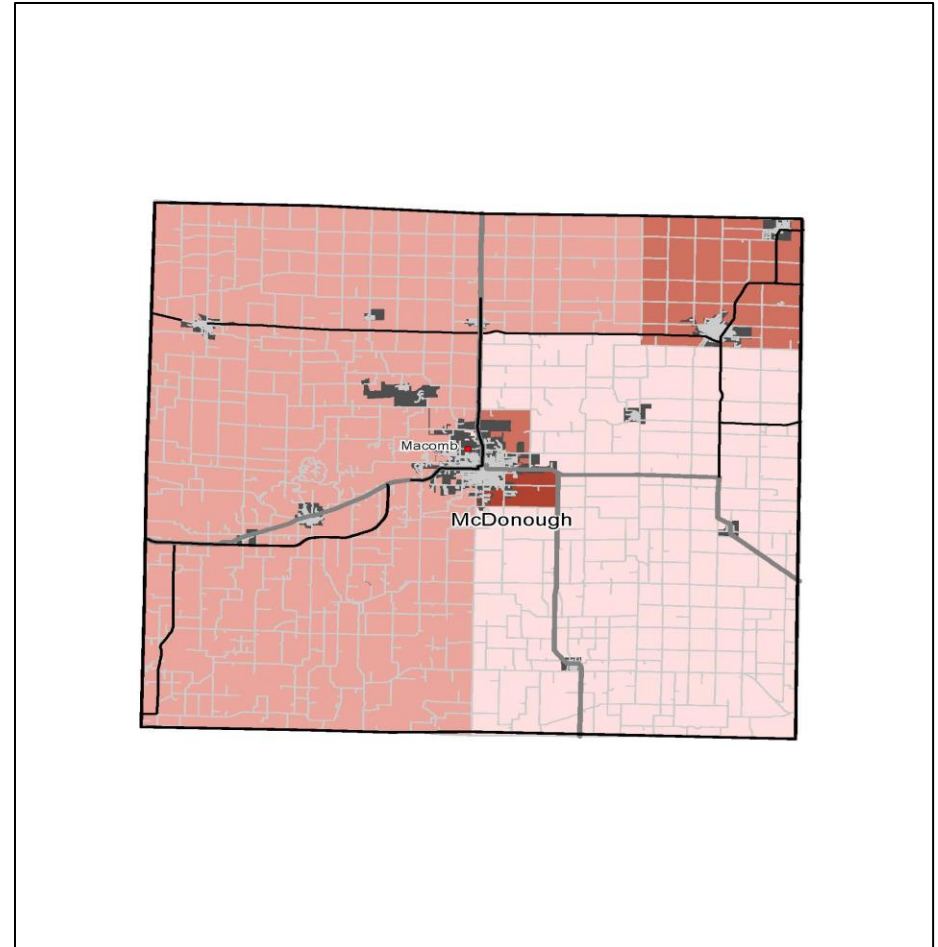
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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



Map 44: McDonough County, Persons with a Disability

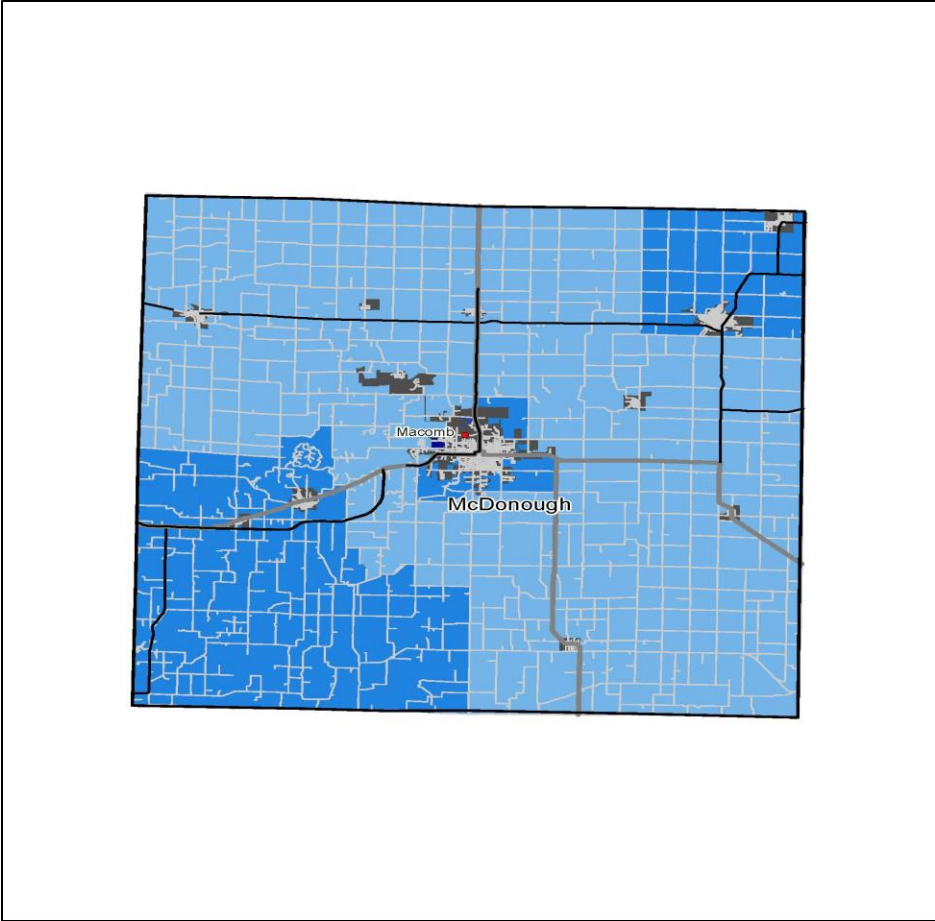


Legend		0 5 Miles	
● County Seat	Older Adult Population (60+)		
— Interstate	0 - 399		
— US Highway	400 - 699		
— Street	700 - 899		
■ Incorporated Area	900 - 1746		
	1,747 +		

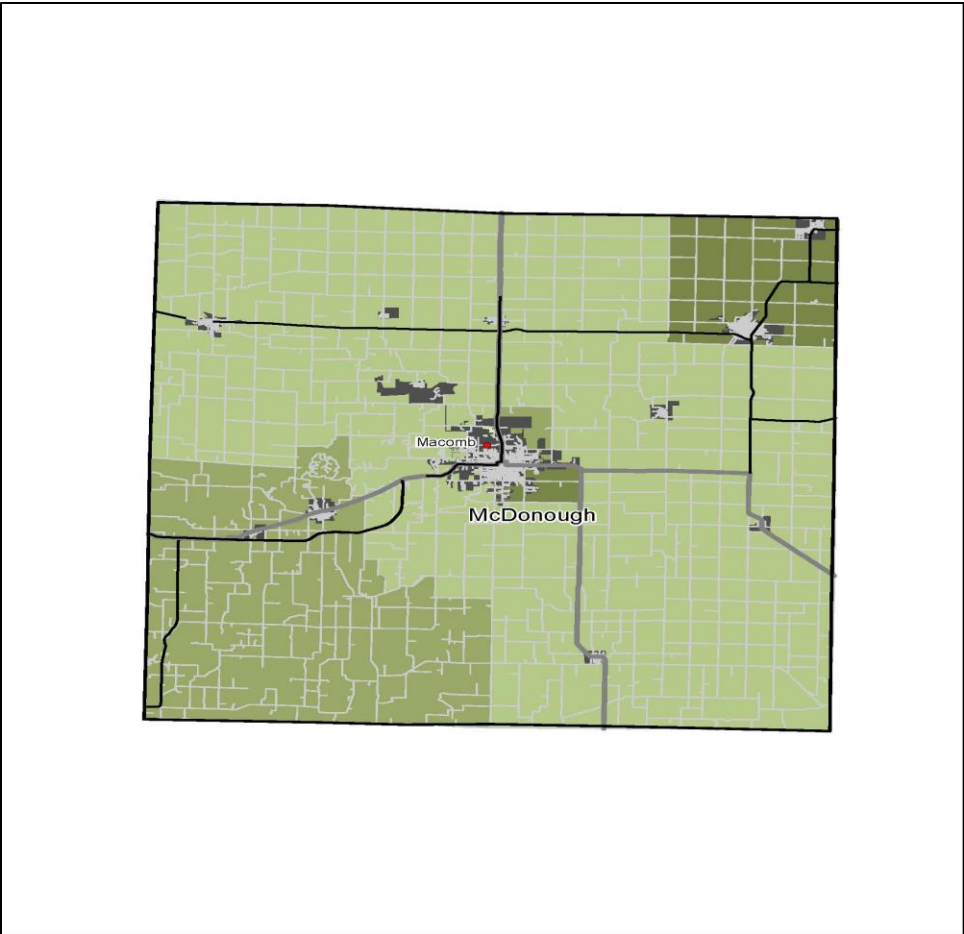
Legend		0 5 Miles	
● County Seat	Persons with Disabilities		
— Interstate	0 - 244		
— US Highway	245 - 419		
— Street	420 - 587		
■ Incorporated Area	588 - 800		
	801 - 1467		

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 45: McDonough County, Families with Low Income



Map 46: McDonough County, Veteran Population



Legend

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

Families with Low Income

- 0 - 183
- 184 - 321
- 322 - 503
- 504 - 857
- 858 - 1582

0 5 Miles

Western Illinois Regional Council

Legend

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

Veteran Population

- 0 - 64
- 65 - 141
- 142 - 218
- 219 - 321
- 322 - 447

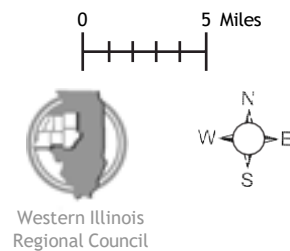
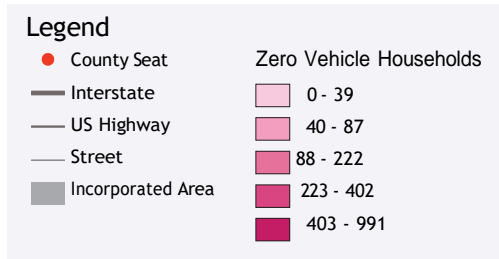
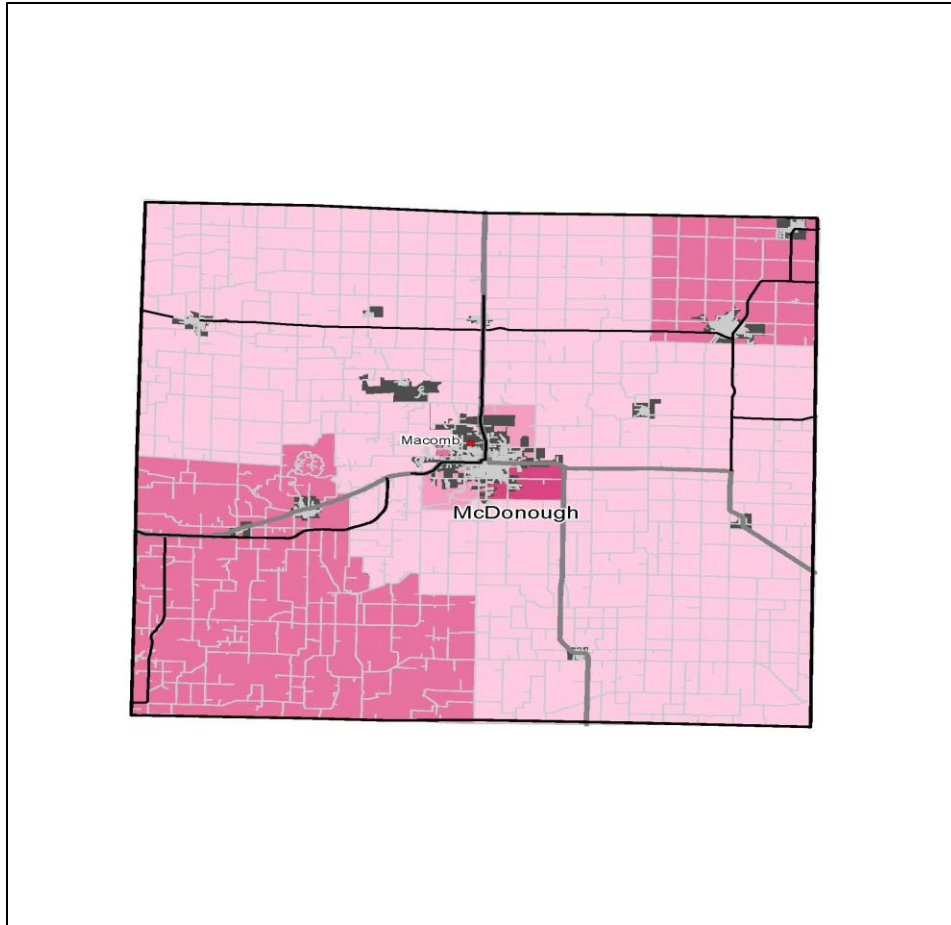
0 5 Miles

Western Illinois Regional Council

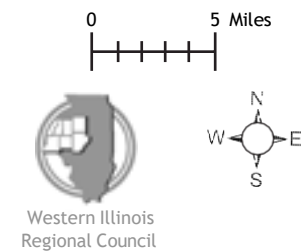
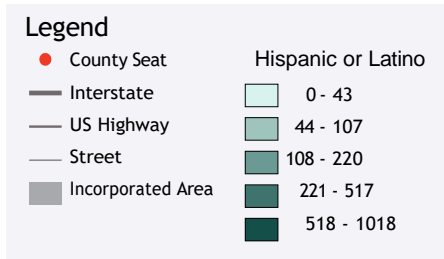
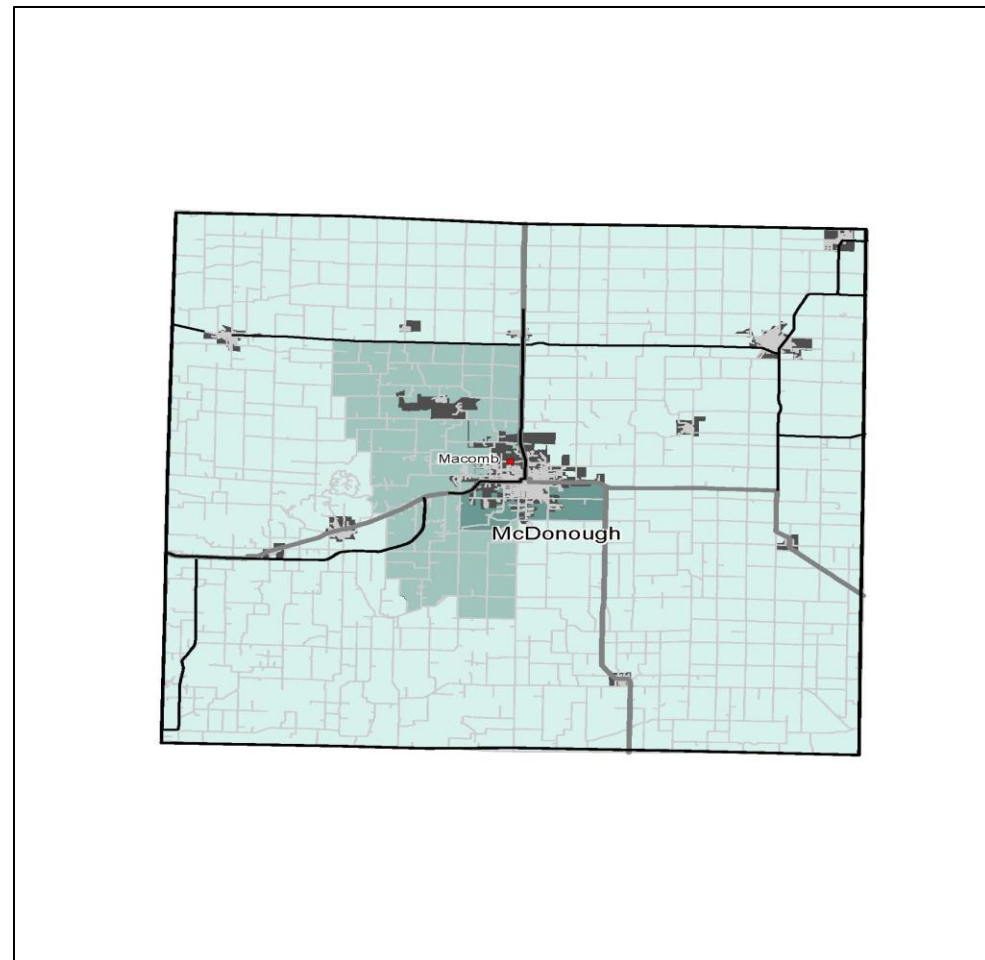
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 47: McDonough County, Zero Vehicle Households

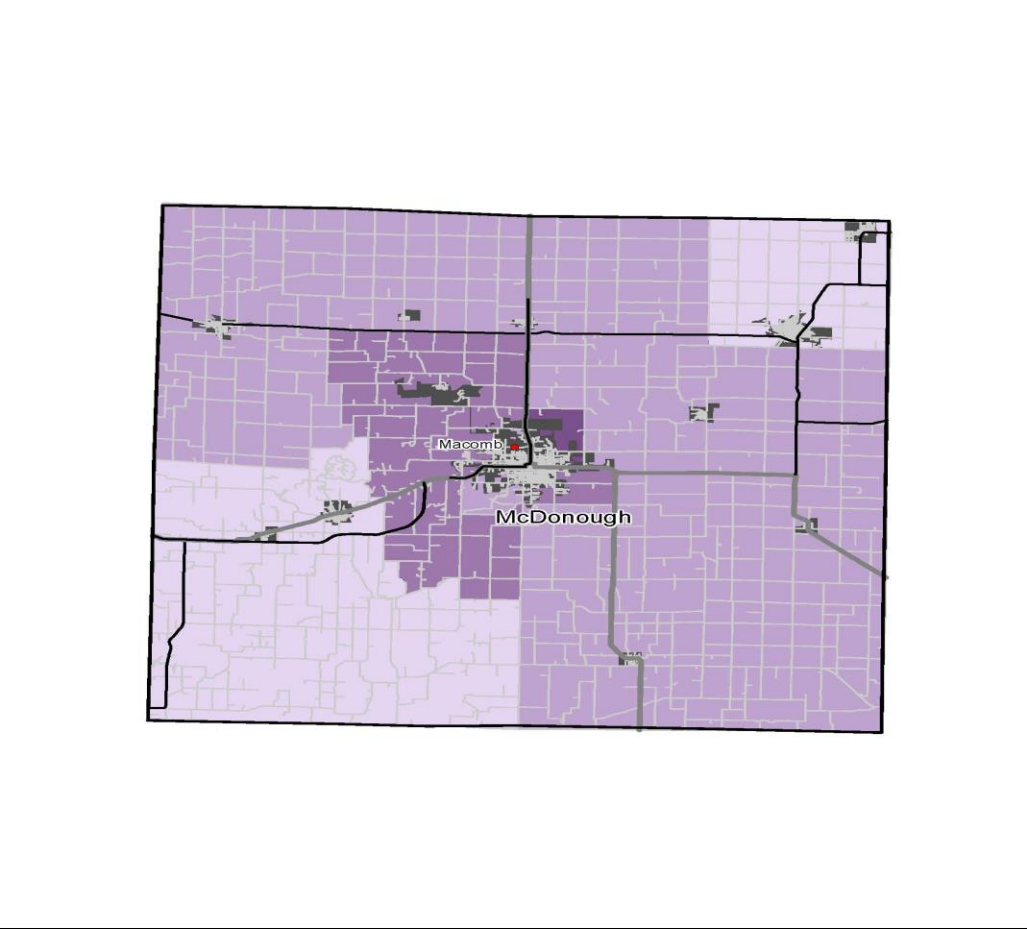


Map 48: McDonough County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 49: McDonough County, Black or African American Population



Legend

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

Black or African American

- 0 - 30
- 31 - 96
- 97 - 192
- 193 - 473
- 474 - 1186

0 5 Miles

Western Illinois
Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Pike County

Total Population: 15,571

Total Area: 849 Square Miles

County Seat: Pittsfield, IL

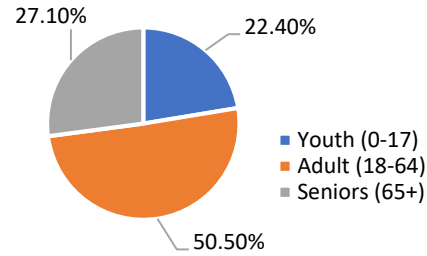


Map 50: Pike County

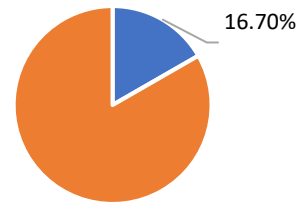
Table 2-22: Pike County Overall Demographics

	Population	Percent
Total Population	15,571	100%
Population with Disabilities	2,600	16.7%
Population living below Poverty Line	2,137	14.3%
Minority Population: Black or African American	181	1.2%
Minority Population: Hispanic or Latino	203	1.3%
Veteran Population	1,093	9.0%

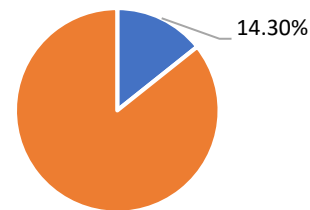
Age Distribution



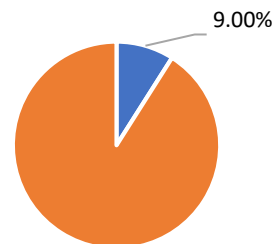
Population with Disabilities



Population Below Poverty Level



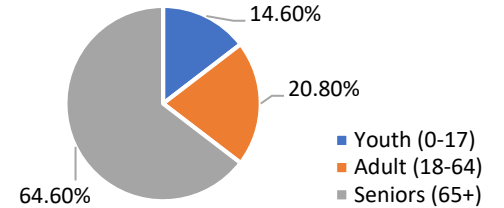
Veteran Population



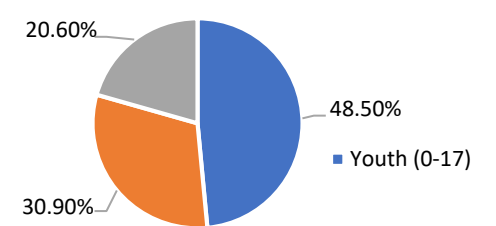
398 Zero Car Households

6,258 Total Households

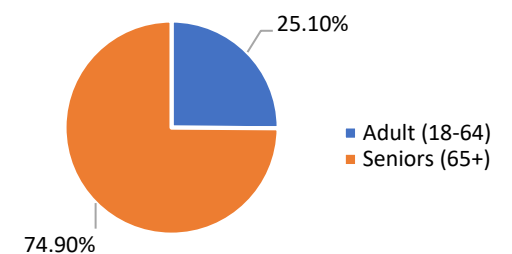
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Pittsfield is home to the highest number of older adults (60+). Griggsville, Barry, and Pleasant Hill also have a significant number of older adults. The northeast portion of the county also has a high proportion of older adults.

