

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



REGION 7 HUMAN SERVICE TRANSPORTATION PLAN (HSTP) COMMITTEE

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Region 7 HSTP Transportation Committee approves the 2023 Region 7 (Central Illinois) Human Service Transportation Plan (HSTP) to meet the coordination mandate stipulated by the Illinois Department of Transportation, Office of Intermodal Project Implementation (IDOT-OIPI) under the IIJA.

Passed and Approved this 31st day of March, 2023.

ATTEST: _____
Region 7 HSTP Transportation Committee Chair

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 FAST Act; 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 FAST Act.

Passed and Approved this 31st day of March, 2023.

ATTEST: _____
Region 4 HSTP Transportation Committee Chair

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1 **Introduction**

INTRODUCTION

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

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

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



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

Major Plan Components

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

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

Transportation Legislation and Funding

MAP-21

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

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 Region 7 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) 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 capital, planning, and operating assistance, including funding for projects previously available through JARC.

In Region 7, there are currently 4 rural public transportation entities that utilize Section 5311 funds.

Urbanized vs. Rural Funding Eligibility

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

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

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

State Funding and Local Match

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

Other Transportation Funding

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

Social Security Act Title XIX - Medicaid Transportation Funding

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

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

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

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

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

Service Contracts and Associated Human Service Program Funding

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

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

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

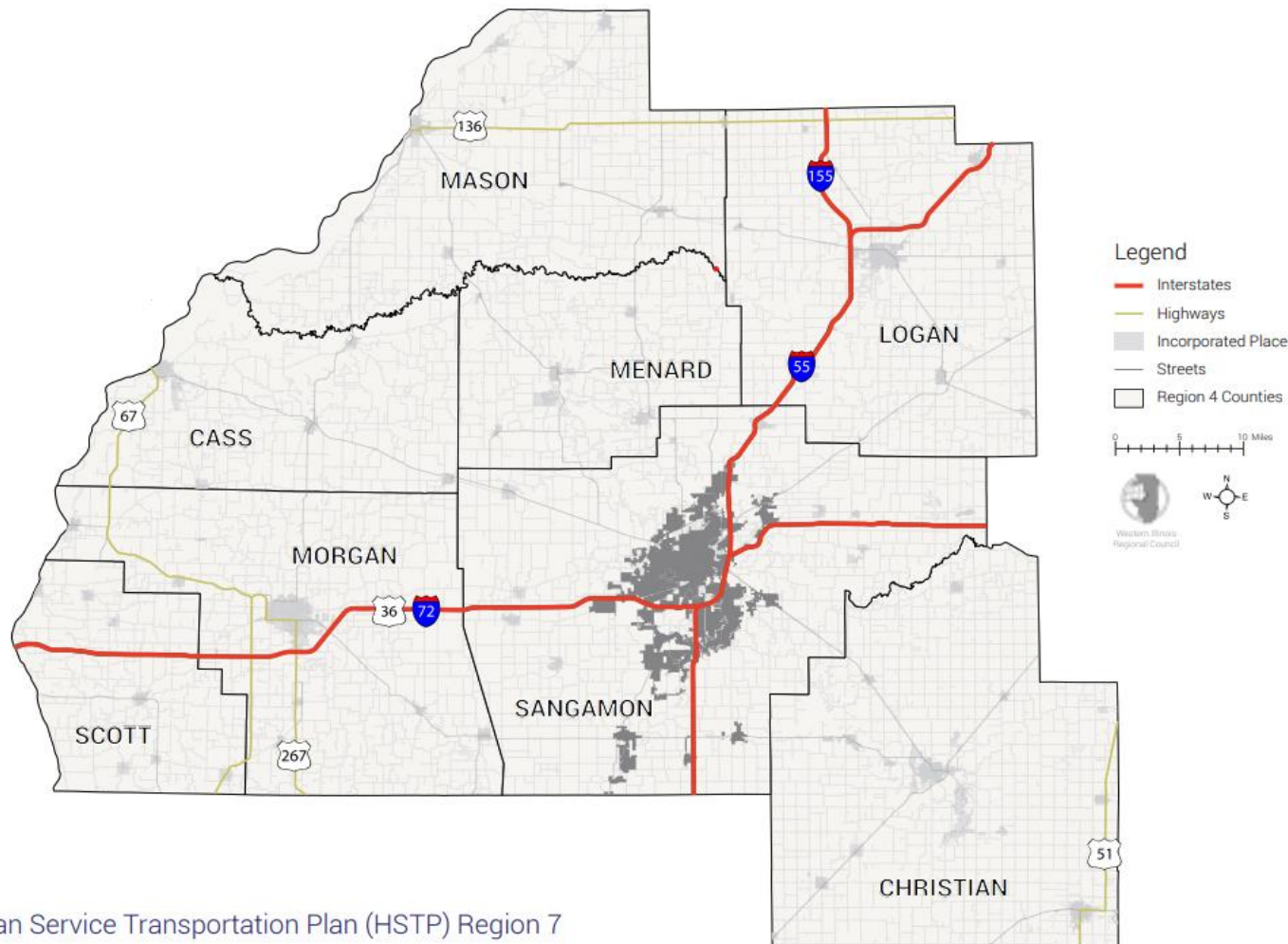
Human service agencies serve vital direct-service roles for their consumers, and aside from community outing trips, these agencies provide transportation out of necessity to get consumers to and from services. In an ideal situation, service agencies would spend their time solely providing direct-service,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

2 **Existing Conditions**

Purpose and Mission

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

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



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

Policy and Technical Committees

The Region 7 Policy and Technical Committees are responsible for the approval and adoption of this plan as it relates to the counties of Cass, Christian, Logan, Mason, Menard, Morgan, Sangamon, and Scott in Western Illinois. These committees are governed by bylaws which were first established as operating procedures in 2007 before being adopted as bylaws in 2011 per suggestion from IDOT, and most recently updated in 2020.

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

Representation

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

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

- Scott County Board.

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

Rural Public Transportation Providers - 5311 Recipients

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

Human Service Agencies - 5310 Recipients

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

Other Voting Members

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

Table 2-1: Technical Committee Representation

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

EXISTING CONDITIONS: POLICY AND TECHNICAL COMMITTEES

Stakeholders

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

Coordination and Planning Process

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

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

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

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

During the quarterly meeting in March of 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 7 HSTP.

Public Participation Efforts

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

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

Representation

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

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

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

Three 5311 agencies (SHOW BUS Public Transportation, Sangamon Menard Area Regional Transit, and West Central Mass Transit District) distributed surveys along with one human service agency (Menard County Senior Transportation).

Study Area Demographics

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

- Youth (0 to 17 years);
- Older Adults (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 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: Virginia (Cass County), Taylorville (Christian County), Lincoln (Logan County), Havana (Mason County), Petersburg (Menard County), Jacksonville (Morgan County), Springfield (Sangamon County), and Winchester (Scott County).