Population with Disabilities

The highest number of individuals with a disability are located in Pittsfield. Followed by Griggsville and Pleasant Hill. Barry also has a large number of individuals with a disability.

Low-Income Population

Pittsfield has the highest number of individuals below the poverty line. This is followed by Pleasant Hill and Barry. Griggsville also has a large number of individuals living below the poverty level.

Veteran Population

The highest number of veterans are located in Pittsfield. The next highest number of veterans are located in Griggsville and then Barry. There are also a large number of veterans in the North side of the county.

Zero-Vehicle Households

Pittsfield has the highest number of household without a vehicle available to them. Barry is the next highest followed by Pleasant Hill. There is also a large percentage of households without a vehicle on West and North sides of the county.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Griggsville followed by Pittsfield.

Black/African American Population

Pittsfield has the highest Black or African American population in Pike County. This is followed by Barry, Hull, and New Salem.

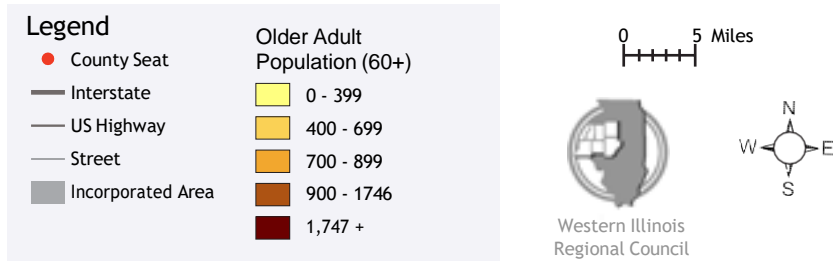
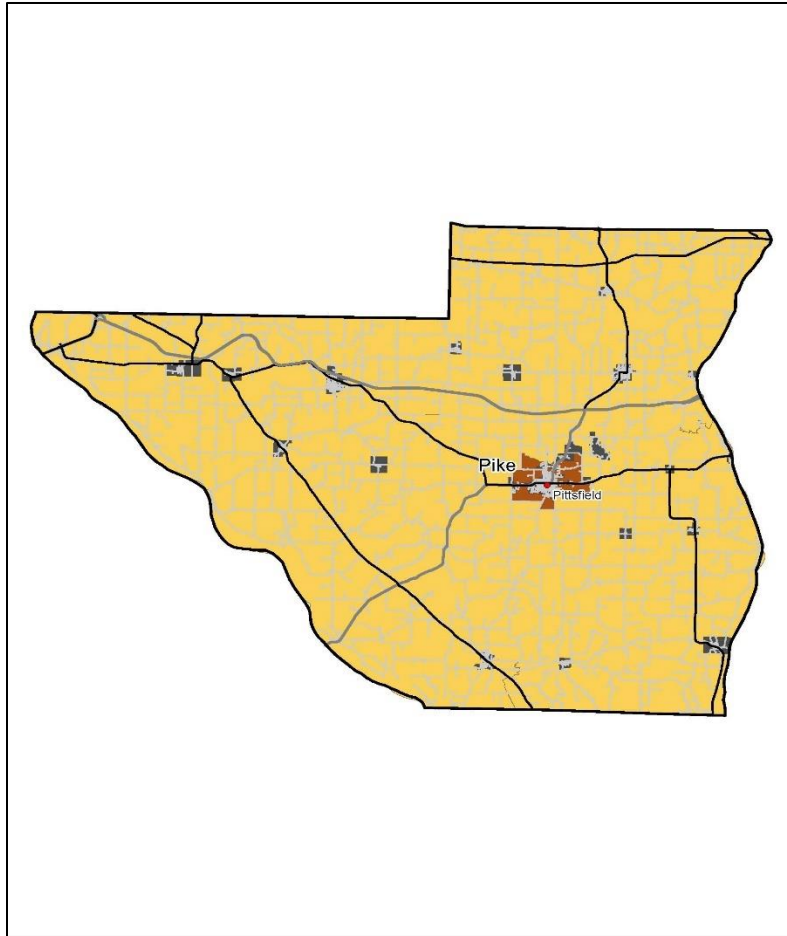
Pike County in Summary

Barry, Griggsville, Pittsfield, and Pleasant Hill have the largest number of populations considered as more likely to be dependent on transit services. Pleasant Hill is the only community without a grocery store and Griggsville is the only community without a medical facility. Pike County is served by West Central Mass Transit District who offers demand response services to the residents of Pike County.

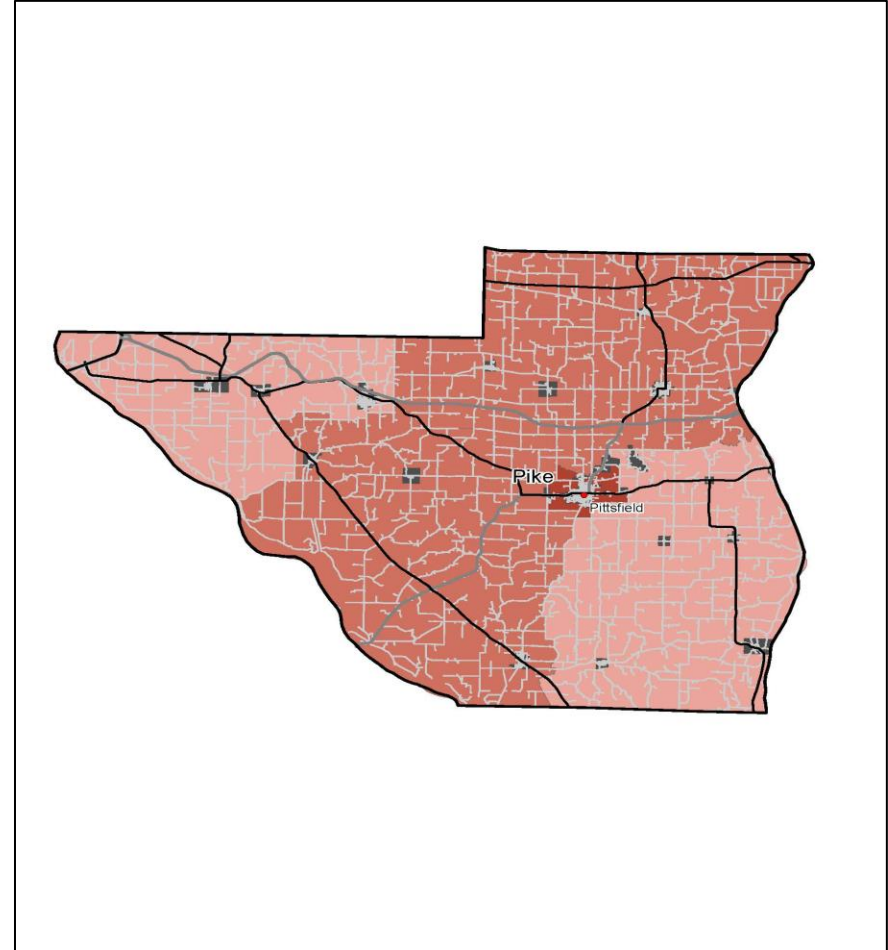
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

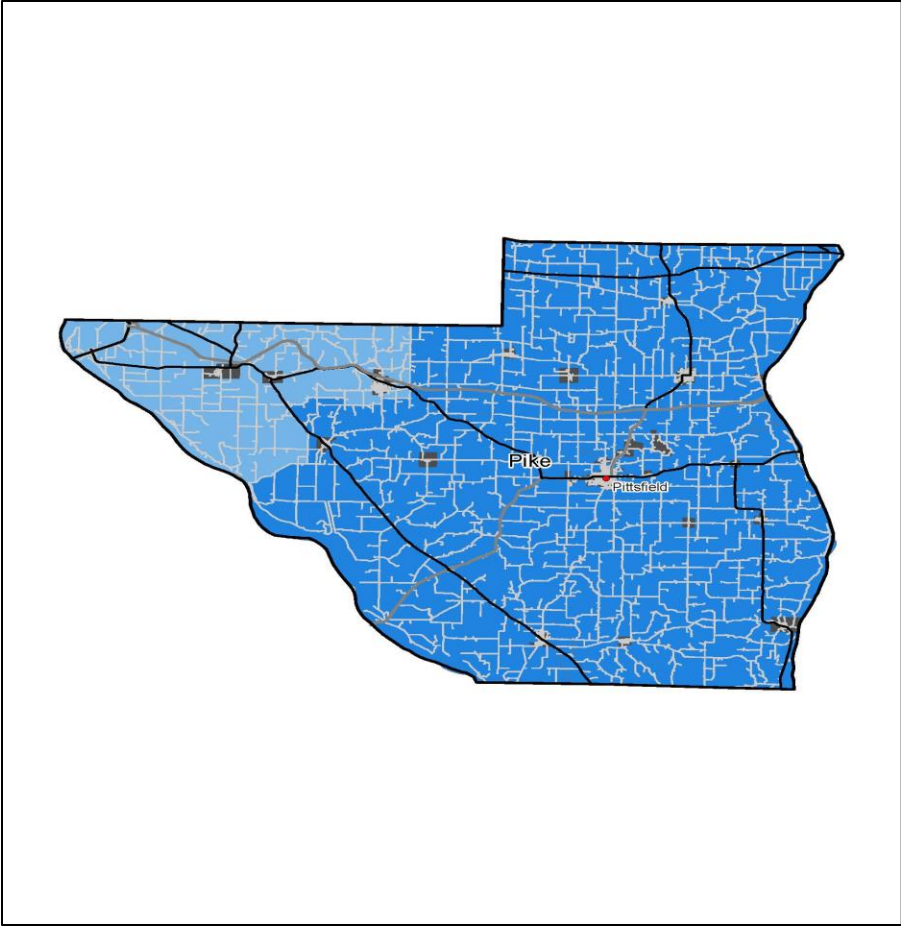


Map 52: Pike County, Persons with a Disability

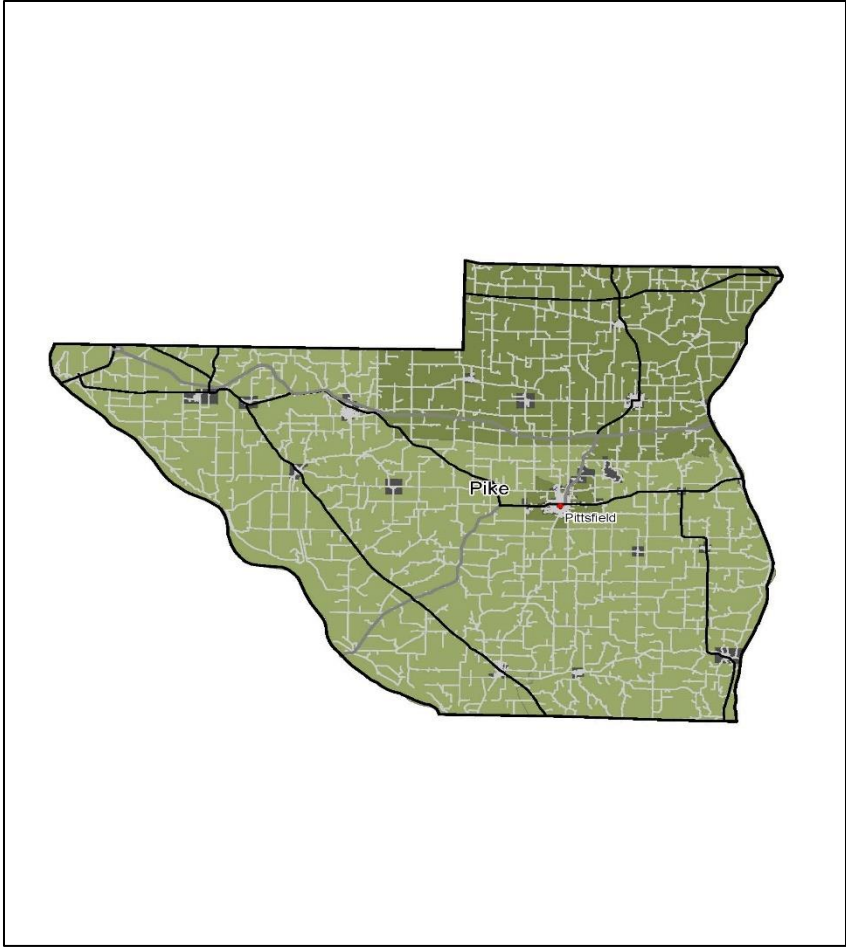


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 53: Pike County, Families with Low Income



Map 54: Pike County, Veteran Population



Legend

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

Families with Low Income

- 0 - 183
- 184 - 321
- 322 - 503
- 504 - 857
- 858 - 1582

0 5 Miles

Western Illinois Regional Council

Legend

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

Veteran Population

- 0 - 64
- 65 - 141
- 142 - 218
- 219 - 321
- 322 - 447

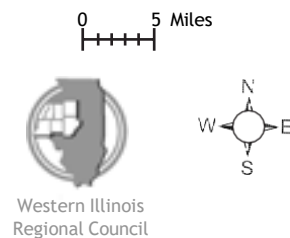
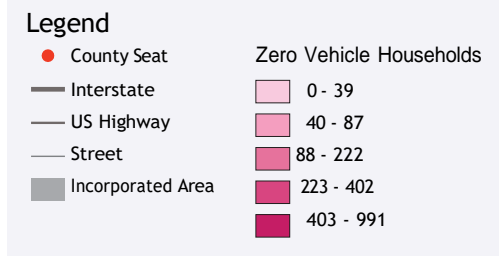
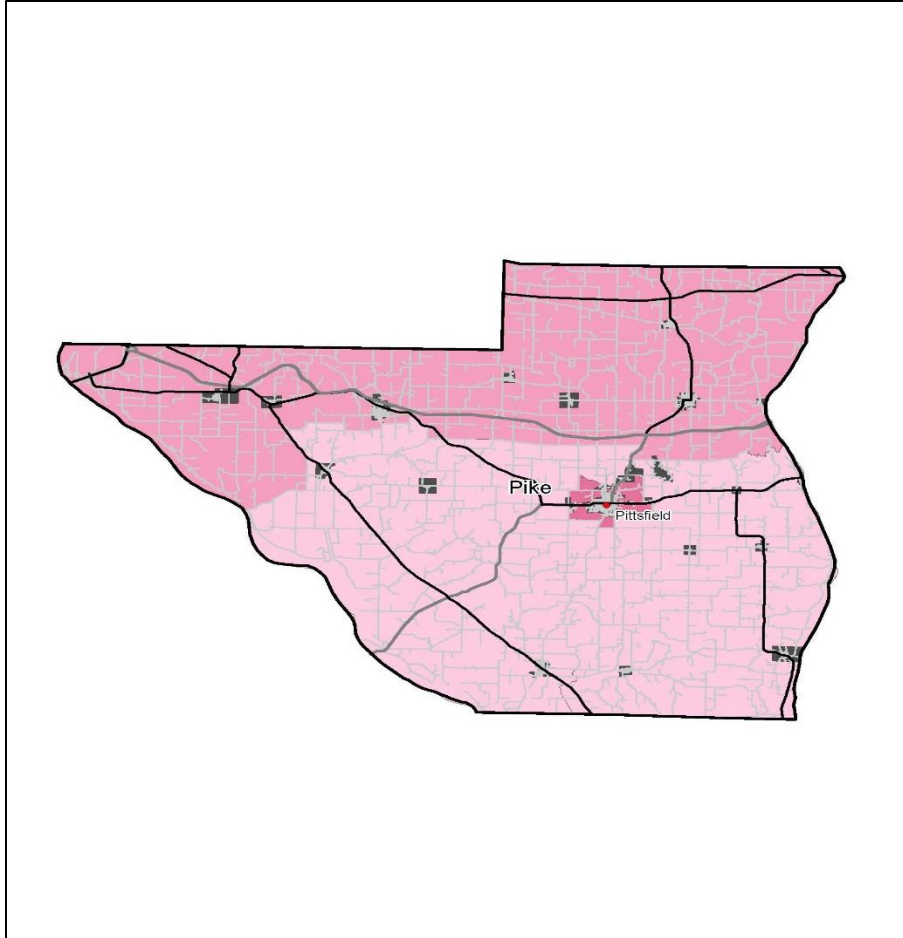
0 5 Miles

Western Illinois Regional Council

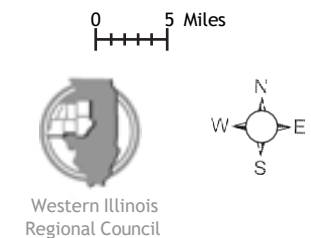
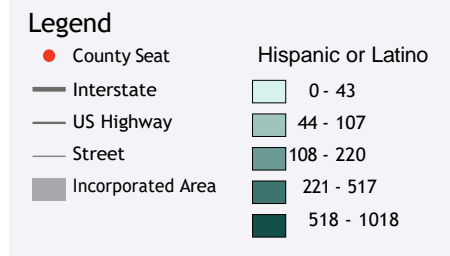
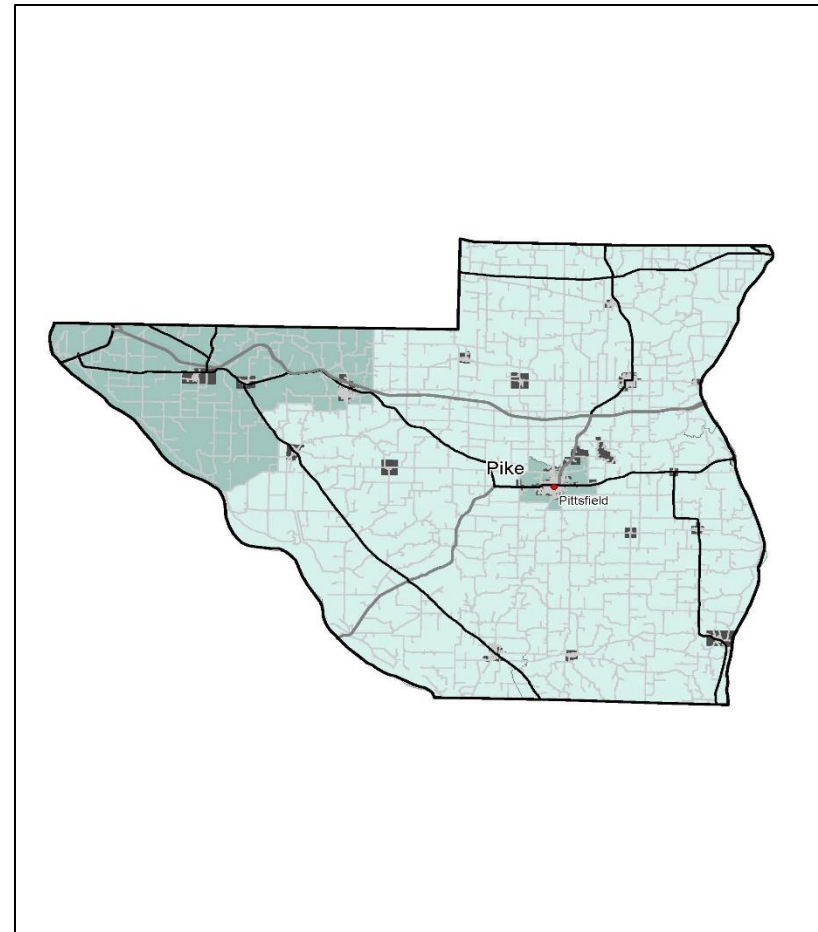
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 55: Pike County, Zero Vehicle Households

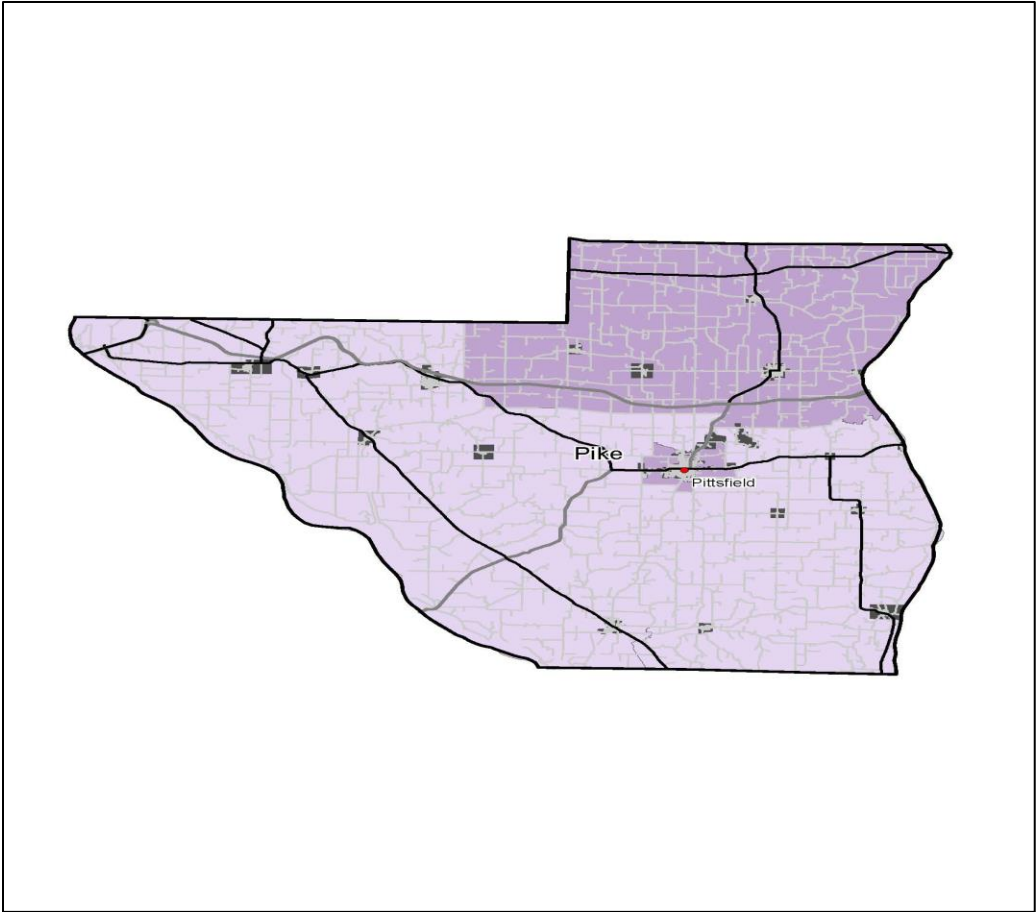


Map 56: Pike County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 57: Pike County, Black or African American Population



Legend

● County Seat	Black or African American
— Interstate	0 - 30
— US Highway	31 - 96
— Street	97 - 192
■ Incorporated Area	193 - 473
	474 - 1186

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Schuyler County

Total Population: 6,897

Total Area: 441 Square Miles

County Seat: Rushville, IL

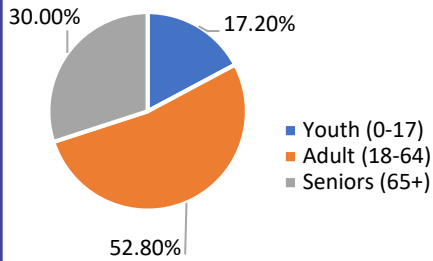


Map 58: Schuyler County

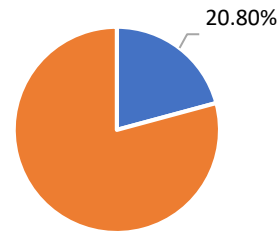
Table 2-23: Schuyler County Overall Demographics

	Population	Percent
Total Population	6,897	100%
Population with Disabilities	1,438	20.8%
Population living below Poverty Line	1,183	21.0%
Minority Population: Black or African American	389	5.6%
Minority Population: Hispanic or Latino	59	0.9%
Veteran Population	545	9.5%

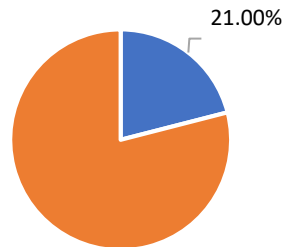
Age Distribution



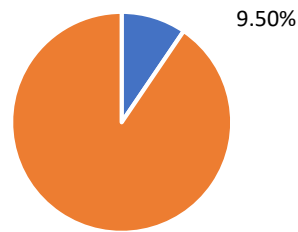
Population with Disabilities



Population Below Poverty Level



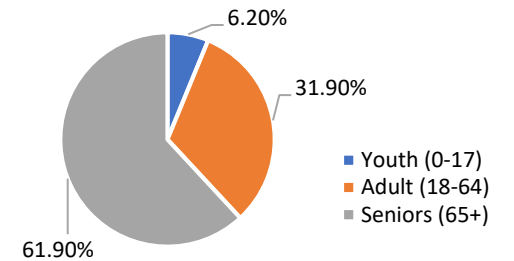
Veteran Population



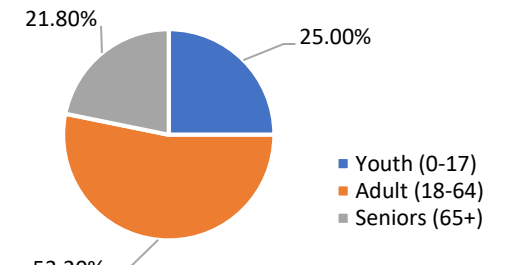
114 Zero Car Households

2,730 Total Households

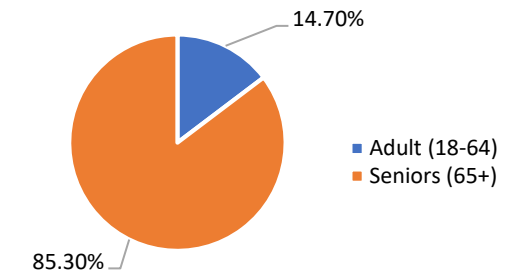
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Rushville is home to the highest number of older adults (60+). This is followed by Littleton, Browning, and Camden. The main concentration of older adults is in the Rushville area.

Population with Disabilities

The highest number of individuals with a disability are located in Rushville. Followed by Littleton and Camden.

Low-Income Population

Rushville has the highest number of individuals below the poverty line. This is followed by Camden and Browning.

Veteran Population

The highest number of veterans are located in Rushville. The next highest number of veterans are located in Browning and then Littleton.

Zero-Vehicle Households

Rushville has the highest number of household without a vehicle available to them. The Village of Littleton is the next highest followed by Browning. The Village of Camden has zero households without a vehicle.

Hispanic/Latino Population

The Village of Littleton is the only incorporated City or Village in Schuyler County with a Hispanic or Latino Population.

Black/African American Population

Rushville is the only incorporated City or Village in Schuyler County with a Black or African American Population. There is a large number of Black or African Americans in the unincorporated areas on the West side of Schuyler County.

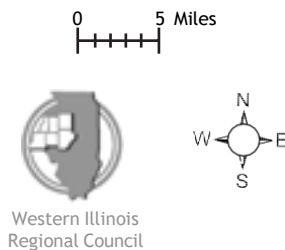
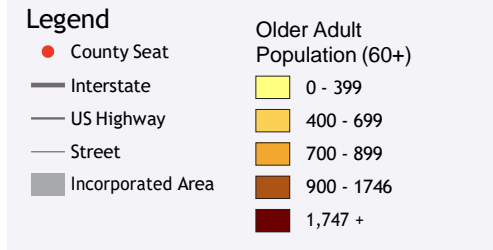
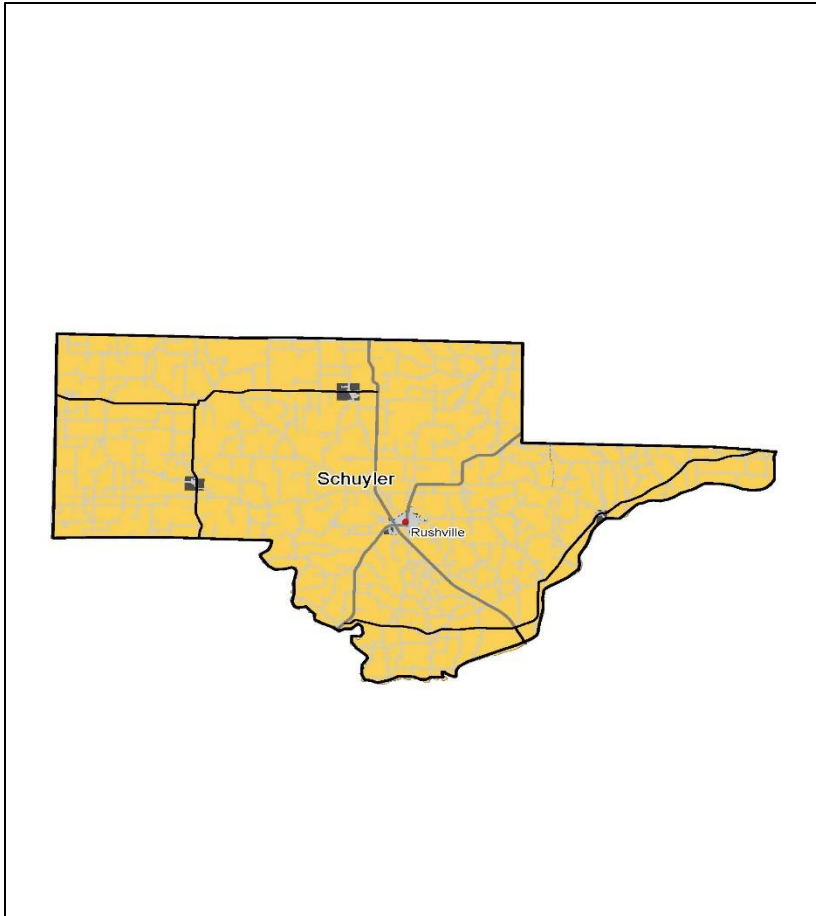
Schuyler County in Summary

Browning, Camden, Littleton, and Rushville have the largest number of populations considered as more likely to be dependent on transit services. Rushville is the only community with access to both a grocery store and medical facility. The residents do have access to demand response service provided by West Central Mass Transit District. With this service they are able to access these shops and services while also the shops and services of surrounding county communities.

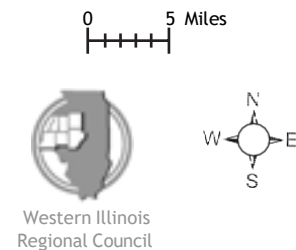
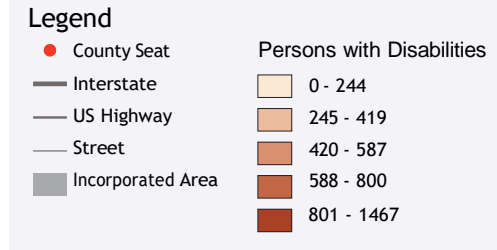
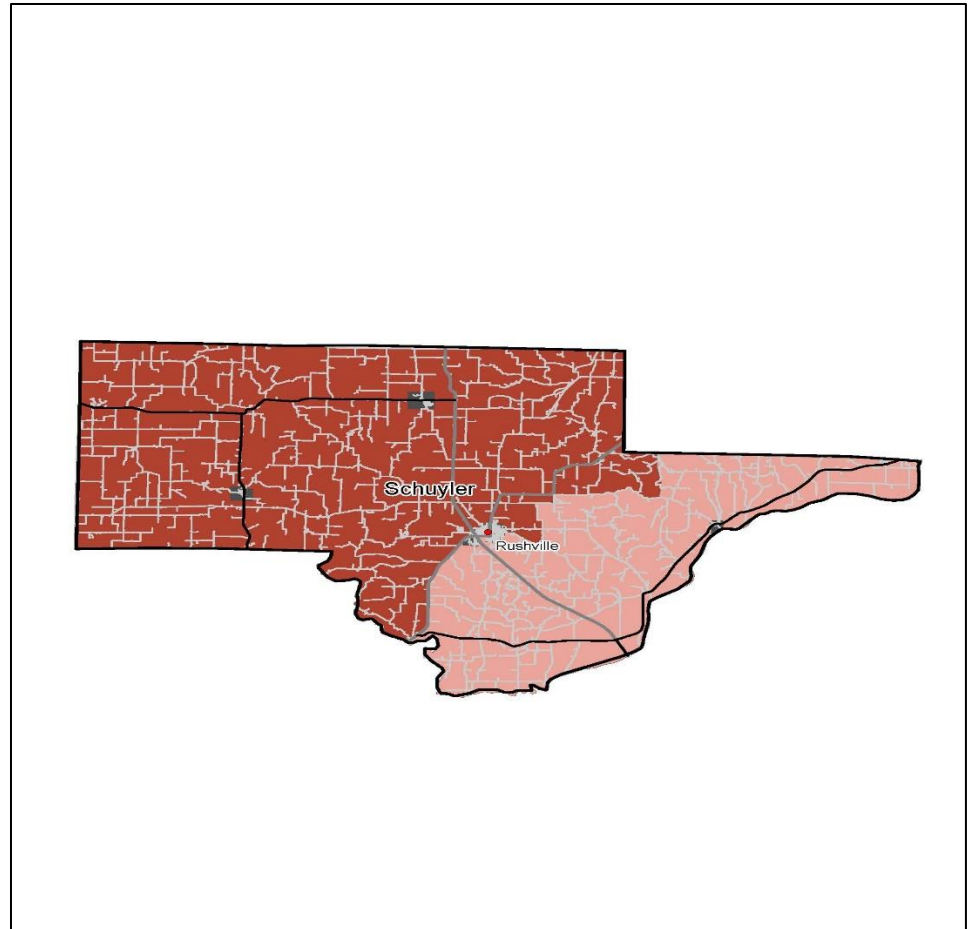
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

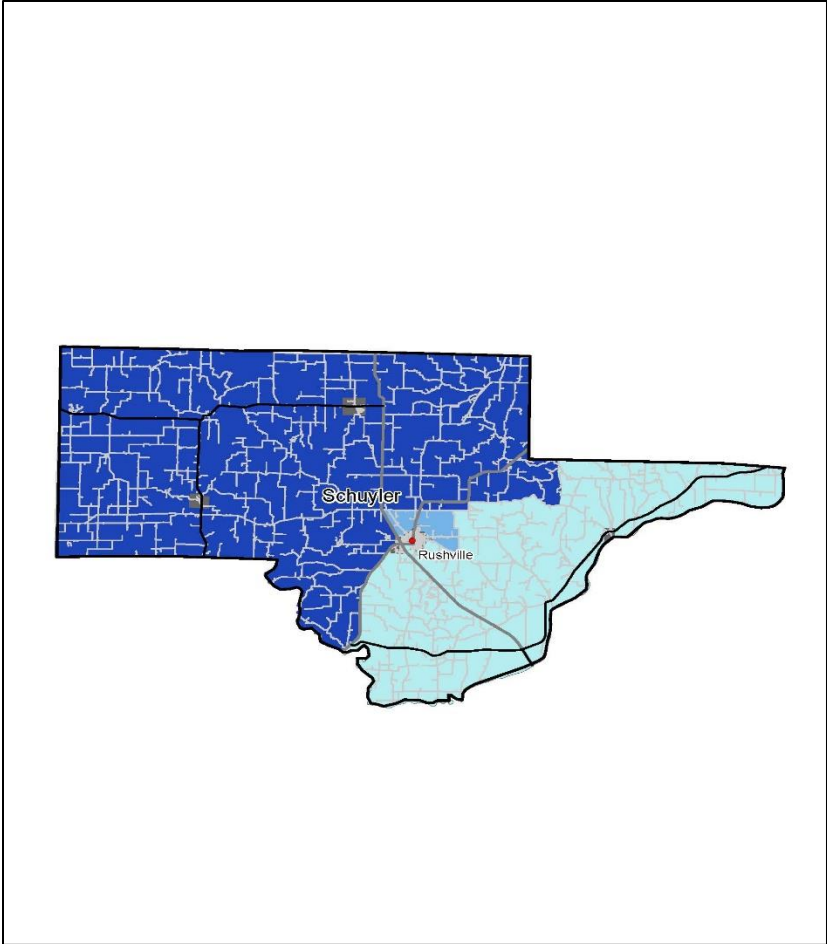


Map 60: Schuyler County, Persons with a Disability



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 61: Schuyler County, Families with Low Income