Age

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

Region 7 has a population of 71,783 youth, making up 21.5 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 200,619 adults age 18 to 59 account for 60.0 percent of the total Region 7 population. This comes in lower than the state and national levels, 61.9 percent and 61.5 percent respectively. Older adults account for 18.6 percent (62,149) of the regions population (334,551). Older adults make up 15.7 percent of the population in Illinois, and 16.0 percent of the United States population.

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

County	Total Population	Youth Population	Youth Percent of Total	Adult Population	Adult Percent of Total	Older Adult Population	Older Adult Percent of Total
Cass	12,324	3,008	24.4%	7,123	57.8%	2,193	17.8%
Christian	32,705	6,550	20.0%	19,711	60.3%	6,444	19.7%
Logan	28,818	5,527	19.2%	18,037	62.6%	5,254	18.2%
Mason	13,486	2,781	20.6%	7,680	57.0%	3,025	22.4%
Menard	12,261	2,742	22.4%	7,126	58.1%	2,393	19.5%
Morgan	34,012	6,486	19.1%	20,717	60.9%	6,809	20.0%
Sangamon	195,963	43,628	22.3%	117,340	59.9%	34,995	17.9%
Scott	4,982	1,061	21.3%	2,885	57.9%	1,036	20.8%
Region 7	334,551	71,783	21.5%	200,619	60.0%	62,149	18.6%
Illinois	12,716,164	2,855,433	22.5%	7,870,305	61.9%	1,990,426	15.7%
United States	326,569,308	73,296,738	22.4%	200,909,753	61.5%	52,362,817	16.0%

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

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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

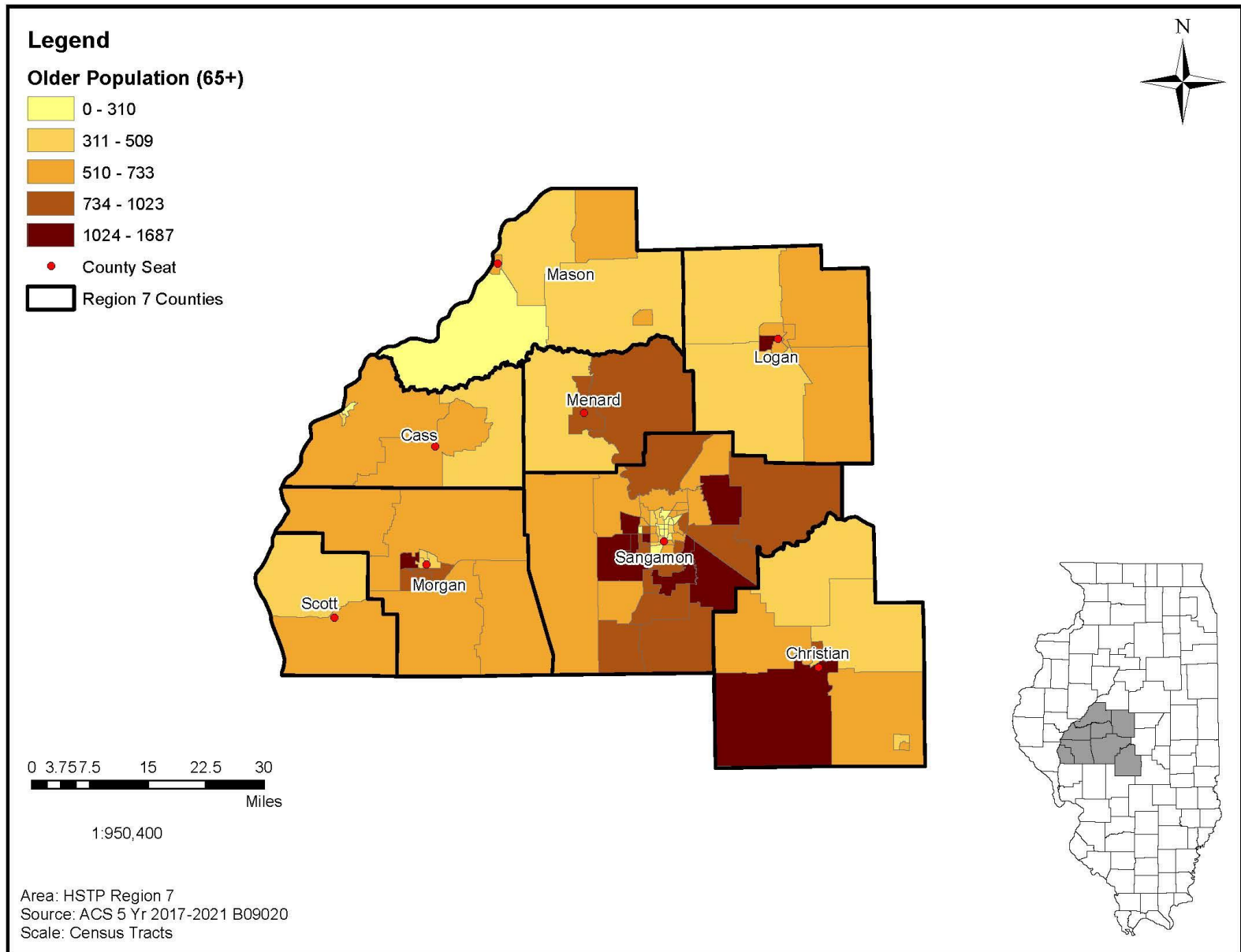
Map 3 Illustrates the number of older adults, age 60 and older, by census tract within Region 7. In some counties, the largest groups of adults are located around the county seat: Taylorville (Christian), Lincoln (Logan), Havana (Mason), Jacksonville (Morgan), and Winchester (Scott); this pattern is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

Population with Disabilities

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

Region 7 has 46,940 individuals living with at least one disability, making up 14.0 percent of the total population. This percentage is higher than that of the state (11.2 percent), and relates closer to the national average (12.7 percent). In Region 7, 5.4 percent of youth (3,883 individuals), 12.3 percent of adults age 18 to 64 (22,922), and 32.4 percent of older adults 65 and over (20,135) 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.

Mason and Morgan Counties have the largest percentage of total individuals living with a disability. Mason County has a significant population of youth living with a disability (10.0 percent), while the remaining counties range from 2.2 percent to 10.0 percent. Morgan County at 15.8 percent, has the highest percentage of adults age 18 to 64 living with a disability. Cass and Scott Counties has the lowest percentage of individuals with a disability in this age group (10.0 percent). Cass County has the largest proportion of older adults 65 and over living with a disability (43.2 percent) followed by Mason County (37.2 percent). Sangamon County has the smallest proportion (32.6 percent) of older adults living with a disability.



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

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

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

Table 2-3: Population with at Least One Disability

County	Total Population	Population with a Disability	Percent of Total
Cass	12,324	1,693	13.9%
Christian	32,705	4,205	13.5%
Logan	28,818	3,940	13.3%
Mason	13,486	2,403	18.1%
Menard	12,261	1,795	14.8%
Morgan	34,012	5,468	17.1%
Sangamon	195,963	26,770	13.8%
Scott	4,982	666	13.5%
Region 7	334,551	46,940	14.0%
Illinois	12,716,164	1,404,151	11.2%
United States	326,569,308	40,786,461	12.7%

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

County	Youth Population	Population with a Disability	Percent of Youth
Cass	3,008	81	2.7%
Christian	6,550	141	2.2%
Logan	5,527	360	6.5%
Mason	2,781	278	10.0%
Menard	2,742	259	9.5%
Morgan	6,486	298	4.6%
Sangamon	43,628	2,423	5.6%
Scott	1,061	43	4.0%
Region 7	71,783	3,883	5.4%
Illinois	2,855,433	100,328	3.5%
United States	73,296,738	3,166,556	4.3%

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

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

County	Adult Population	Population with a Disability	Percent of Adults
Cass	7,123	712	10.0%
Christian	19,711	1,920	10.5%
Logan	18,037	1,867	12.2%
Mason	7,680	1,051	13.8%
Menard	7,126	768	10.9%
Morgan	20,717	3,053	15.8%
Sangamon	117,340	13,263	11.4%
Scott	2,885	288	10.0%
Region 7	200,619	22,922	11.4%
Illinois	7,870,305	677,339	8.7%
United States	200,909,753	20,231,217	10.3%

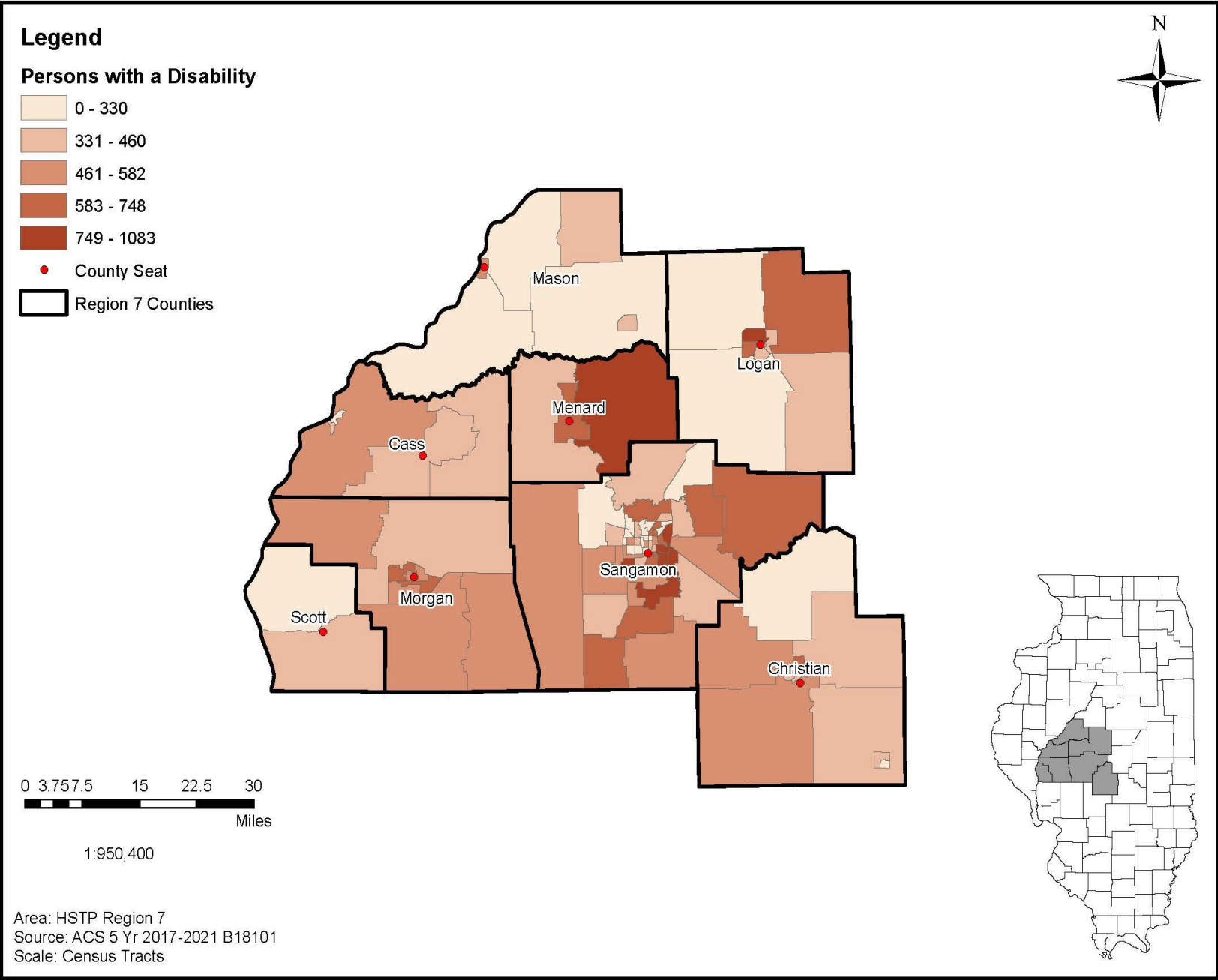
Table 2-6: Population with at Least One Disability (65 Years +)

County	Older Adult Population	Population with a Disability	Percent of Older Adults
Cass	2,193	900	43.2%
Christian	6,444	2,144	34.4%
Logan	5,254	1,713	35.0%
Mason	3,025	1,074	37.2%
Menard	2,393	768	33.2%
Morgan	6,809	2,117	34.1%
Sangamon	34,995	11,084	32.6%
Scott	1,036	335	33.9%
Region 7	62,149	20,135	32.4%
Illinois	1,990,426	626,484	32.5%
United States	52,362,817	17,388,688	34.1%

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.