Legend

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

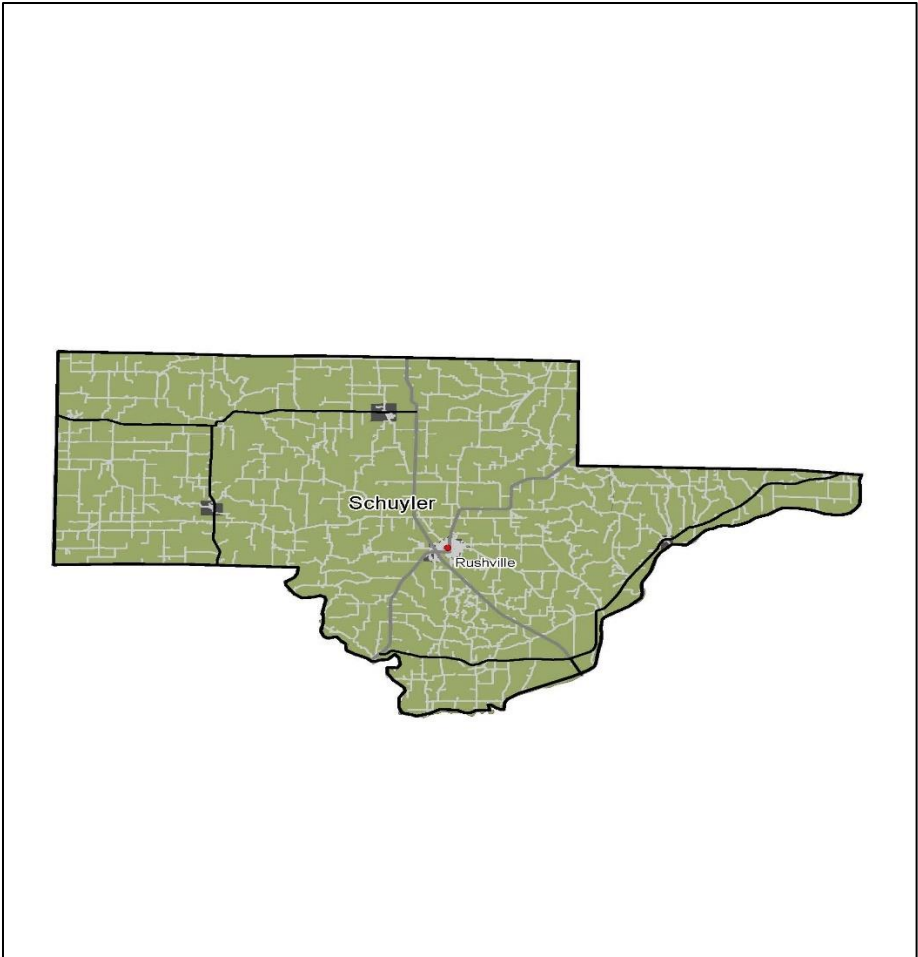
Families with Low Income

- 0 - 183
- 184 - 321
- 322 - 503
- 504 - 857
- 858 - 1582

0 5 Miles

Western Illinois Regional Council

Map 62: Schuyler County, Veteran Population



Legend

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

Veteran Population

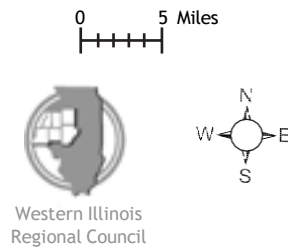
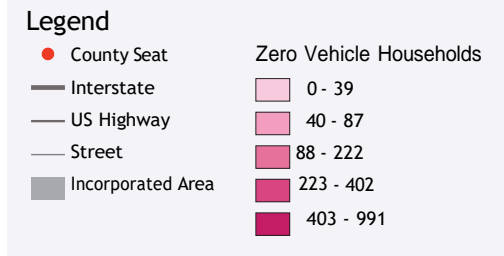
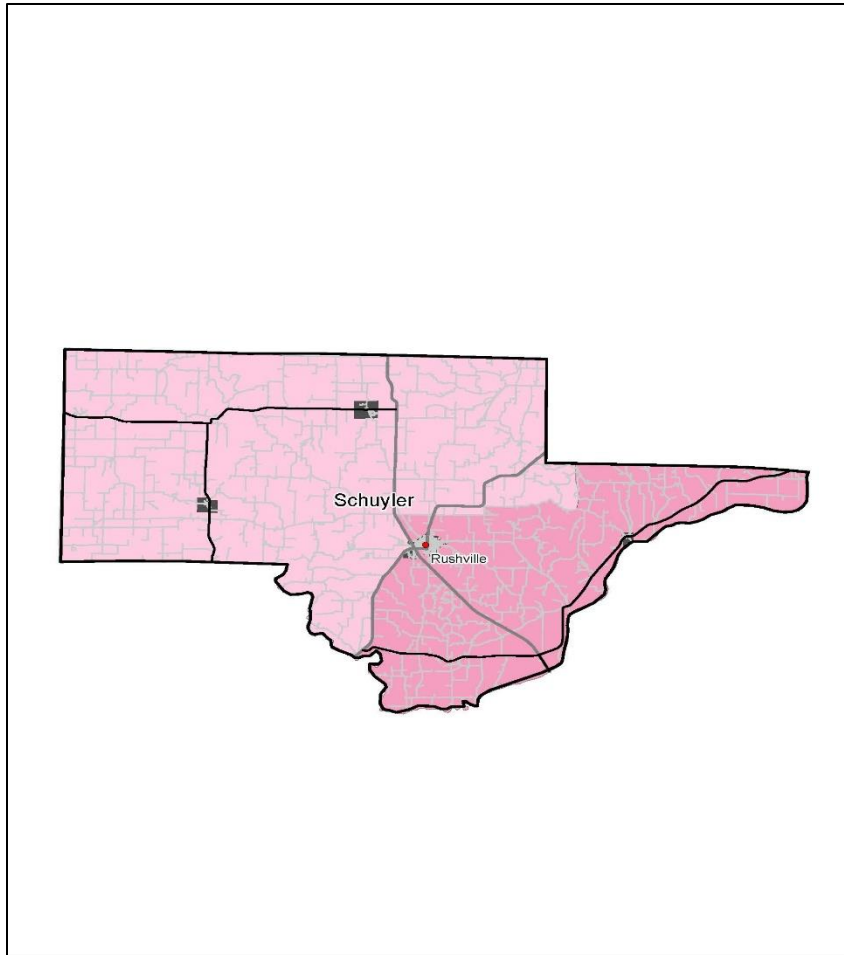
- 0 - 64
- 65 - 141
- 142 - 218
- 219 - 321
- 322 - 447

0 5 Miles

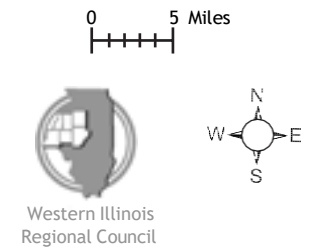
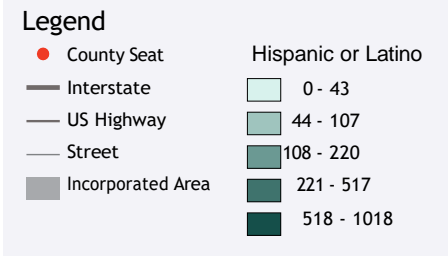
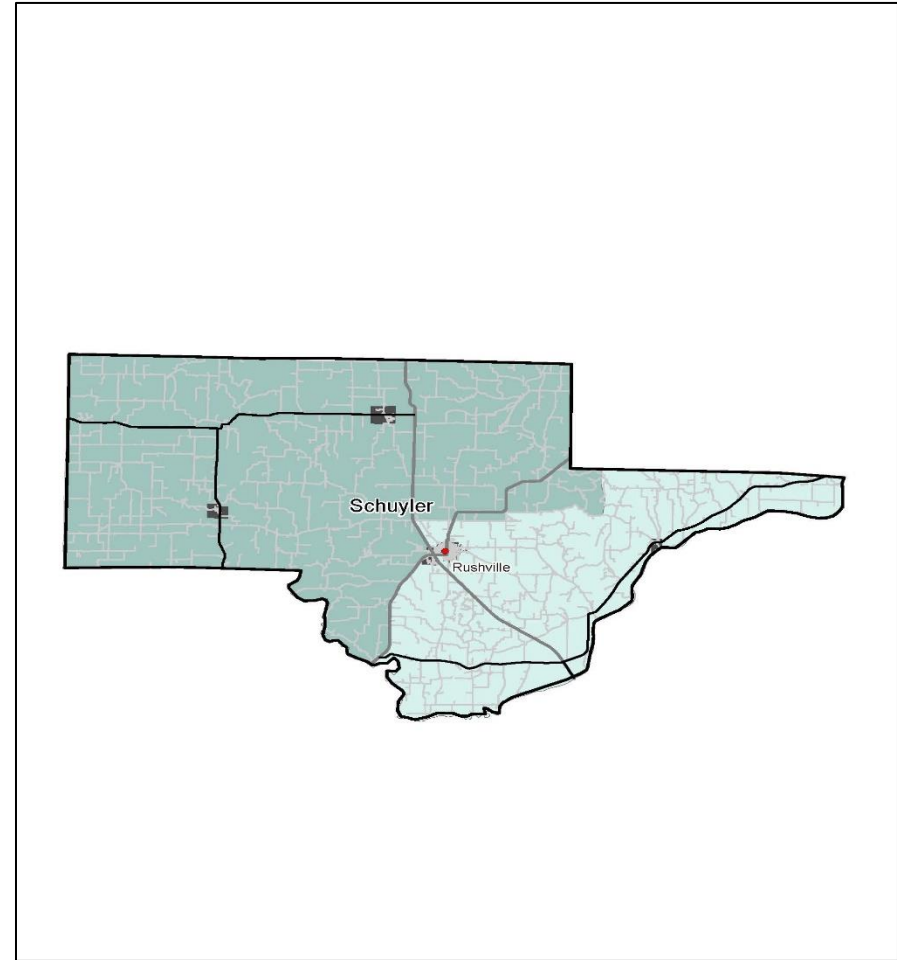
Western Illinois Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 63: Schuyler County, Zero Vehicle Households

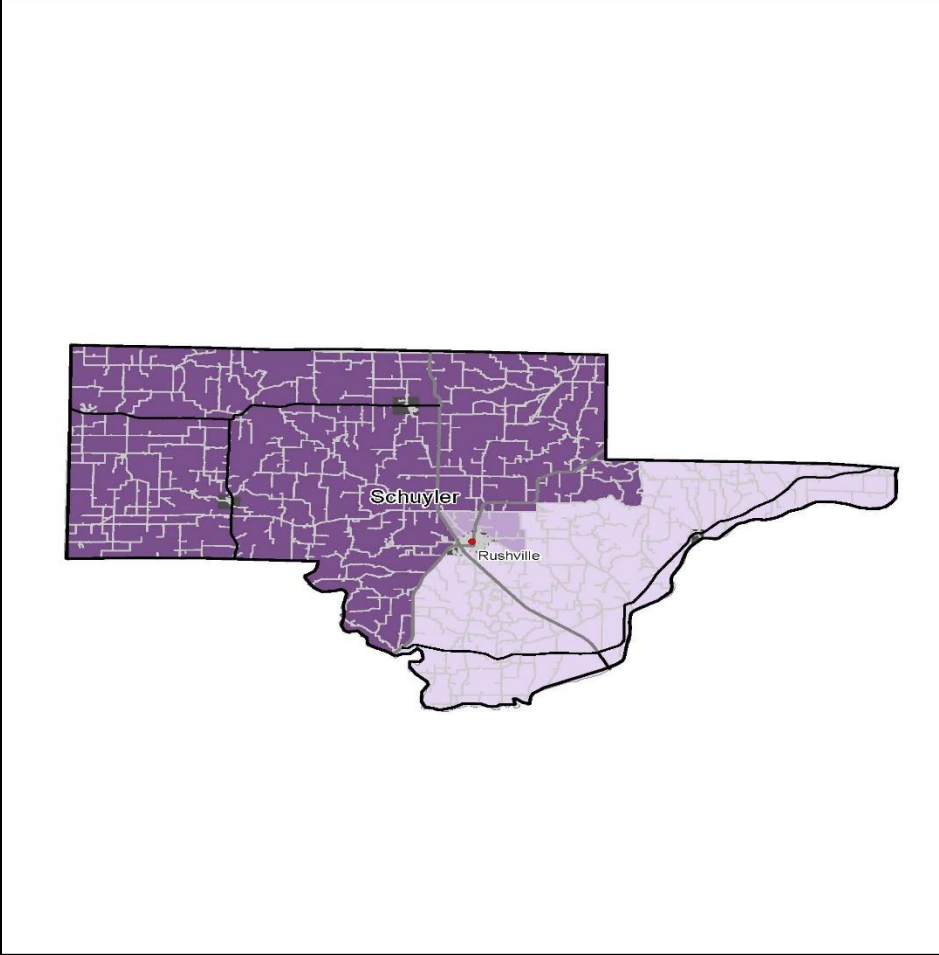


Map 64: Schuyler County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 65: Schuyler County, Black or African American Population



Legend

● County Seat	Black or African American
— Interstate	0 - 30
— US Highway	31 - 96
— Street	97 - 192
■ Incorporated Area	193 - 473
	474 - 1186

0 5 Miles

Western Illinois Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Warren County

Total Population: 16,981

Total Area: 543 Square Miles

County Seat: Monmouth, IL

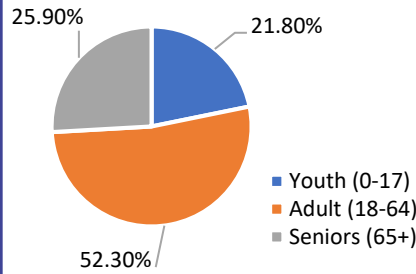


Map 66: Warren County

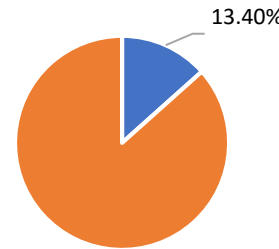
Table 2-24: Warren County Overall Demographics

	Population	Percent
Total Population	16,981	100%
Population with Disabilities	2,274	13.4%
Population living below Poverty Line	1,817	12.8%
Minority Population: Black or African American	859	5.1%
Minority Population: Hispanic or Latino	1,657	9.8%
Veteran Population	1,083	8.2%

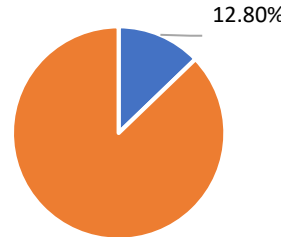
Age Distribution



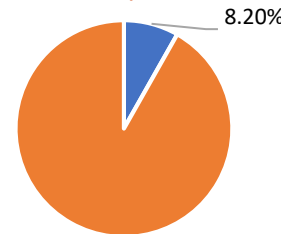
Population with Disabilities



Population Below Poverty Level



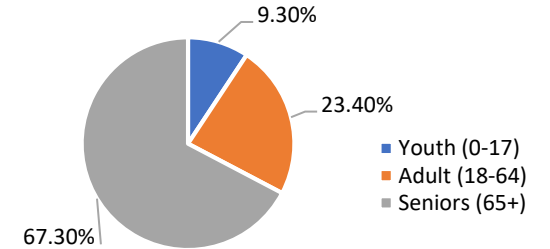
Veteran Population



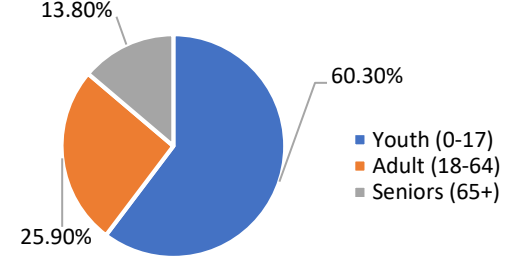
386 Zero Car Households

6,789 Total Households

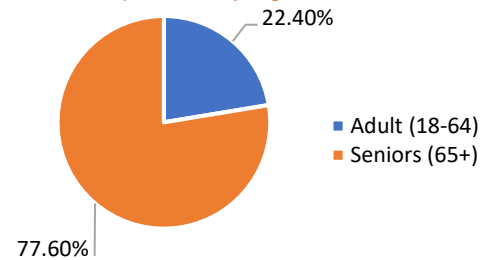
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

Monmouth is home to the highest number of older adults (60+). Roseville and Alexis have a significant number of older adults as well.

Population with Disabilities

The highest number of individuals with a disability are located in Monmouth. Followed by Alexis and Avon. Roseville also has a large number of individuals with a disability.

Low-Income Population

Monmouth has the highest number of individuals below the poverty line. This is followed by Alexis and Roseville. There are a large amount of individuals that live below the poverty line in the southern side of the county as well.

Veteran Population

The highest number of veterans are located in Monmouth. The next highest number of veterans are located in Roseville and then Alexis. There are also a large number of veterans in the northeast corner of the county.

Zero-Vehicle Households

Monmouth has the highest number of household without a vehicle available to them. The Village of Alexis is the next highest followed by Roseville. There is also a large percentage of households without a vehicle on the northeast side of the county.

Hispanic/Latino Population

The largest number of Hispanic or Latino residents live in Monmouth followed, with a significant less amount, by Roseville. The only other villages in Warren County with a Hispanic or Latino population are Kirkwood, Little York, and Avon.

Black/African American Population

Monmouth has the highest Black or African American population in Warren County. This is followed by Roseville, Avon, and Alexis.

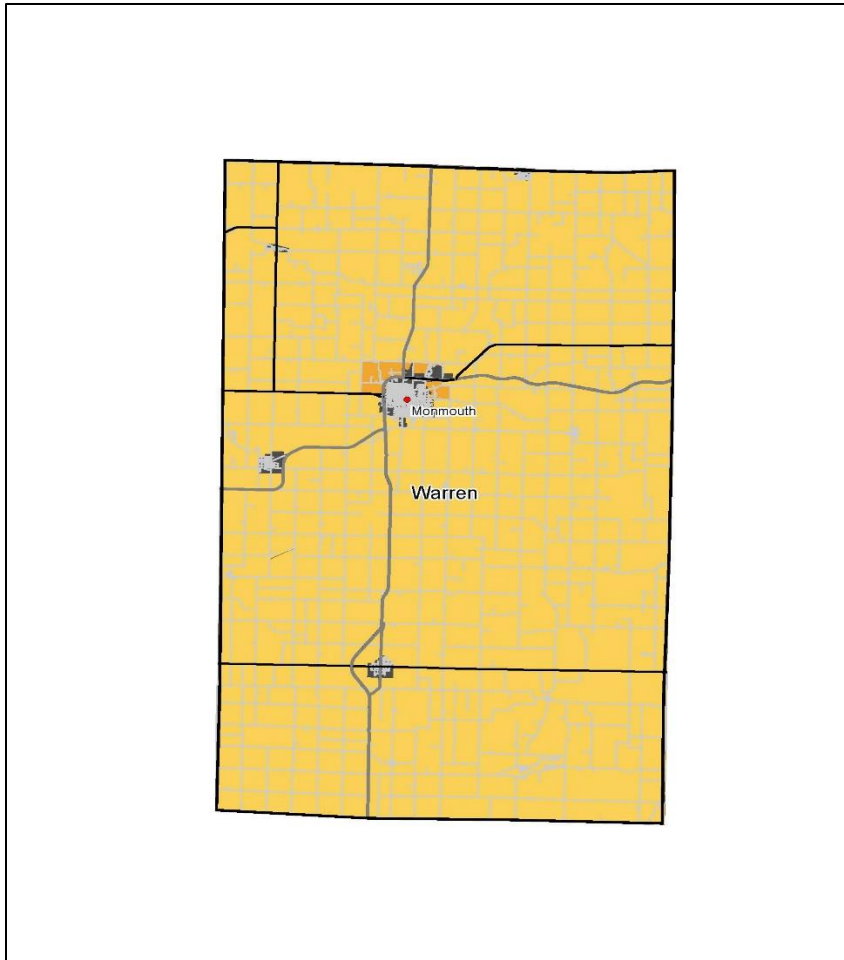
Warren County in Summary

Alexis, Avon, Monmouth, and Roseville have the largest number of populations considered as more likely to be dependent on transit services. Monmouth is the largest community with Warren County, it has both grocery stores and medical facilities and it is the only community with access to public transportation. Those in Roseville have access to grocery stores within their community but limited services for medical needs while residents in other communities don't have access to local grocery store or medical facilities and no access to public transportation.