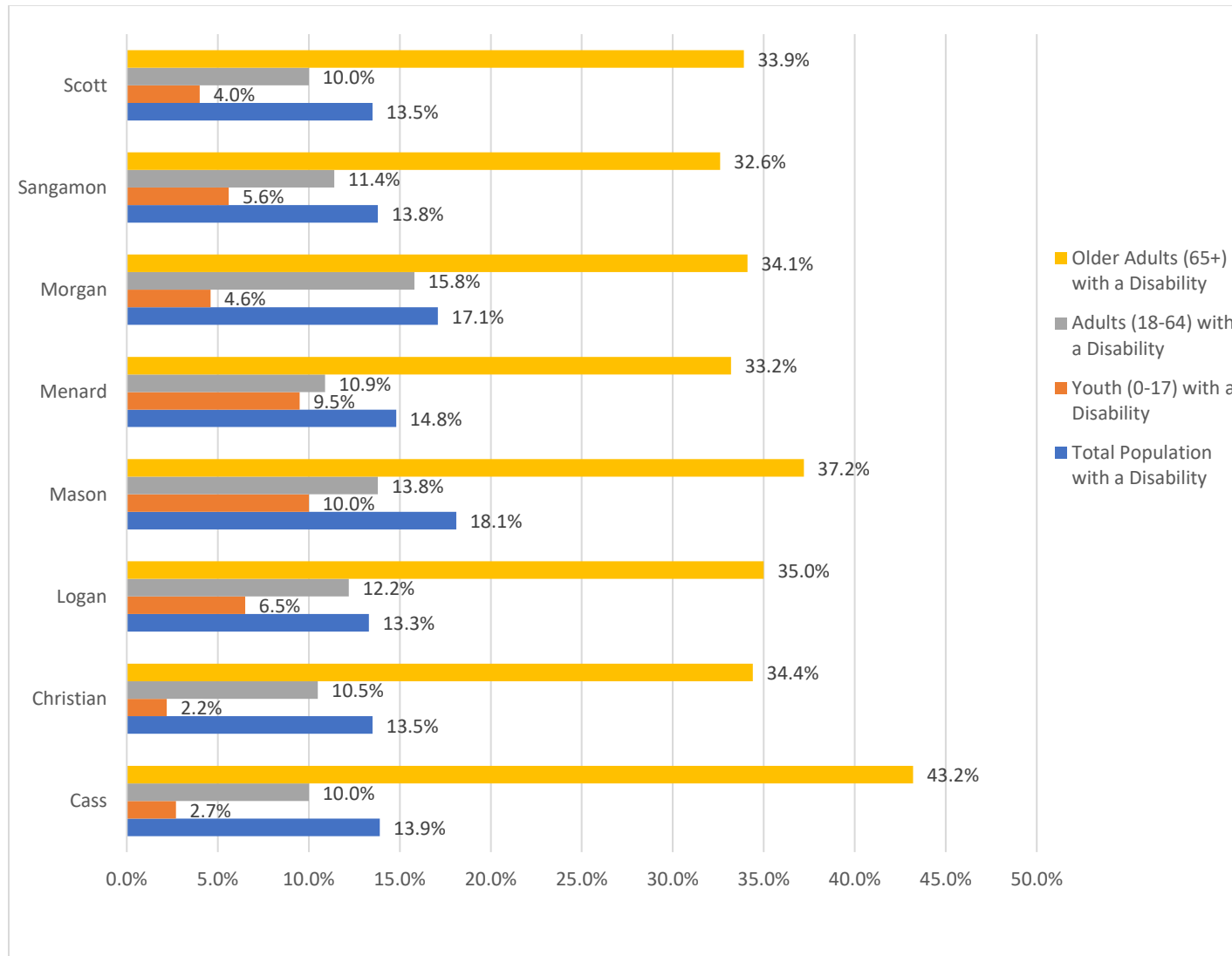
EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS



Map 4 Distribution of Persons with a Disability

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Figure 1 Percentage of Individuals with a Disability by Age



Source: U.S. Census Bureau: 2017-2022 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 householders, the age of the householder are all input variables that influence the poverty threshold. The poverty determination is independent of regional cost of living variances. Household income and size factors are also not affected by the income or presence of any unrelated individuals in the residence. If a household is considered

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

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

Table 2-7: Population Living Below Poverty Level

County	Total Population	Population Below Poverty	Percent of Total
Cass	12,324	1,838	12.9%
Christian	32,705	3,299	12.0%
Logan	28,818	2,515	7.9%
Mason	13,486	2,059	13.6%
Menard	12,261	923	11.2%
Morgan	34,012	4,043	13.4%
Sangamon	195,963	26,859	15.3%
Scott	4,982	601	14.4%
Region 7	334,551	42,137	12.6%
Illinois	12,716,164	1,488,670	13.5%
United States	326,569,308	40,910,326	14.6%

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

County	Youth Population	Population Below Poverty	Percent of Youth
Cass	3,008	542	18.2%
Christian	6,550	821	12.7%
Logan	5,527	739	13.5%
Mason	2,781	644	23.2%
Menard	2,742	309	11.4%
Morgan	6,486	1,277	20.2%
Sangamon	43,628	9,085	21.3%
Scott	1,061	202	19.4%
Region 7	71,783	16,173	22.5%
Illinois	2,855,433	454,654	16.2%
United States	73,296,738	12,598,699	17.5%

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

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

County	Adult Population	Population Below Poverty	Percent of Adults
Cass	7,123	1,133	15.9%
Christian	19,711	1,926	9.8%
Logan	18,037	1,444	8.0%
Mason	7,680	1,167	15.2%
Menard	7,126	486	6.8%
Morgan	20,717	2,386	11.5%
Sangamon	117,340	15,484	13.2%
Scott	2,885	330	11.4%
Region 7	200,619	27,139	14.7%
Illinois	7,870,305	864,994	11.0%
United States	200,909,753	23,554,920	11.7%

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

County	Older Adult Population	Population Below Poverty	Percent of Older Adults
Cass	2,193	163	7.8%
Christian	6,444	552	8.9%
Logan	5,254	332	6.8%
Mason	3,025	248	8.6%
Menard	2,393	128	5.5%
Morgan	6,809	380	6.1%
Sangamon	34,995	2,290	6.7%
Scott	1,036	69	7.0%
Region 7	62,149	4,162	6.7%
Illinois	1,990,426	169,022	8.8%
United States	52,362,817	4,756,707	9.3%

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

Region 7 has 42,137 individuals living below the poverty level, making up 12.6 percent of the total population. This is between the state and national levels, 13.5 percent and 14.6 percent respectively. In Region 7, 22.5 percent of youth (16,173 individuals), 14.7 percent of adults age 18 to 64 (27,139), and 6.7 percent of older adults 65 and over (4,162) live below poverty. Poverty status is not available in the same age groupings as other 2017 ACS data, thus the older adult population for poverty refers to individuals 65 and over, rather than 60 and over which is how the HSTP defines older adults for all other purposes.

Sangamon and Scott Counties have the largest percentages of total individuals living below poverty, while Logan County has the smallest percentages (7.9 percent). Mason County has the largest proportion of youth living below poverty (23.2 percent), while Menard County has the lowest percentage (11.4 percent). Cass County, at 15.9 percent, has the highest percentage of adults age 18 to 64 living below poverty followed by Mason County, at 15.2 percent. Menard County has the lowest percentage of adults age 18 to 64 living below poverty at 6.8 percent. Christian County has the largest percentage of older adults 65 and over living below poverty (8.9 percent) while, Menard is the lowest (5.5 percent).

Figure 2 Percentage of Individuals Living Below Poverty by Age

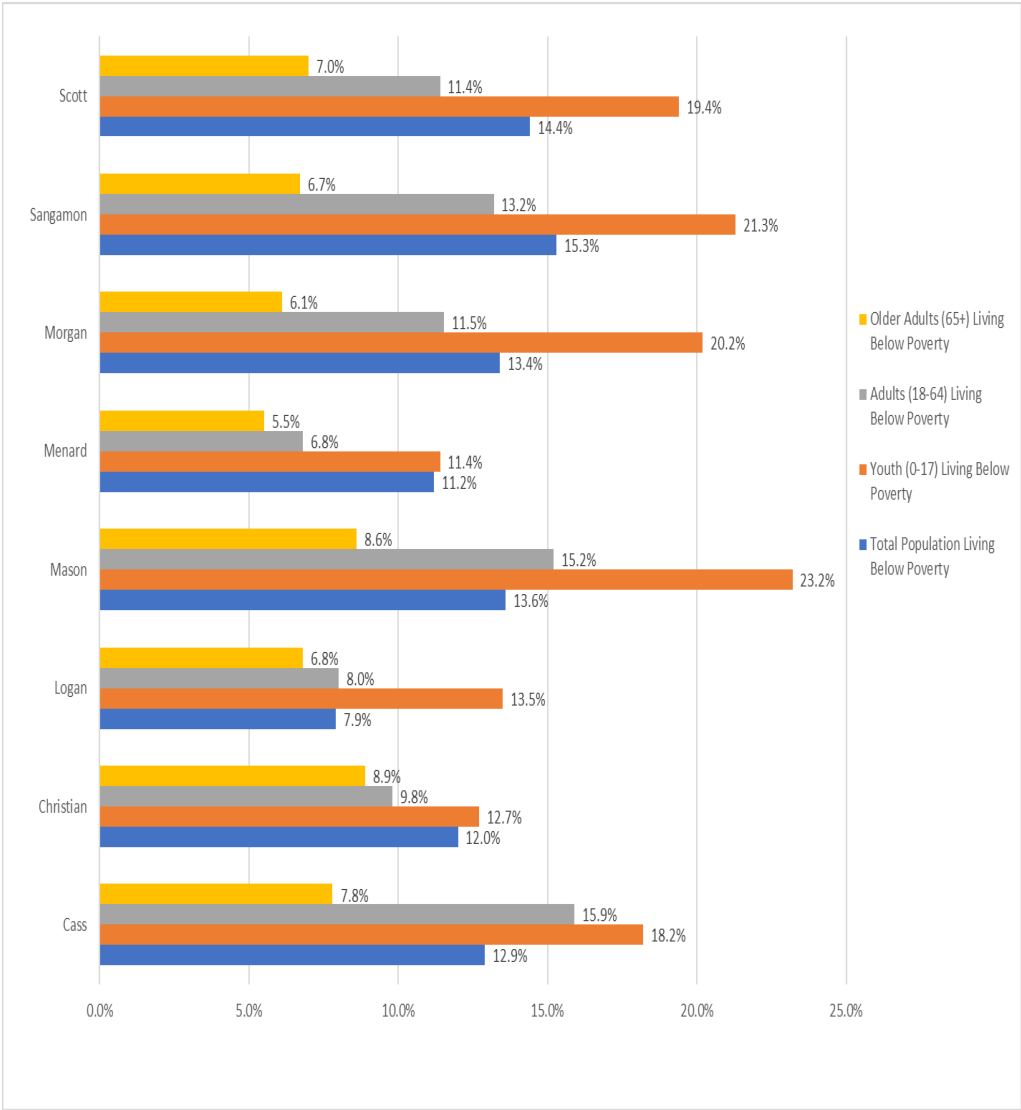
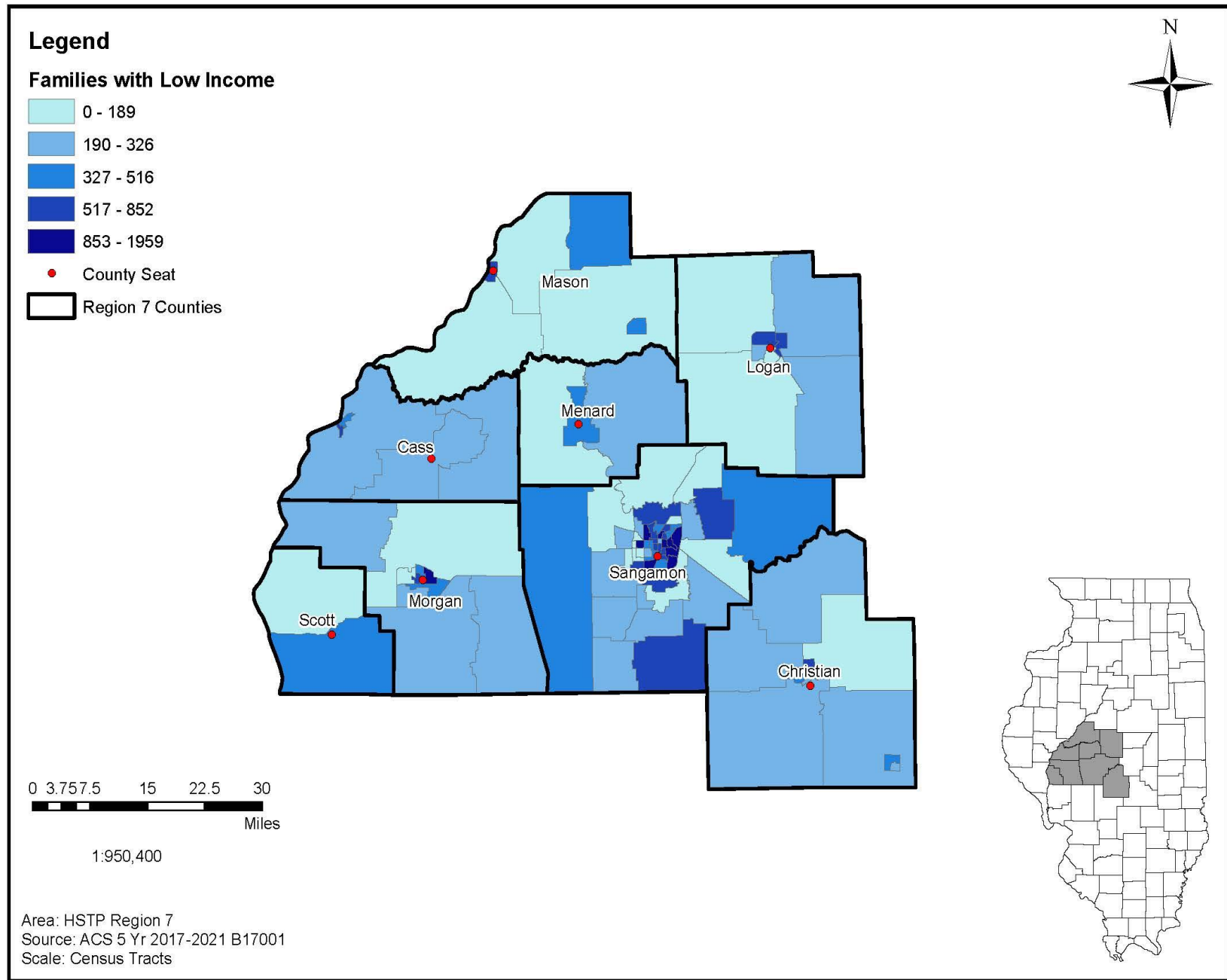


Table 2-7 - Table 2-10: Show the percentage of youth, adults and older adults living below the poverty level and **Figure 2** compares these values.