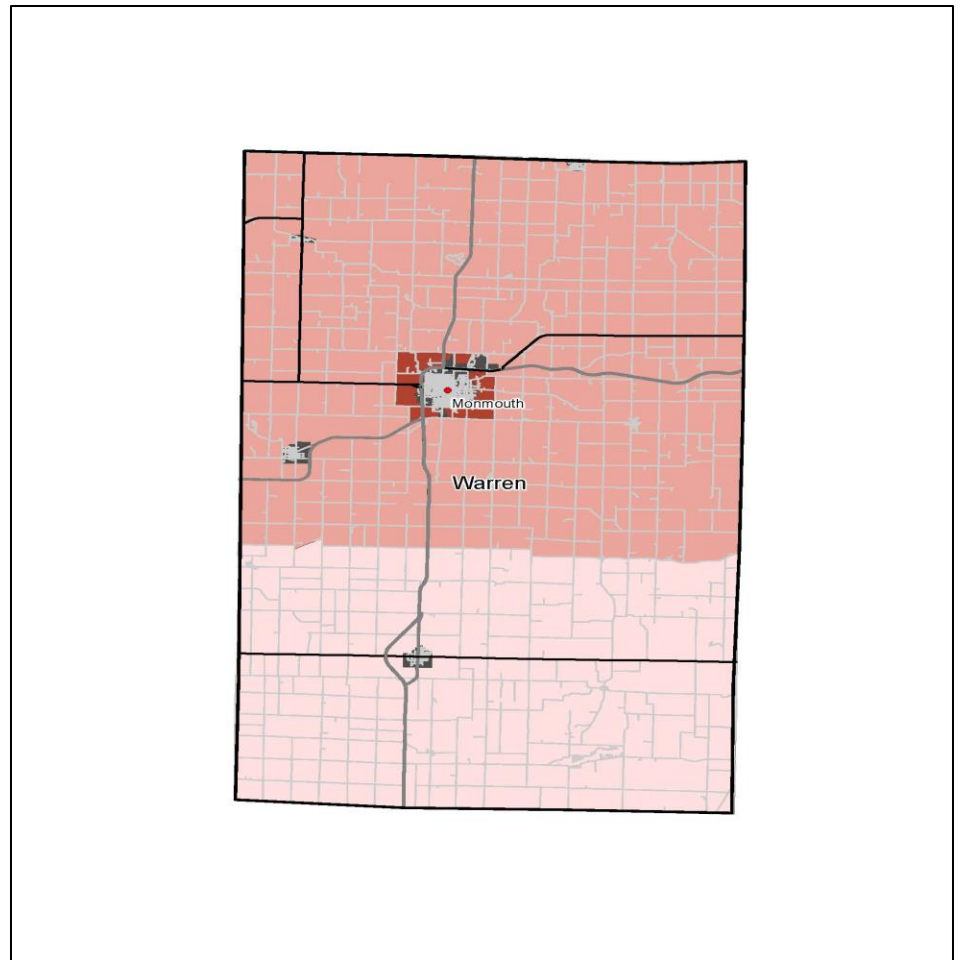
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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



Map 68: Warren County, Persons with a Disability



Legend

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

Older Adult Population (60+)

- 0 - 399
- 400 - 699
- 700 - 899
- 900 - 1746
- 1,747 +

0 5 Miles

Western Illinois Regional Council

Legend

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

Persons with Disabilities

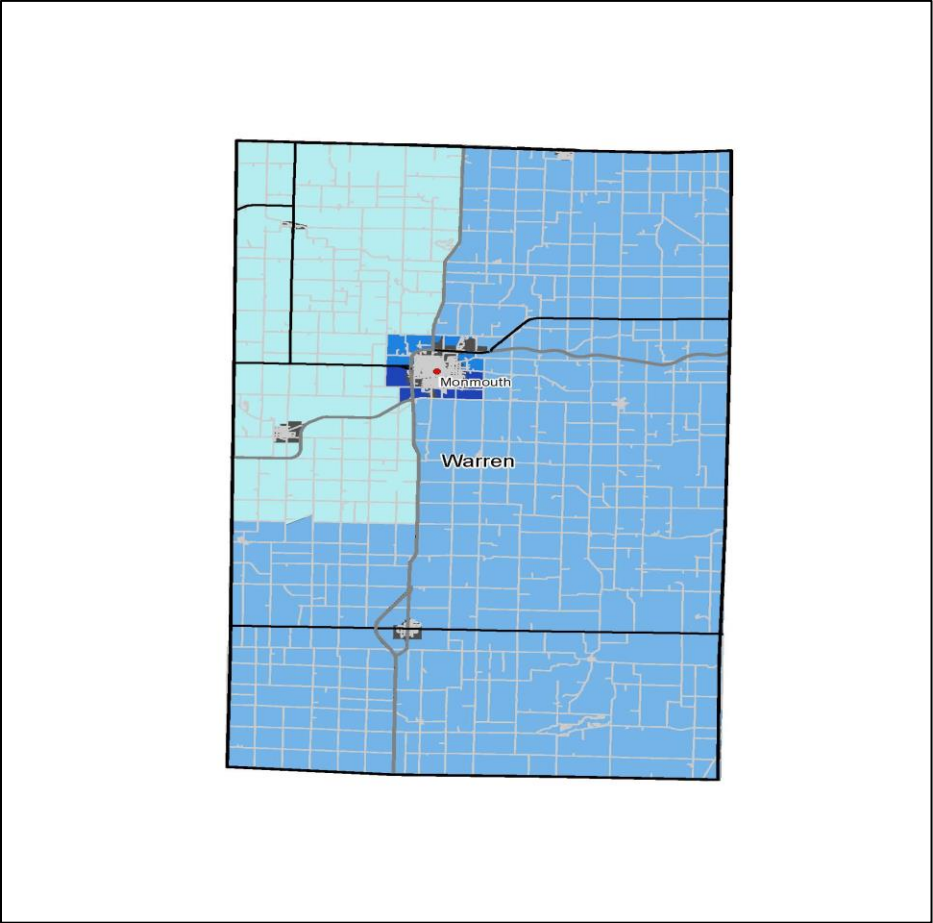
- 0 - 244
- 245 - 419
- 420 - 587
- 588 - 800
- 801 - 1467

0 5 Miles

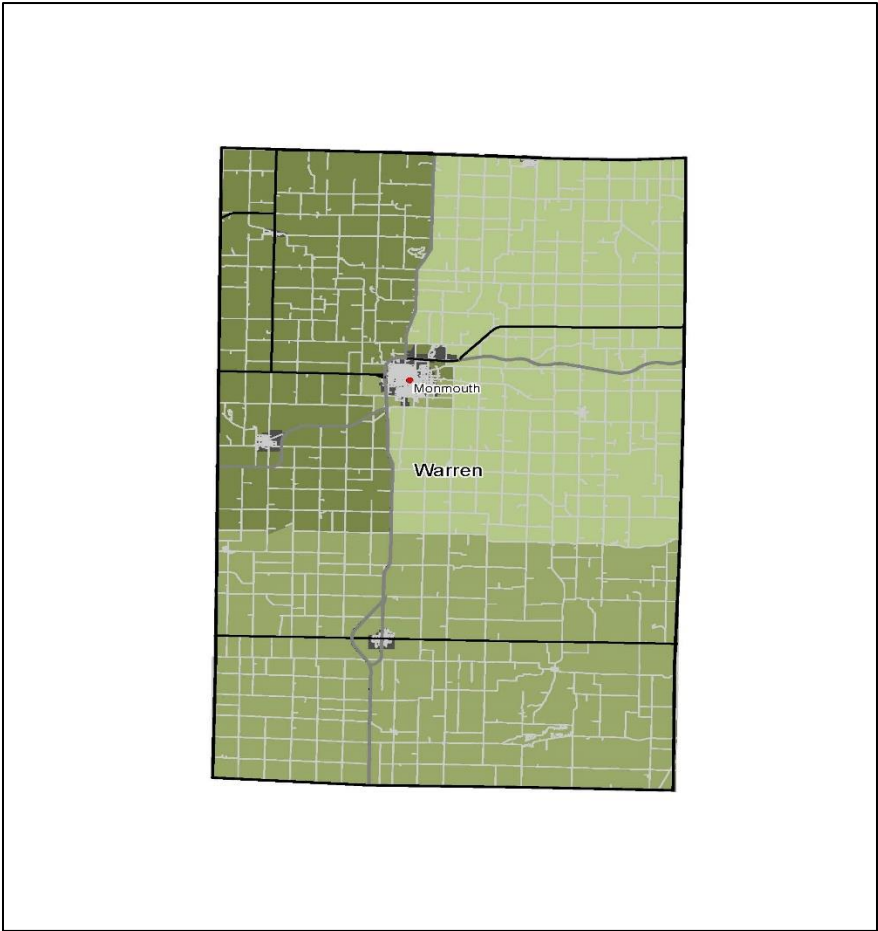
Western Illinois Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 69: Warren County, Families with Low Income



Map 70: Warren County, Veteran Population



Legend

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

Families with Low Income

- 0 - 183
- 184 - 321
- 322 - 503
- 504 - 857
- 858 - 1582

0 5 Miles

Western Illinois Regional Council

Legend

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

Veteran Population

- 0 - 159
- 160 - 199
- 200 - 249
- 250 - 349
- 350 +

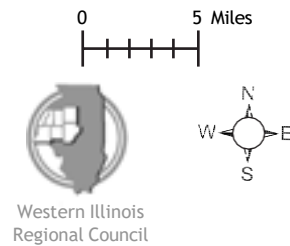
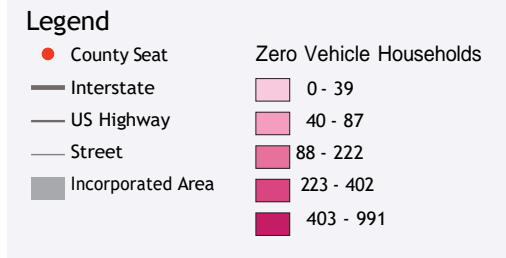
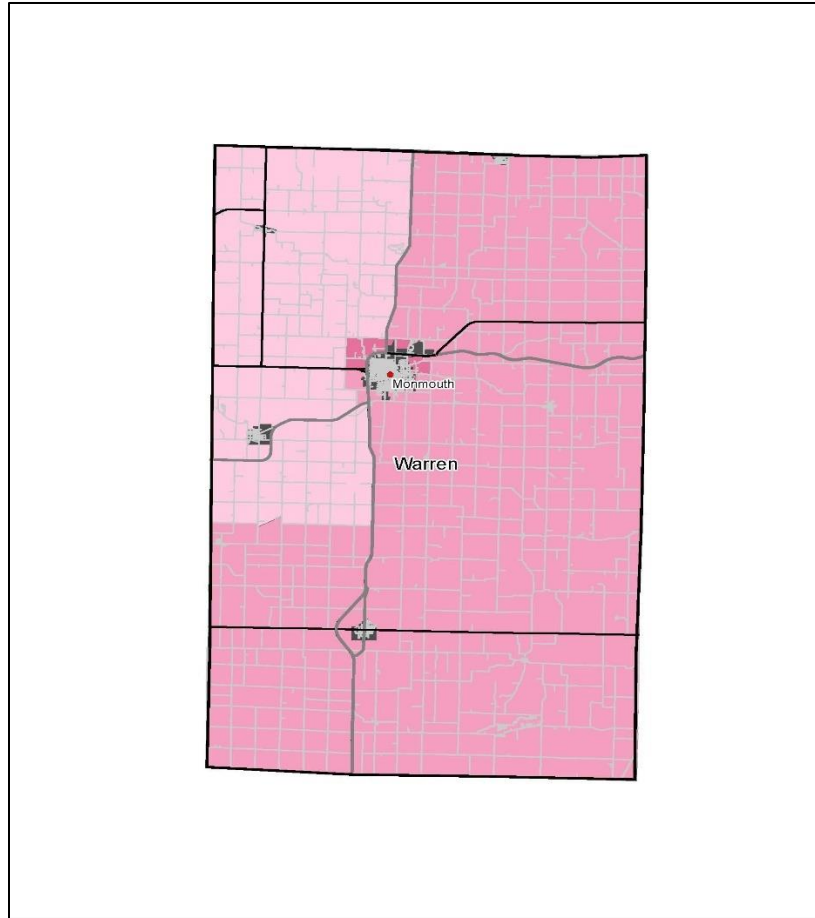
0 5 Miles

Western Illinois Regional Council

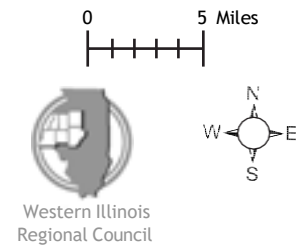
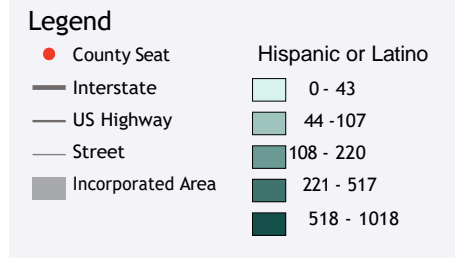
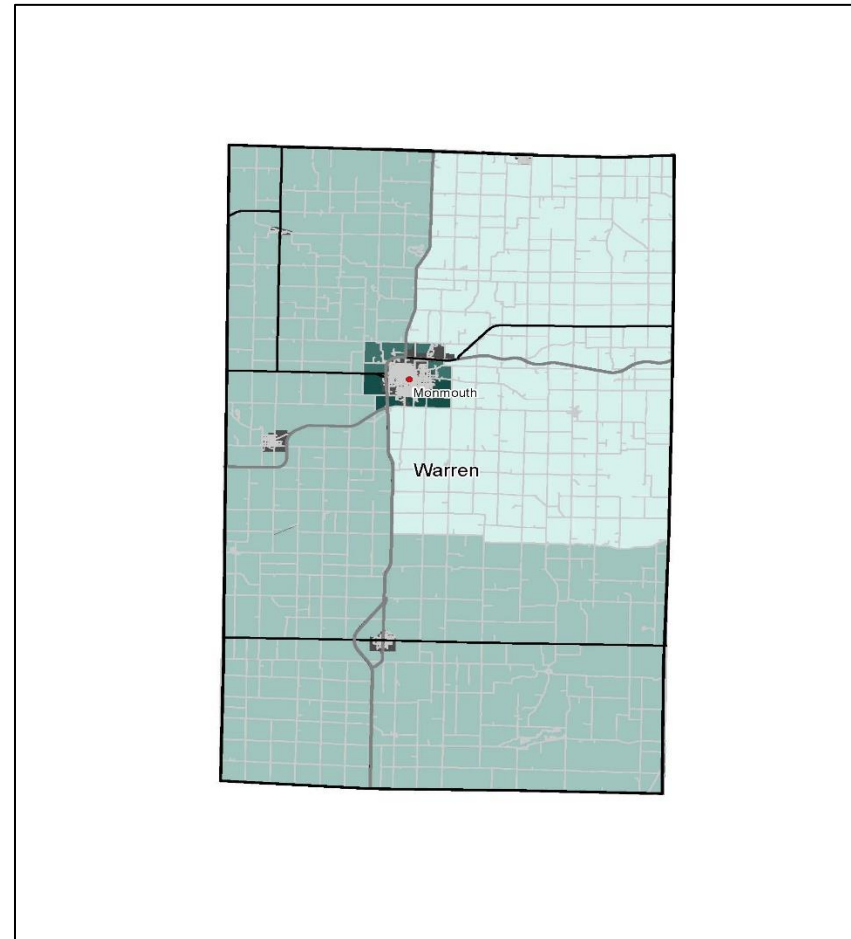
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 71: Warren County, Zero Vehicle Households

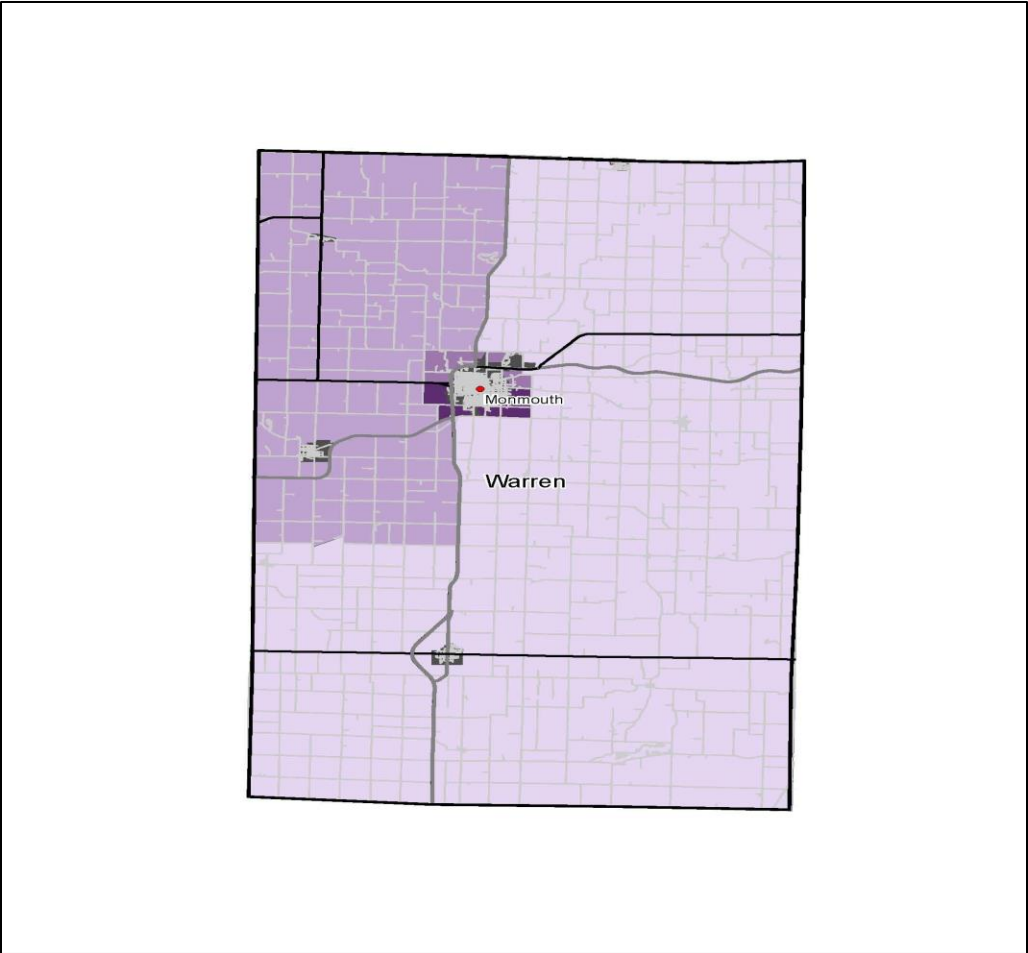


Map 72: Warren County, Hispanic or Latino Population



Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 73: Warren County, Black or African American Population



Legend

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

Black or African American

- 0 - 30
- 31 - 96
- 97 - 192
- 193 - 473
- 474 - 1186

0 5 Miles

West Virginia Regional Council

Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Mobility

Major Trip Generators

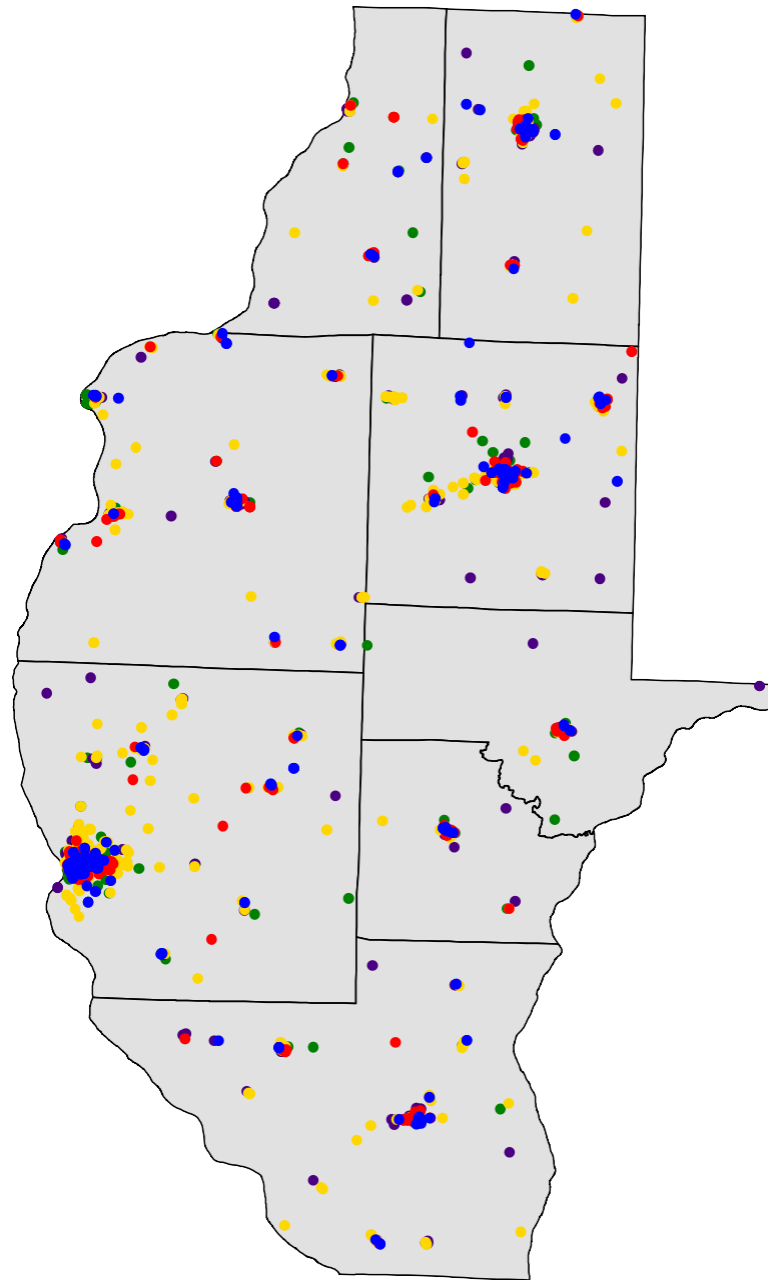
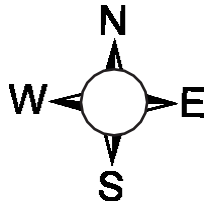
HSTP Region 4 consumer surveys sent out in 2019 indicate that the most common destinations for public transportation are employment, medical, shopping, and education. For this plan, major trip generators (**Map 74 to Map 82**) were gathered using the Business Analyst extension of ArcGIS, and categorized 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 or 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.