Poverty data is not currently available at the census tract group level for individuals however census tract group data is available for families.

Map 5 illustrates the number of families below the poverty level by census tract group within Region 7. In most of Region 7 counties, the largest number of families below the poverty level are located adjacent to the county seat: Taylorville (Christian), Lincoln (Logan), Havana (Mason), Petersburg (Menard), and Jacksonville (Morgan). In Sangamon and Scott County the distribution of families below the poverty line are a little more spread out while in Cass County a larger concentration is in Beardstown, along the Illinois River.

Source: U.S. Census Bureau: 2017-2022 ACS 5-year Estimates, Table B17001



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 7 has a total population, 16 years old and over, of 262,477. The total veteran population is 8.2 percent (21,466 individuals) this is considerably higher than both the state and national percentages of 5.6 percent and 7.0 percent, respectively. Menard County has the highest proportion at 11.0 percent (1,038), while Sangamon has the most total veterans, 11,979 (7.9 percent). The lowest proportion of veterans is in Logan County with 7.0 percent of individuals, 16 years and over, being veterans (1,634).

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

Table 2-11: Veteran Population

County	Total Population (Over 16)	Veteran	Percent of Total
Cass	9,297	693	7.5%
Christian	26,149	2,471	9.5%
Logan	23,286	1,634	7.0%
Mason	10,694	1,007	9.4%
Menard	9,482	1,038	11.0%
Morgan	27,496	2,254	8.2%
Sangamon	152,152	11,979	7.9%
Scott	3,921	390	10.0%
Region 7	262,477	21,466	8.2%
Illinois	9,842,595	553,593	5.6%
United States	252,130,477	17,835,456	7.0%

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

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

County	Adult Population	Adult Veterans	Percent of Adults
Cass	9,297	268	2.9%
Christian	26,149	1,244	4.8%
Logan	23,286	747	3.2%
Mason	10,694	407	3.8%
Menard	9,482	422	4.5%
Morgan	27,496	789	2.9%
Sangamon	152,152	5,876	3.9%
Scott	3,921	141	3.6%
Region 7	184,735	9,894	5.4%
Illinois	9,842,595	287,377	2.9%
United States	252,130,477	9,667,749	3.8%

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

County	Older Adult Population	Older Adult Veterans	Percent of Older Adults
Cass	2,193	425	19.4%
Christian	6,444	1,227	19.0%
Logan	5,254	887	16.9%
Mason	3,025	600	19.8%
Menard	2,393	616	25.7%
Morgan	6,809	1,465	21.5%
Sangamon	34,995	6,103	17.4%
Scott	1,036	249	24.0%
Region 7	62,149	11,572	18.6%
Illinois	1,990,426	301,573	15.2%
United States	52,362,817	8,915,189	17.0%

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 7, 5.4 percent of the adult population, 18 to 64 years, are considered veterans, this percentage is higher than both the state (2.9 percent) and the national (3.8 percent) percentages. Christian and Menard Counties have the highest proportion of adult veterans with 4.8 percent and 4.5 percent, respectively. While Cass County (2.9 percent) and Logan County (3.2 percent) have the lowest proportions.

The older adult population has considerably higher proportions of veterans compared to the proportion of adults. In Region 7 there are 11,572 individuals who classify as veterans (18.6 percent). The State percentage is lower, at 15.2 percent, and the national percentage is also lower, at 17.0 percent. Within Region 7, Menard County has the highest proportions of older adult veterans (25.7 percent). The counties with the lowest percentages, Logan and Sangamon Counties, are 16.9 percent and 17.4 percent, respectively.