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



Western Illinois
Regional Council



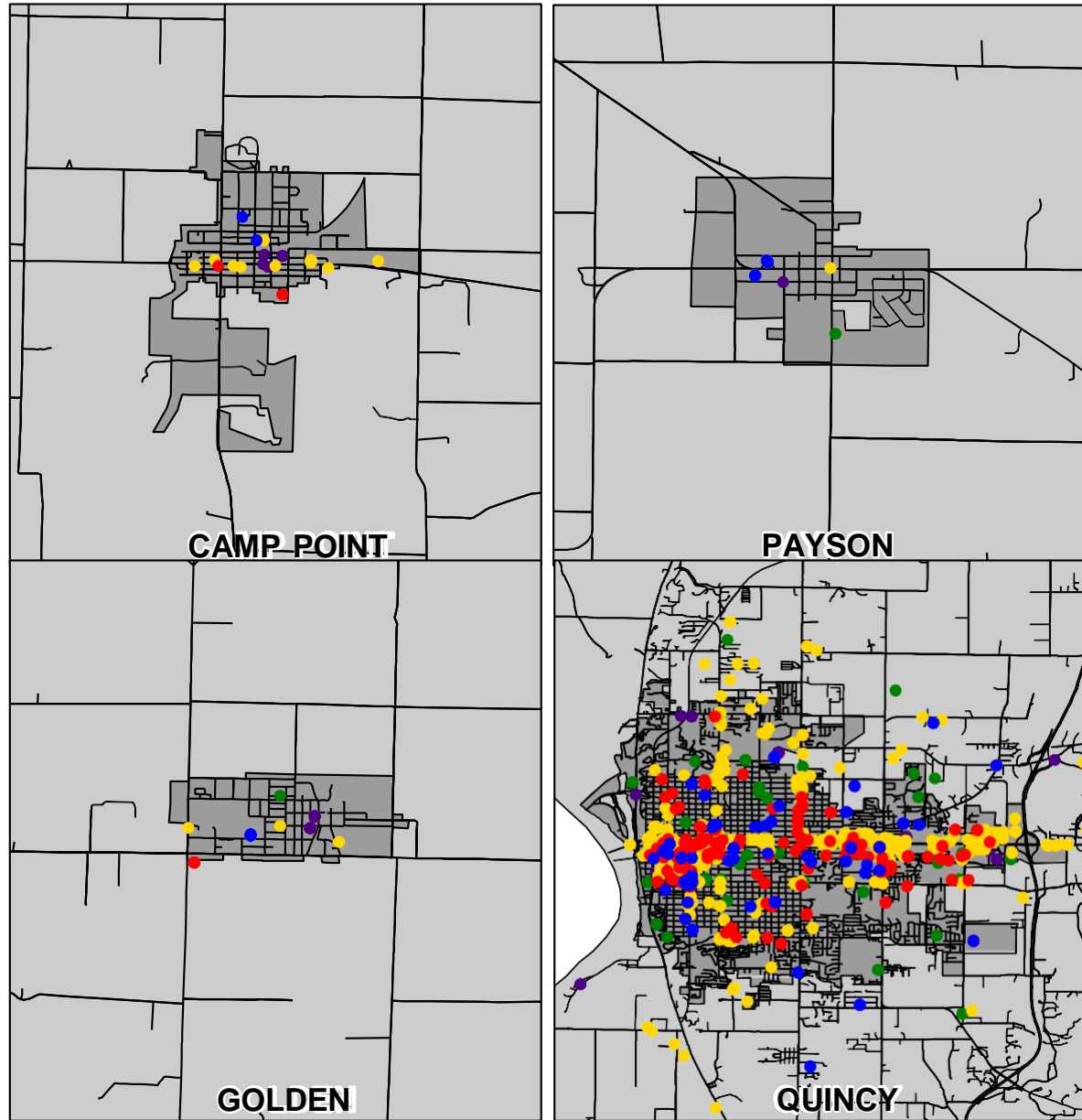
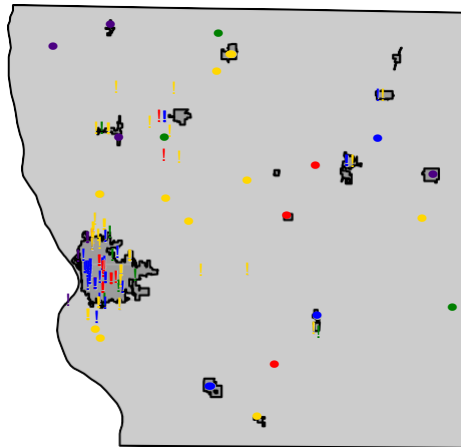
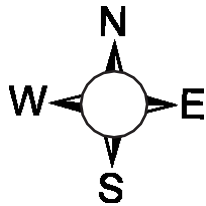
Map 74: Major Trip Generators - Region 4

Adams County

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



Western Illinois
Regional Council



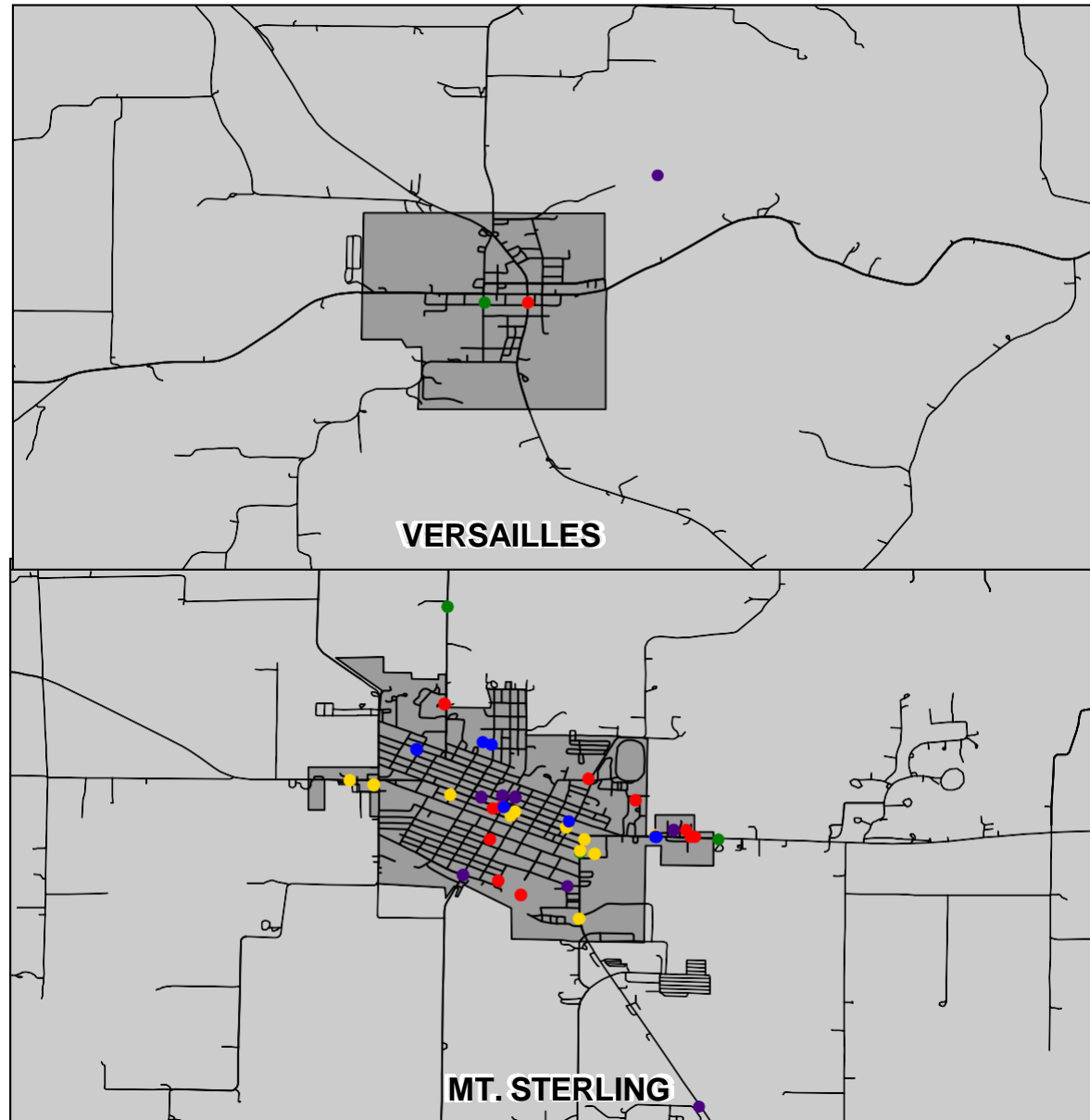
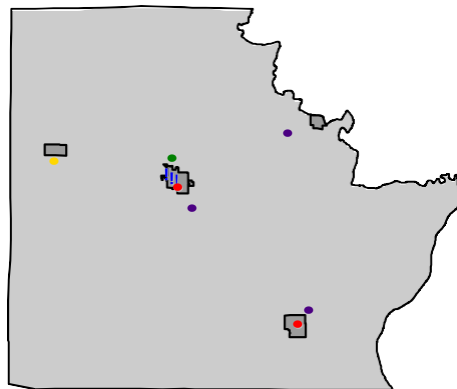
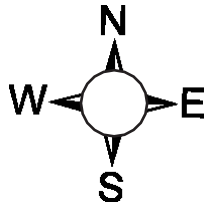
Map 75: Major Trip Generators - Adams County

Brown County

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



Western Illinois
Regional Council



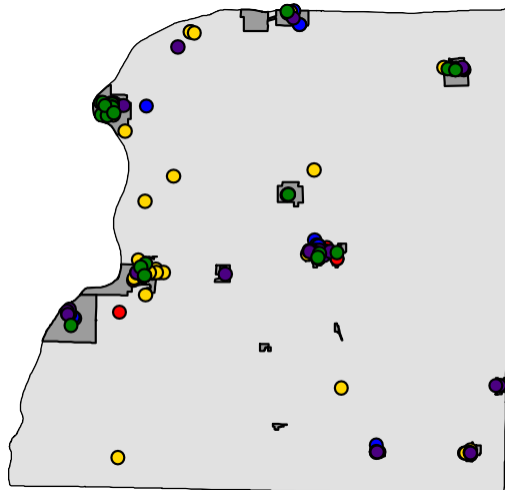
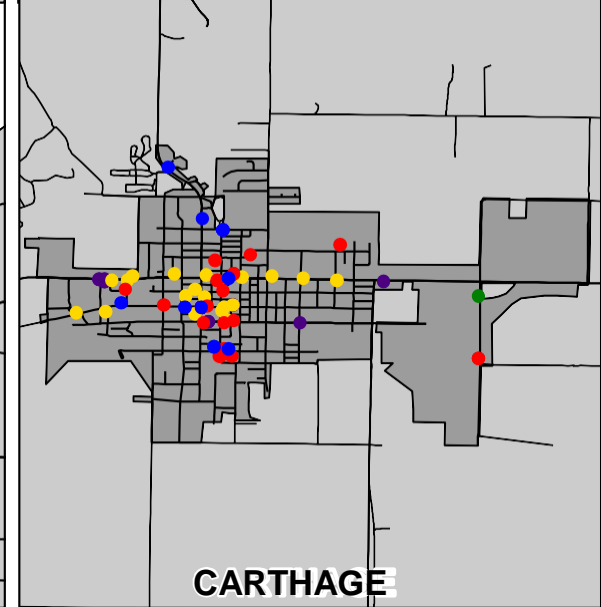
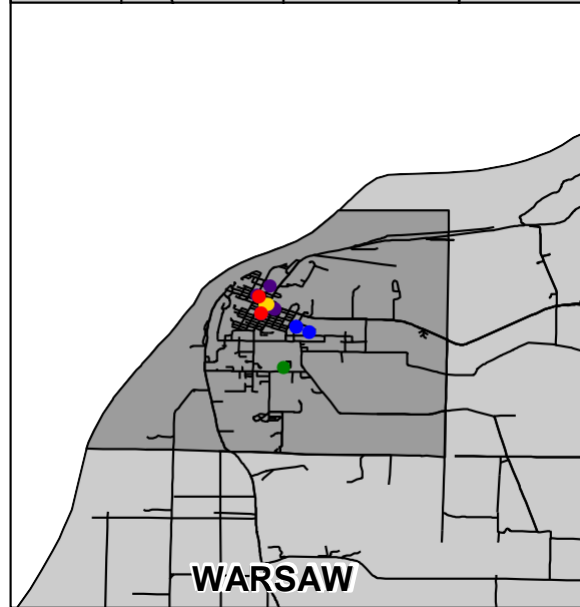
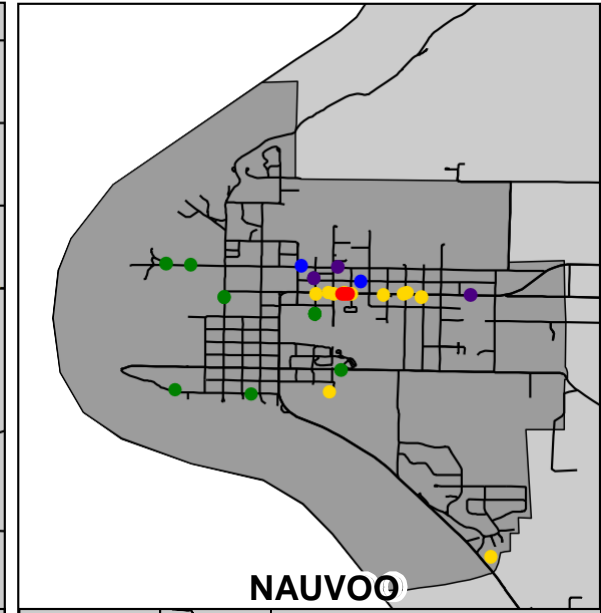
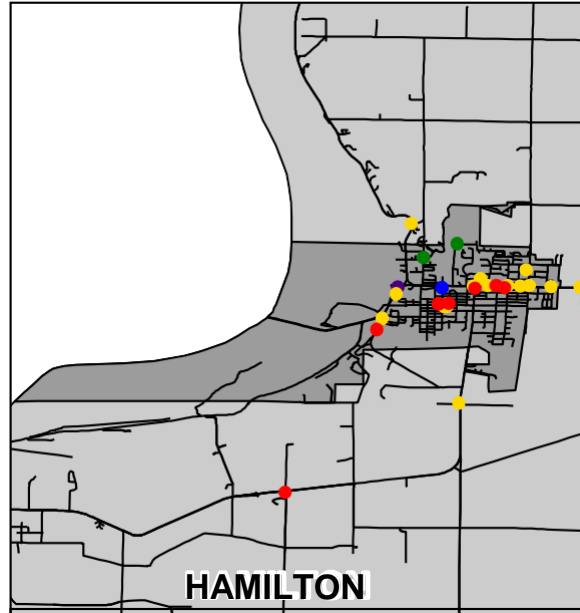
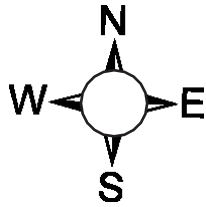
Map 76: Major Trip Generators - Brown County

Hancock County

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



Western Illinois
Regional Council



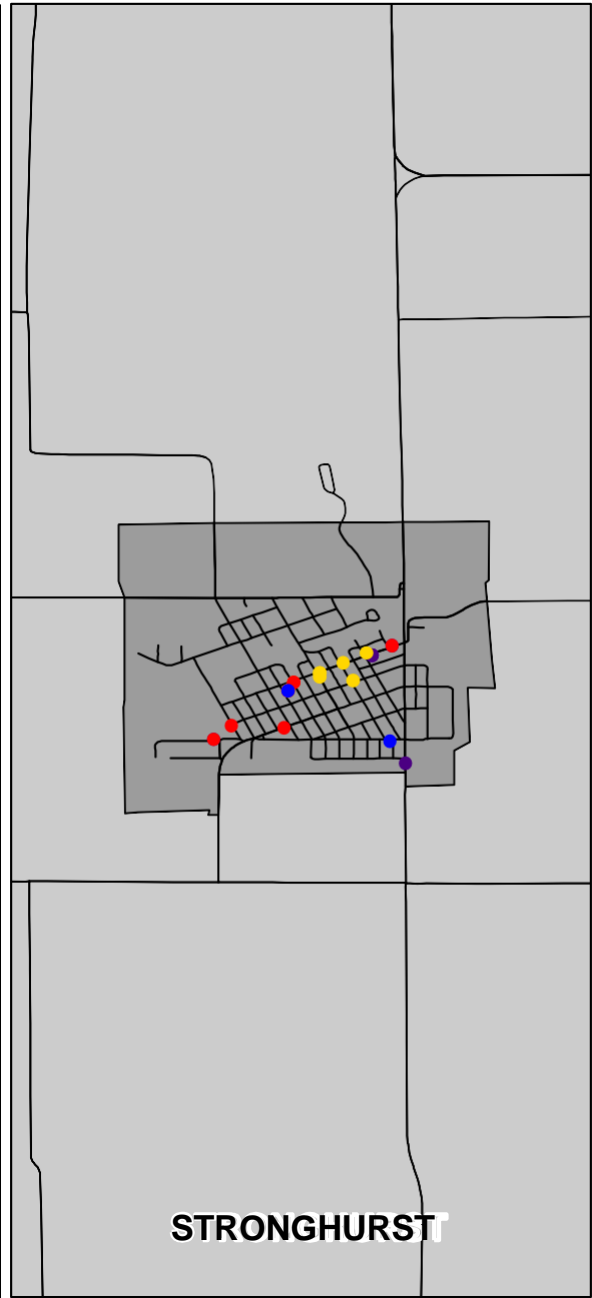
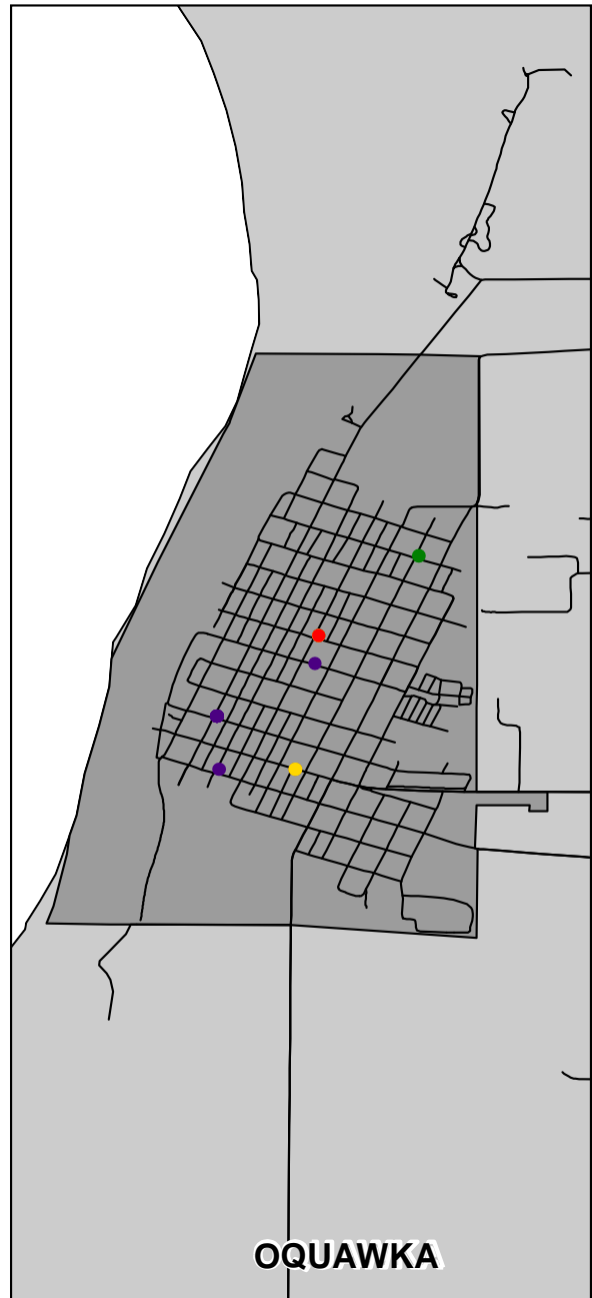
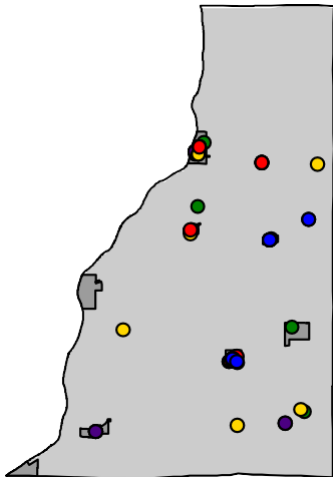
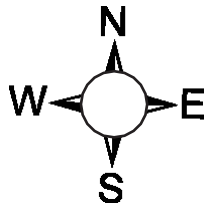
Map 77: Major Trip Generators - Hancock County

Henderson County

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



Western Illinois
Regional Council



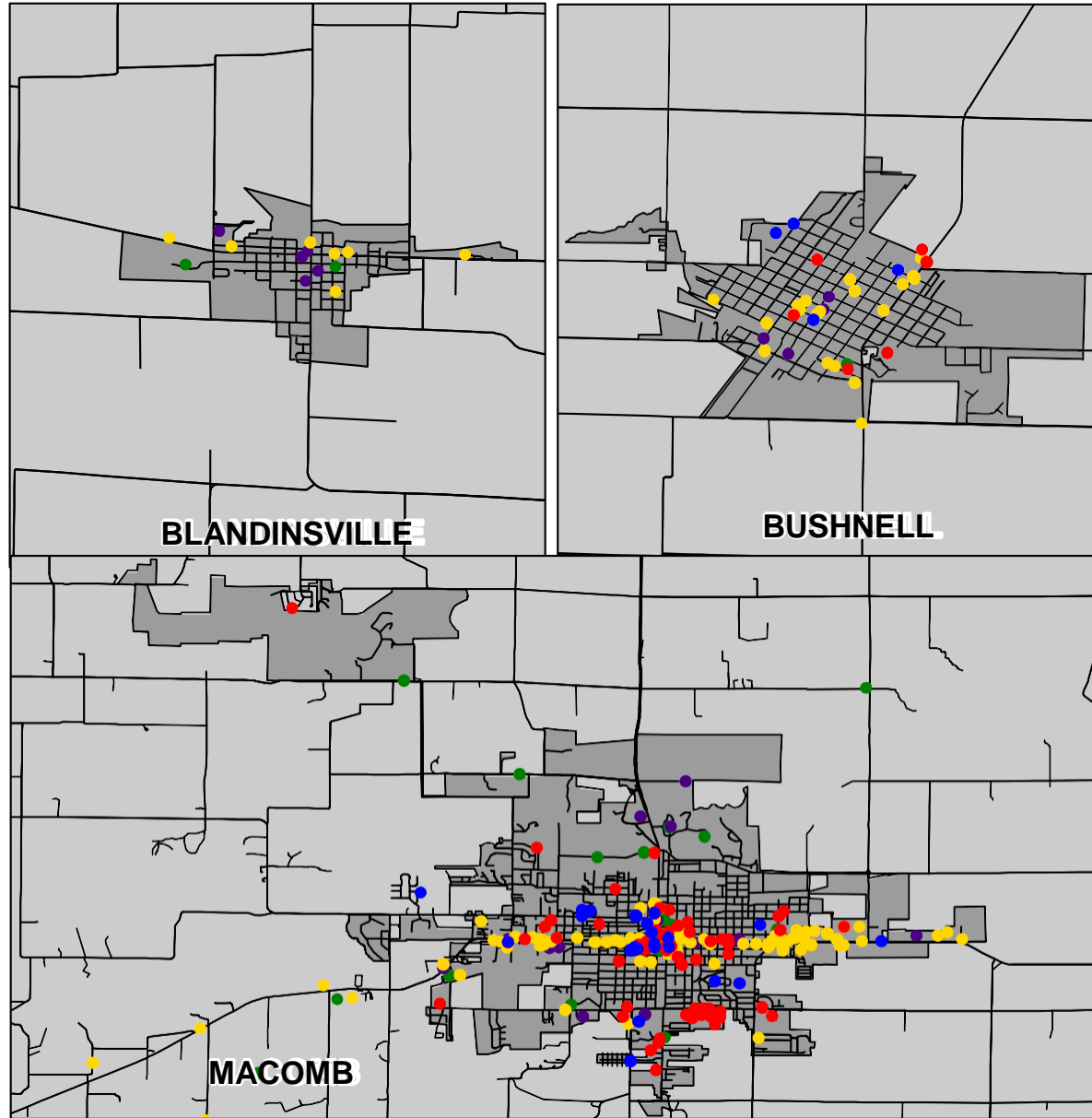
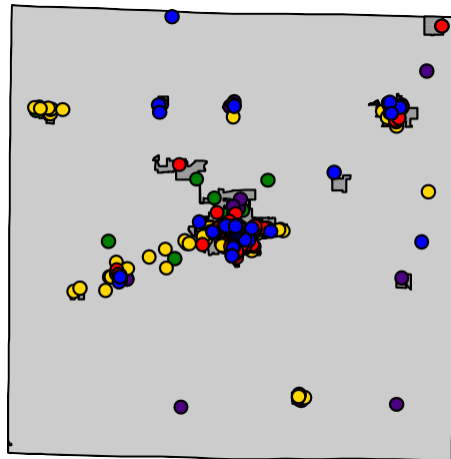
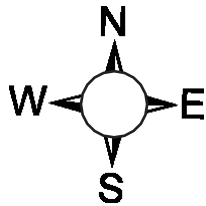
Map 78: Major Trip Generators - Henderson County

McDonough County

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



Western Illinois
Regional Council



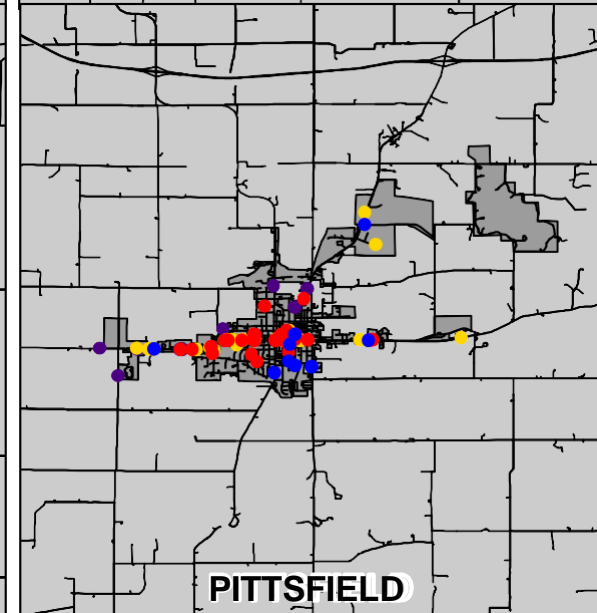
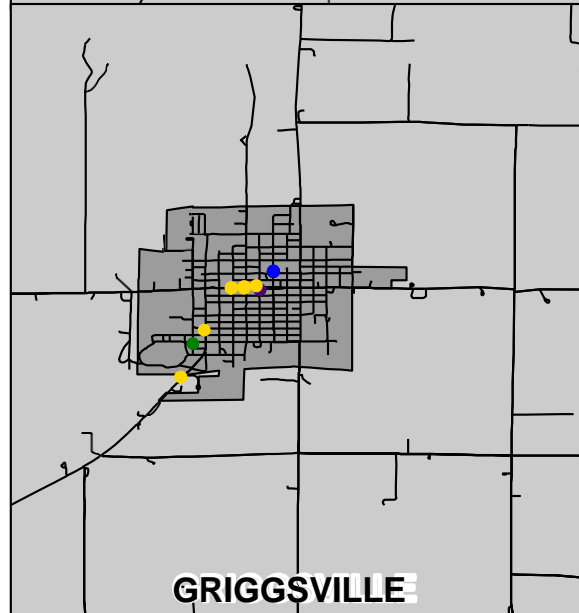
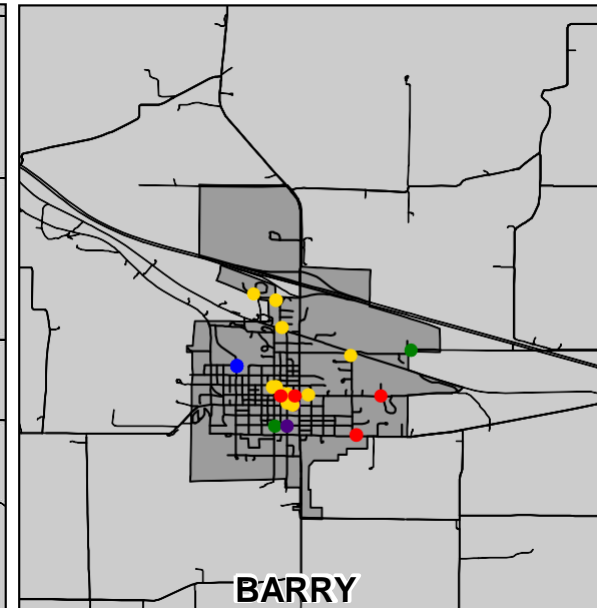
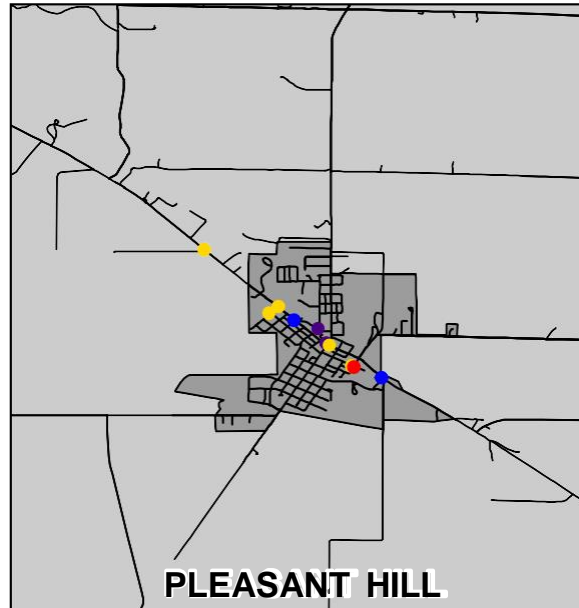
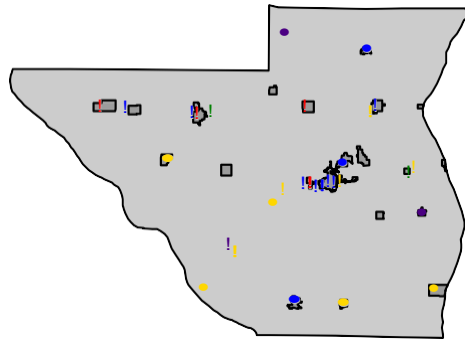
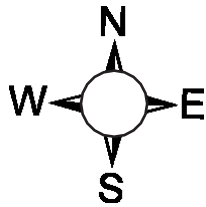
Map 79: Major Trip Generators - McDonough County

Pike County

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



Western Illinois
Regional Council



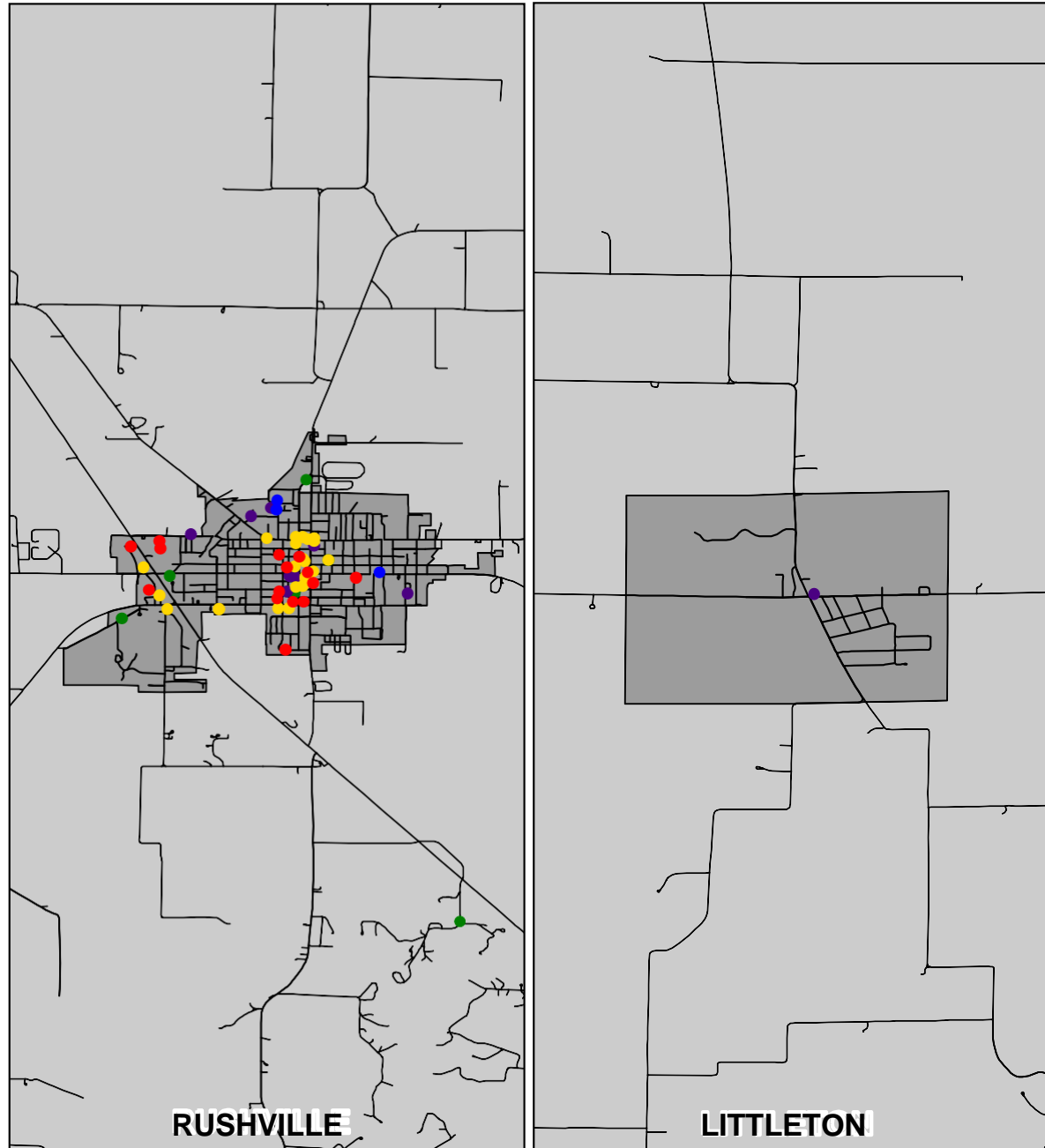
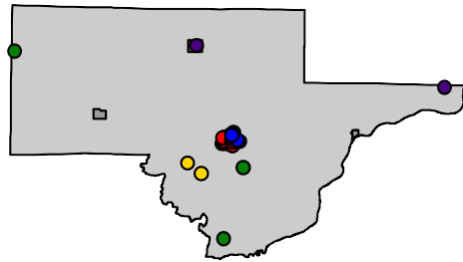
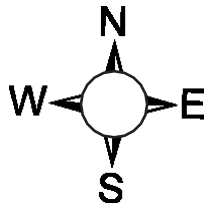
Map 80: Major Trip Generators - Pike County

Schuyler County

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



Western Illinois
Regional Council



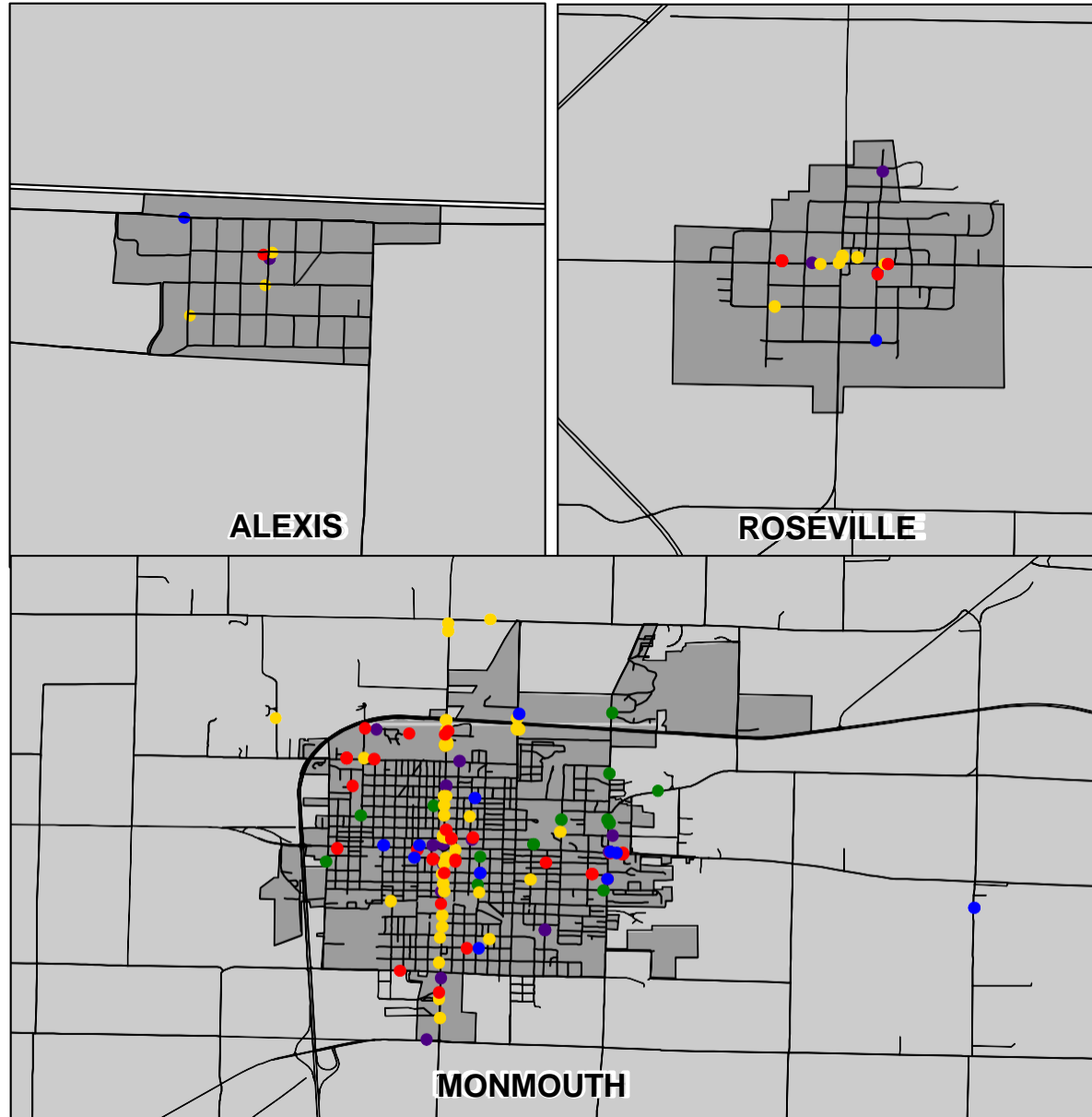
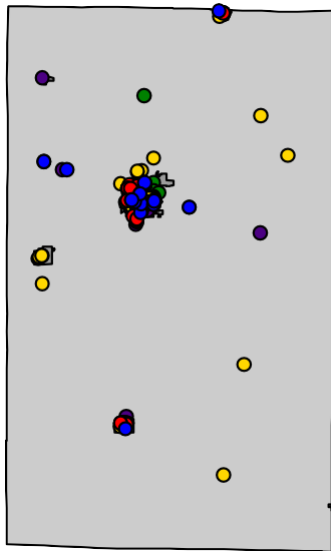
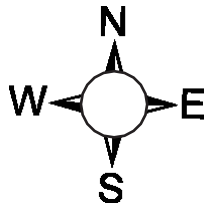
Map 81: Major Trip Generators - Schuyler County

Warren County

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



Western Illinois
Regional Council



Map 82: Major Trip Generators - Warren County

Major Employers

A significant portion of trips for public transportation providers, as well as some human service agencies, are for employment. In Region 4, top employers are generally clustered together in the larger towns. Region 4 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 4 Major Employers by County

County	Employer	Number of Employees
Adams	Blessing Health System	3500
	Blessing Hospital	2051
	Quincy Medical Group	600
	Farm and Hope Supply Distribution Center	500
Brown	Western Illinois Correctional	347
	C & L Tiling Inc	100
Hancock	Methode Electronics Inc	1500
	Hy-Vee - Hamilton	200
	Memorial Hospital	169
Henderson	Biggsville School District	250
McDonough	Western Illinois University	1860
	Bower Corp	800
	McDonough District Hospital	500
	Walmart Supercenter - Macomb	280
Pike	Blessingcare Corp	180
	Illini Community Hospital	157
	Western Community School District	150
Schuyler	G M Sipes Construction Inc	200
	Culbertson Memorial Hospital	171
Warren	Smithfield Foods	1200
	Monmouth College	270
	OSF Medical Center	170

Existing Transportation Services

The Region 4 transportation network is composed of a variety of public transit, human service transportation, and private transportation providers.