Figure 3 Percentage of Veteran Population by Age

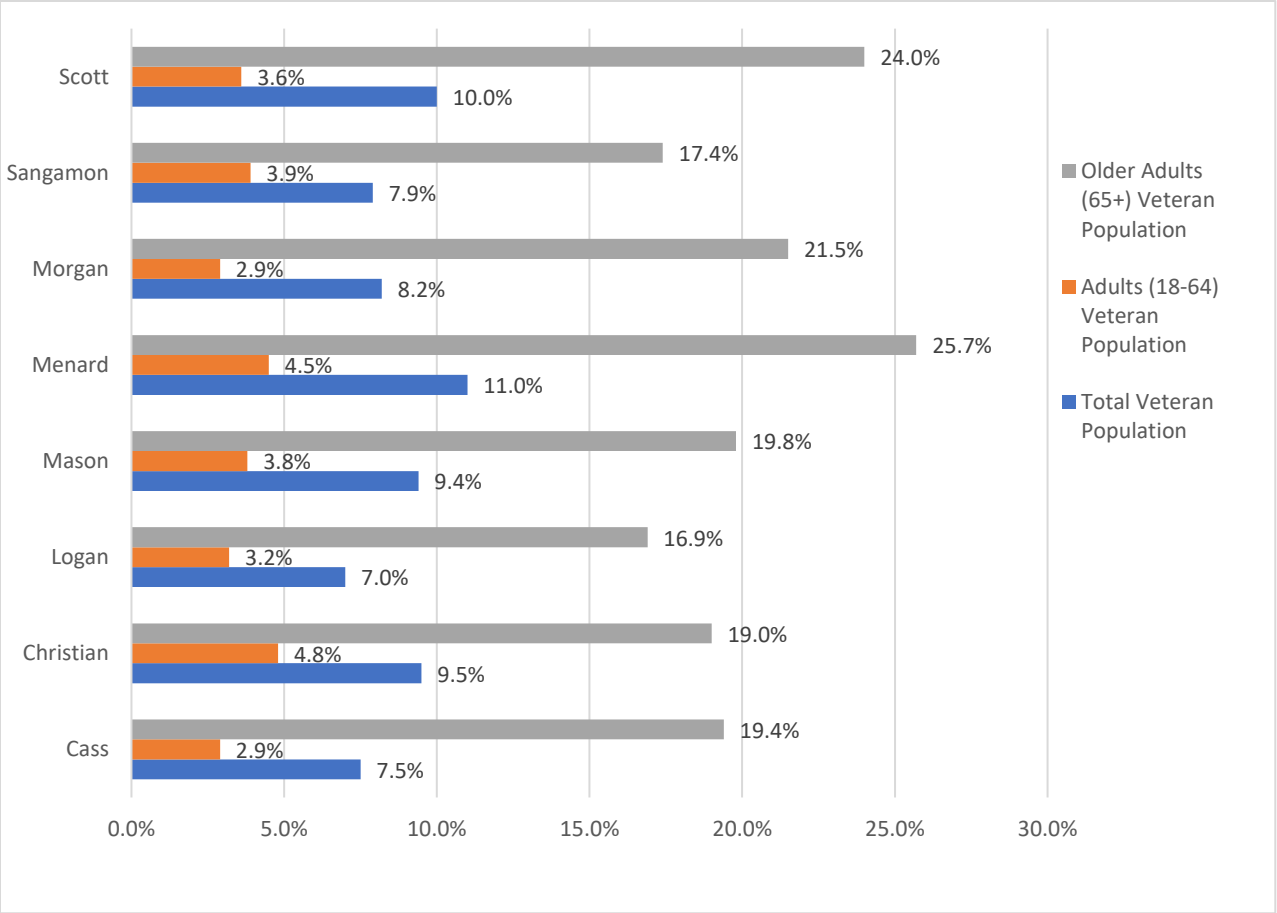
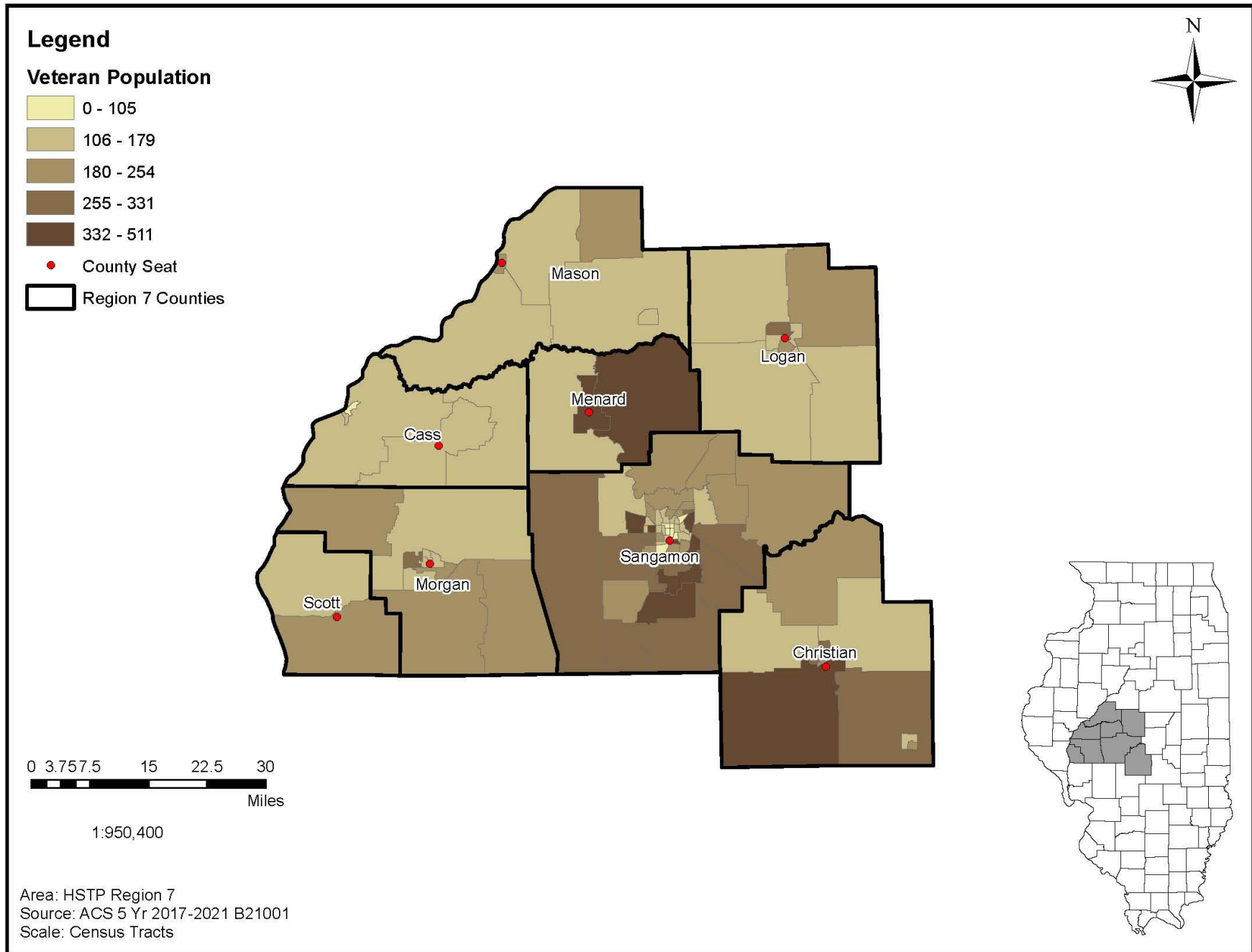


Table 2-11 - Table 2-13: Show the percentage of adults and older adults who are veterans and **Figure 3** compares these values.

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

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



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, 9,758 of the 140,757 households in Region 7 (6.9 percent) do not own a vehicle, detailed by county in **Table 2-14**. Region 7 has a much lower proportion of zero-vehicle households than Illinois and the United States, 10.8 percent and 8.8 percent respectively.