Rural Public Transportation

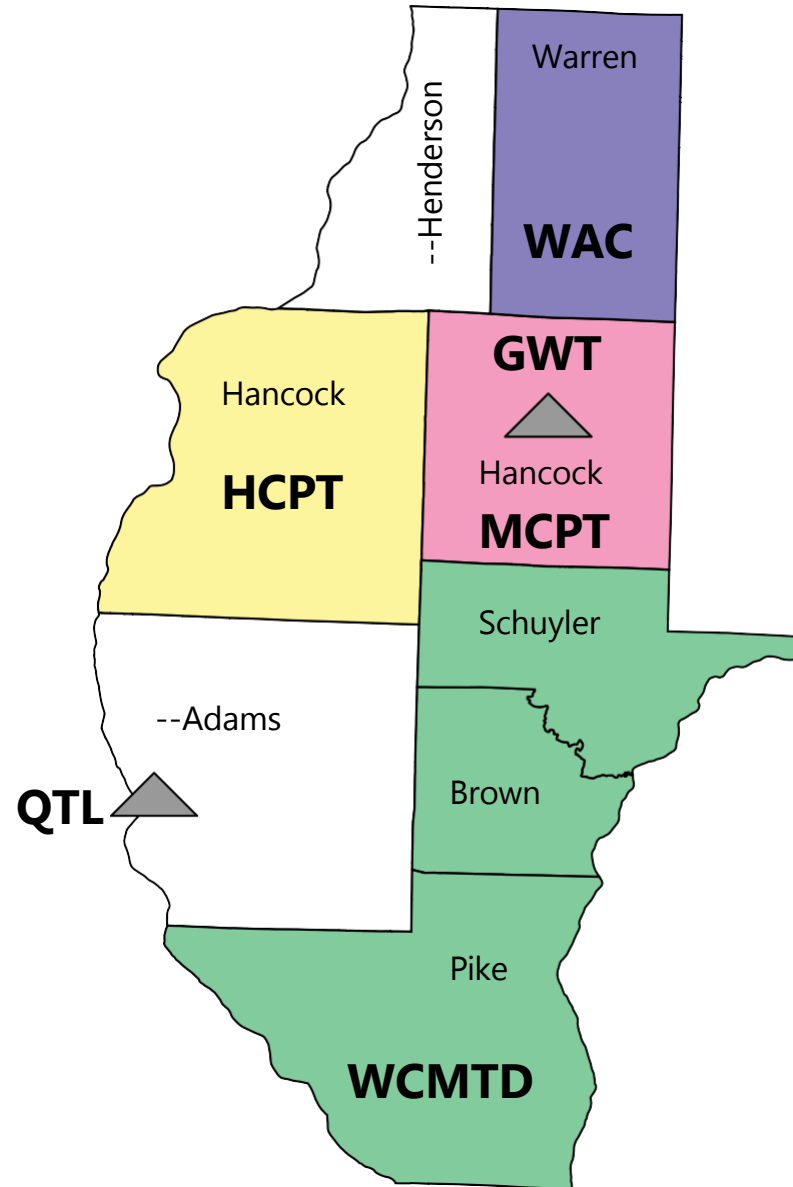
Region 4 is currently served by five rural public transportation entities. Hancock County Public Transportation (Hancock), McDonough County Public Transportation (MCPT), Quincy Transit Lines (Quincy), Warren Achievement Center (Monmouth), and West Central Mass Transit District (Brown, Pike, and Schuyler). These providers operate either demand response services or fixed routes, some offer both services. Services areas for Region 4 rural transit operators are shown in **Map 83**.

Human Service Transportation Programs

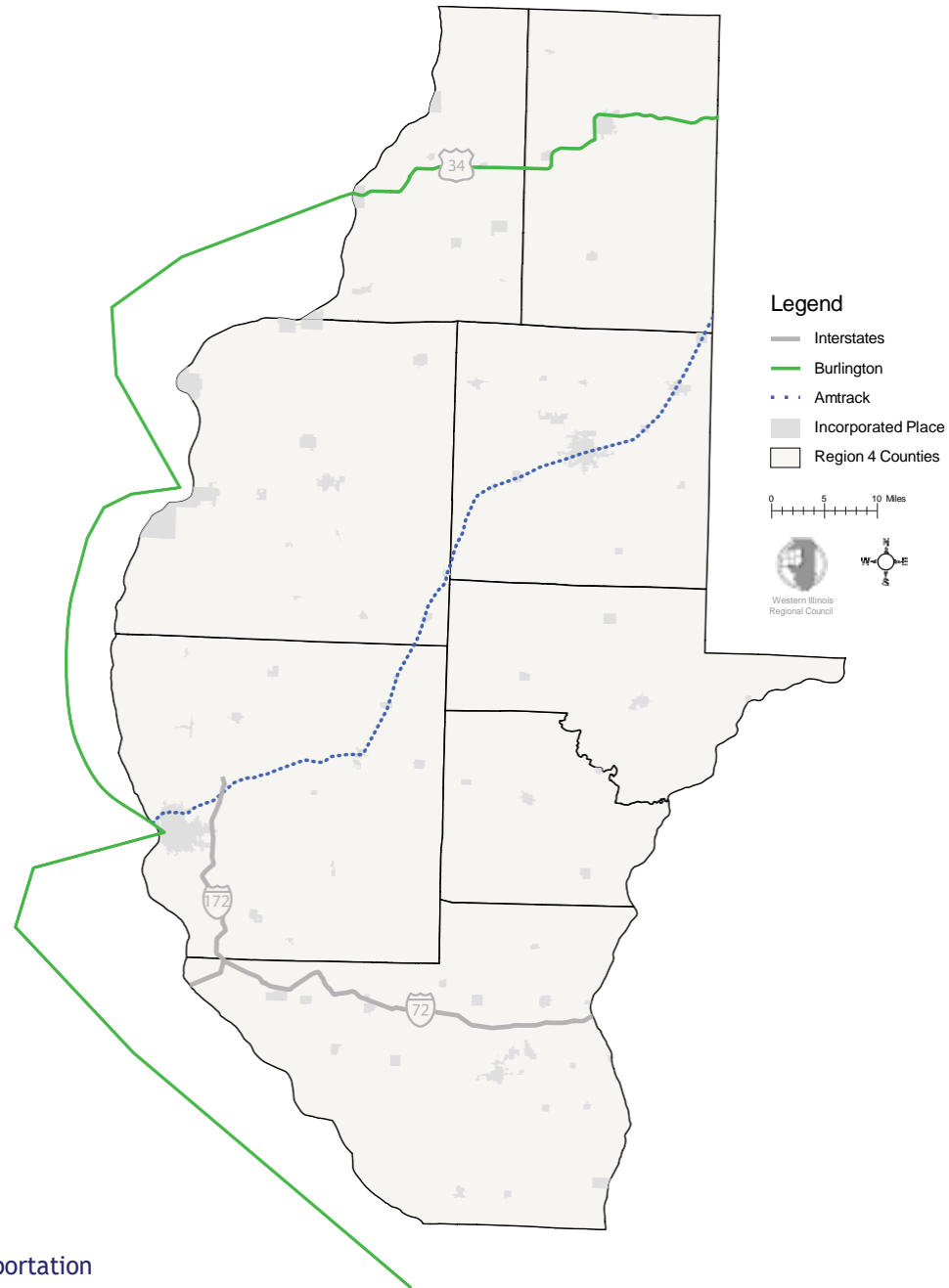
Region 4 has a diverse network of non-profit organizations that provide transportation as a secondary service for consumers who participate in their human or social service programs for a variety of purposes. These services are specifically shaped by consumers' transportation needs that public and private 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 84**. Other services include transportation for K-12 and higher education. The majority of school districts in Region 4 provide their own transportation with traditional yellow school buses. **Table 2-27** lists the districts that contract with Durham School Services and other providers. **Table 2-28** lists transportation services available for higher education institutions in Region 4.



Map 83: Region 4 Rural Transit Service Areas



Map 84: Private Intercity Transportation

EXISTING CONDITIONS: MOBILITY TODAY

Table 2-26: Contracted K-12 Transportation

School District	Operator	County Located Within
Macomb School District #185	Durham School Services	McDonough

Table 2-27: Transportation Options for Higher Education

Higher Education Institution	Location/Campus	Contracted Operator & Description	Campus Routes
Western Illinois University	Macomb	MCPT (Free through student funding)	Go-West Transit (MCPT)
Spoon River College - Macomb Branch	Macomb	None	Go-West Transit (MCPT)
Quincy University	Quincy	None	Quincy Transit Lines (QTL)
John Woods Community College	Quincy	None	Quincy Transit Lines (QTL)
Monmouth College	Monmouth	None	Scots Shuttle and Monmouth Shuttle
Carl Sandberg - Carthage Branch	Carthage	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 4 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 4 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.

Adams County

- Meets other providers to coordinate out of Quincy rides to other counties;

Brown County

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

Hancock County

- Hancock County Public Transportation contracts with many human service agencies and coordinates very efficiently with the surrounding counties;

Henderson County

- Does not currently offer rural transportation services;

McDonough County

- McDonough County Public Transportation contracts with many human service agencies and coordinates very efficiently with the surrounding counties;

Pike County

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

Schuylers County

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

Warren County

- Warren Achievement Center works well within Warren County to supply residents with access to Monmouth area healthcare and shopping as well as the Galesburg area.

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 4. 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 4

The RPOP is submitted to IDOT-OIPI following review and adoption by the Region 4 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, McDonough County is the grantee for Hancock County in Region 4. Similarly, West Central Mass Transit District is the grant recipient for 6 counties, only three of which are in Region 4. 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 4 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 providers 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 having a set standard of communication between providers makes it more difficult for dispatchers to coordinate rides.

Adams County

- Gaps mainly relate to those that are most common;
- Rural transit options are not available county wide which make it difficult to schedule rides to and from Quincy;

Brown County

- Gaps mainly relate to those that are most common;

Hancock County

- Gaps mainly relate to those that are most common;

Henderson County

- There is no public transportation provider in the county making coordination impossible and leaves many gaps for the county and those who need to access medical or shopping within the county;

McDonough County

- Gaps mainly relate to those that are most common;

Pike County

- Gaps mainly relate to those that are most common;

Schuyler County

- Gaps mainly relate to those that are most common;

Warren 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 4 Technical and Policy Committees discussed and agreed upon the following long-term goals to keep in mind and work toward:

1. Create and maintain a statewide comprehensive transportation provider contact list specifically for coordinating long distance trips.
2. Actively support ride sharing and vehicle sharing initiatives within Region 4.
3. Identify high-demand areas that may be better served with a deviated-fixed route.
4. Decrease the number of unfulfilled rides.
5. Increase ridership.
6. Increase participation in county specific transportation advisory groups.
7. Explore the opportunity for region wide sensitivity and accountability training.

Taking into consideration consumer surveys, agency and committee member input, discussions at quarterly Region 4 HSTP meetings, and breakout groups, the Region 4 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 4 through a comprehensive marketing plan.
2. Reduce the number of gaps in service to those in Region 4.
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 4 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 West Central Illinois Human Services Transportation Plan (WCIHSTP) Website that includes a database of Region 4 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 4 transportation and social service resources.	Create and continually update advertising media that identifies Region 4 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.

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

Goal	Reduce the number of gaps in service to those in Region 4.		
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 4	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 WCIHSTP 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 (West 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.

Performance Measures and the Annual HSTP Report Card

Due to its significant influence on the region transportation system, the Region 4 Human Service Transportation Plan includes performance measures to track progress over time. The Annual HSTP Report Card will serve as the performance measure documentation for Region 4, and will allow stakeholders to observe the progress of defined objectives.

Performance measures will be assigned a positive, neutral, or negative rating depending on the data trend. The performance measures compare conditions in the current year with the base year of 2019, which is the first year data was collected. This method provides an understanding of the previous conditions and the current status in achieving the goals set forth in the 2019 Region 4 HSTP. This process enables staff and committee members to identify strengths, weaknesses, and difficulties in achieving HSTP goals, and guiding planning efforts for future years. In addition to a published Report Card document, the Annual HSTP Report Card will be available in an accessible format on the WIRC website.

Funding Priorities

Both Section 5311 and Downstate Operating Assistance Program (DOAP) are formula grant programs. Section 5310 funds, however, are distributed based on capital needs. In Illinois, Section 5310 funding is awarded through the Consolidated Vehicle Procurement (CVP) program. Eligibility for CVP awards is determined by state and federal program compliance for rural transit providers, and by the following criteria for private, non-profit applicants:

- Level of Existing Service, as determined by hours of operation compared to statewide applicant pool and/or peak vehicle need;
- Equipment Utilization, as determined by vehicle miles traveled (VMT) or number of one-way trips per day compared to statewide applicant pool;
- Asset Control and Maintenance, as determined by defined questions and reviewer's judgment of required materials (vehicle files, vehicle maintenance policy, preventative maintenance schedule, documentation of preventative maintenance);
- Management Capacity, as determined by defined questions, reviewer's judgment of required materials (driver training policy/ curriculum, documentation of trainings and licensing in personnel files), and administrative review of applicant's transportation budget; and
- Coordination Efforts, as determined by inclusion of required materials (notification to other transportation providers regarding the agency's application for vehicles, public notice and hearing for the application, participation in the local HSTP process, letter of endorsement from local public transit agency assuring that services are not duplicative).

FUTURE CONDITIONS

Local Administrative review is also required to determine eligibility for private, non-profit applicants. The regional HSTP coordinator provides this oversight for projects serving rural areas, and the respective Metropolitan Planning Organization (MPO) endorses applications for projects serving the urbanized areas. In the event an administrative review determines the applicant is not active in coordination efforts, the reviewing entity is able to assign a coordination score of zero, in which case IDOT will not accept the CVP application

Up to and including the CY2015 Consolidated Vehicle Procurement (CVP) cycle, regional HSTP committees were required to participate in the peer-review and formal voting process to endorse CVP applications. With the implementation of the Illinois Grant Accountability and Transparency Act (GATA), this process was discontinued.

When the final review of the CVP application is complete, IDOT makes its award recommendation to the Secretary of Transportation based on the prioritization of eligible vehicle requests and available funding for the cycle year. Following the Secretary's approval, vehicles are ordered and titled to grantees with an IDOT lien, which serves as a mechanism for the enforcement of compliance on the part of the grantee with all certifications, assurances and attestations made relative to project performance, and use of project equipment. Vehicles may be seized from agencies which fail to comply with state and federal regulations, and transferred to programs in need.

A

Provider Survey

APPENDIX A: TRANSPORTATION PROVIDER SURVEY

Question 1:

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

Due to shortage of drivers and funding, more volunteers are needed.

Question 2:

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

They are providing more services to their clients than before. Also, dispatchers plays one of the big role where they can manage transportation services with client needs.

Question 3:

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

Due to shortage of drivers, we need more volunteers. Need to increase salary range for drivers. To expand service hours and outside of town.

Question 4:

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

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To add more lines on route and to add some seats.

Question 5:

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

Oak lane nursing, Eagle view and local hospitals coordinate with local agency for health care services.

B

Rider Survey

Question 1:

For which purposes you use public transportation?

Consumers use public transportation through medical appointments, shopping, church, work, leisure, visits to family, short distances travel, social and recreational activities.

Question 2:

How often do you use public transportation services?

Every day, five times a week, two-three times a week, seven-eight times a month, five-six times a month, and once a month.

Question 3:

What do you see as the greatest barrier to mobility in the community?

Cost of fares, system hours of operation, and advance reservation framework. For instance, some consumers want to have lower cost of transportation than what they are paying currently. Many are having problems with hours the service is been provided. They struggle to get ride when they have appointments outside of their town because we have restricted hours to operate.

Question 4:

Are there any other issues or concerns you would like to share about your transportation experience?

Consumers are expecting to increase rides frequency. To increase number of busses. Overall, many feel it is very convenient and one of the affordable ways to travel.

Question 5:

Please rate your overall experience with the transportation issues?

The are satisfied overall with affordability of public transportation. They can rely on services they receive. They are fairly satisfied with the public transportation system's available information to the public.



Community Survey

Question 1:

How do you or members of your household travel now?

Drive or ride in someone's else vehicle. Also, bike and wheelchair are been used.

Question 2:

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

Majority of consumers are using bus as a public transportation as it is affordable compared to Uber and Lyft.

Question 3:

How would you or members of your household prefer to get a ride?

Most of the consumers wants to have increase number of curb-to-curb demand response service. Following, consumers wants door-to-door demand response service for seniors or people with disabilities.

Question 4:

What would you like to change about your household's experience with public transportation and why?

Consumers wants to increase seat arrangement as the population is increasing day-by-day and they feel crowded. They would like to add more buses on the route. In addition, they want more comfortable seas for children and seniors.

D

Agency Survey

Question 1:

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

- Senior
- Food and/or clothing
- Housing
- Recreation/fitness
- Legal
- Disability
- Information/referral
- Client/consumer transportation

Question 2:

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

- Contract with transportation provider to serve clients.
- Operate transportation vehicles directly.

Question 3:

Please indicate how much current public transportation service could be improved in your community.

- Expanded service outside of town.
- Expanded hours of operation.
- Accessibility of service.

Question 4:

Which groups have unmet transportation needs?

- Senior citizens
- Persons with disabilities
- General public
- Low income persons

Question 5:

What types of trips do your clients need?

- Shopping
- Medical outside county
- Family/friends visits
- Employment
- Social service appointments
- Religious
- Entertainment
- Medical inside county

Question 6:

When are medical transportation needed outside the county?

- Quincy, Peoria, Springfield
- VA facilities in Iowa and in larger cities
- Dialysis centers
- Specialist visits
- Dentist visits
- Providers not always located in towns where riders reside; especially, if they need to see providers that accept Medicaid
- Currently provided one trip from Monday to Friday
- Warren County, Burlington, IA

Question 7:

When do your clients need public transportation?

- Weekdays: 7:00 am to 5:00 pm
- Weekdays: before 7:00 am
- Weekdays: 5:00 pm to 10:00 pm
- Weekends: 7:00 am to 5:00 pm

Question 8:

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

- Macomb
- Bushnell
- Carthage

Question 9:

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

- Fixed route scheduled bus service (pick-up at designated bus stops)
- Fixed route, deviated service (bus operates regular routes, can go off routes on request)
- Curb-to-curb demand response service (call ahead for scheduled pick-up)
- Door-to-door demand response (call ahead for scheduled pick-up for elderly or persons with disabilities)
- Taxi or ride hailing services

Question 11:

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

- If funding allowed, fixed routes within county for errands and social calls.
- To see seniors gain more comfort with using public transportation in some rural areas.
- More ways for consumers to go out of town for their appointments

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
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
HCPT	Hancock County Public Transportation
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
MCPT	McDonough County Public Transportation
MHCWI	Mental Health Centers of Western Illinois
MPO	Metropolitan Planning Organization

Acronyms	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
QTL	Quincy Transit Lines
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
SPIL	State Plan for Independent Living
SSOCI	Senior Services of Central Illinois
TDC	Transportation Development Credit
TIP	Transportation Improvement Program
TRC	Toll Revenue Credit
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WAC	Warren Achievement Center
WCICIL	West Central Illinois Center for Independent Living
WCMTD	West Central Mass Transit District
WIU	Western Illinois University