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

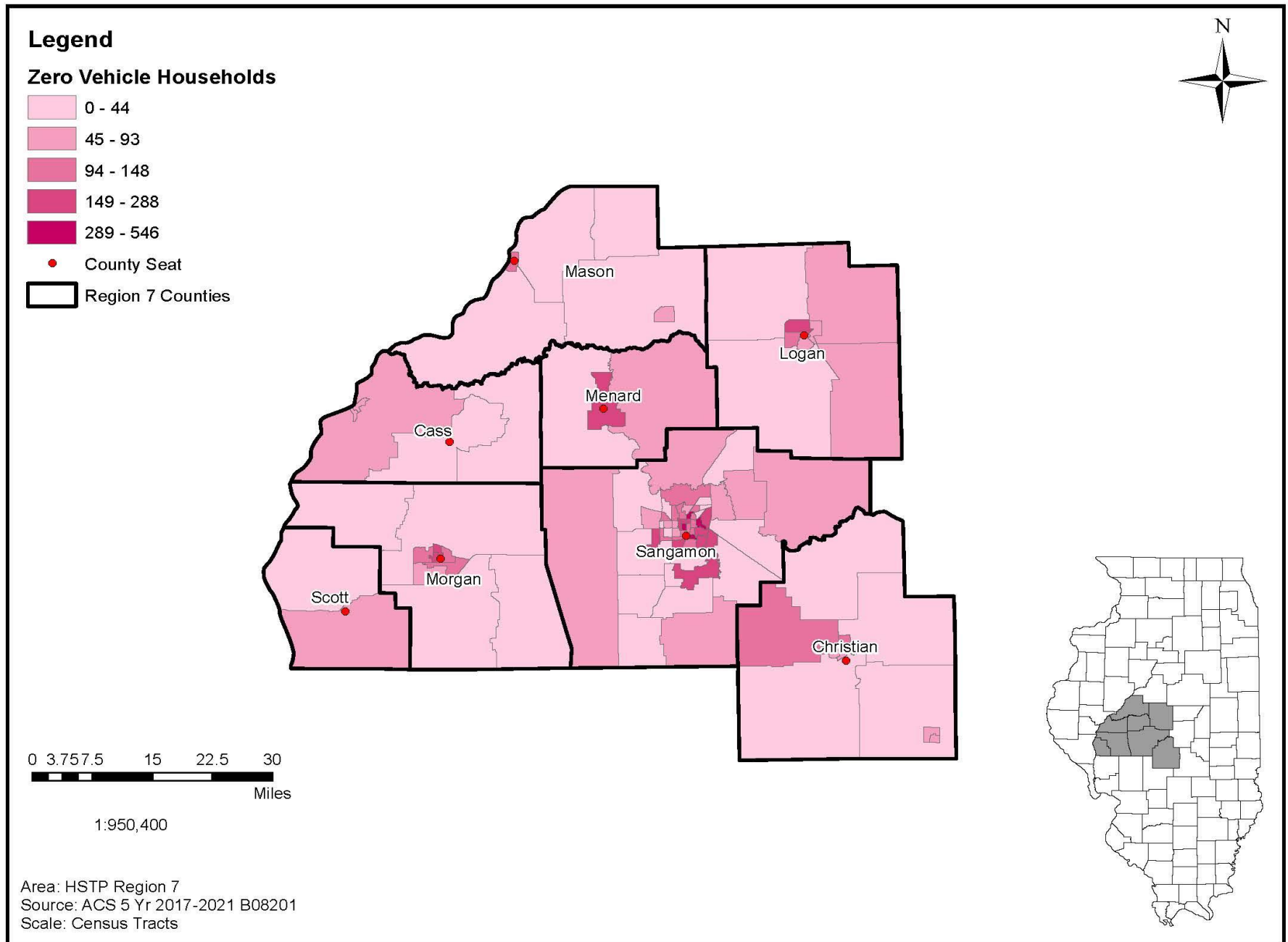
One limitation of this data is that it does not account for households in which multiple adults share a vehicle. Individuals in that scenario are also more likely to rely on transportation services when carpooling is not feasible. In addition, reliability of the personal vehicle is not considered, meaning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

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

Table 2-14: Zero Vehicle Households

County	Total Households	Zero Vehicle Households	Percent Zero Vehicle
Cass	5,068	297	5.9%
Christian	13,977	675	4.8%
Logan	10,958	610	5.6%
Mason	5,917	268	4.5%
Menard	5,211	216	4.2%
Morgan	13,560	1,022	7.5%
Sangamon	84,093	6,599	7.9%
Scott	1,973	71	3.6%
Region 7	140,757	9,758	6.9%
Illinois	4,884,061	519,591	10.7%
United States	122,354,219	10,468,418	8.5%

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



Map 7 Distribution of Zero-Vehicle Households

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Minority Populations

Hispanic/Latino Population

Region 7 has a Hispanic/Latino population of 9,486, making up 2.8 percent of the total population, which is extremely low compared to the state and national percentages (17.2 percent and 18.2 percent respectively). **Table 2-15** shows the demographic totals and percentages for Region 7 by county.

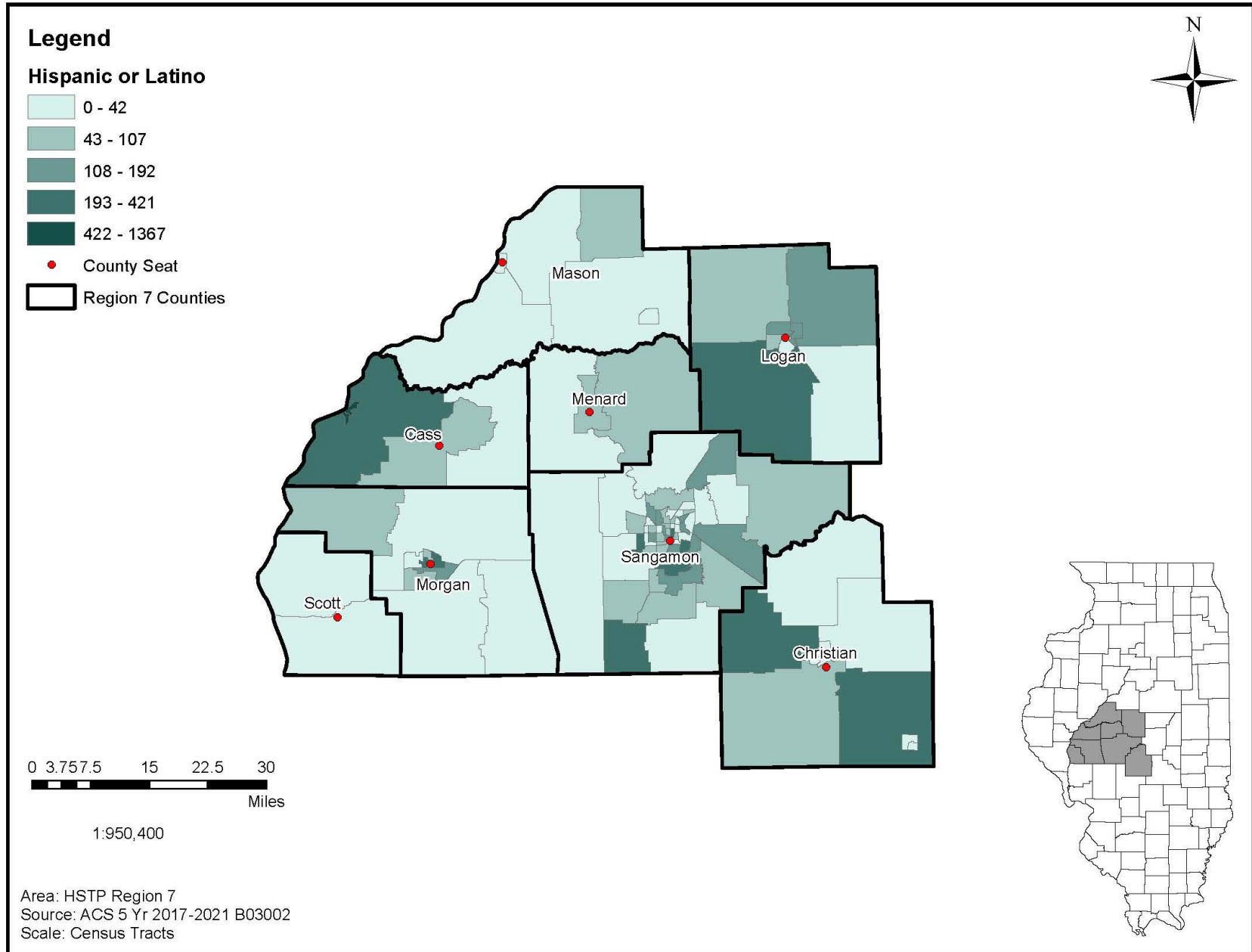
The largest Hispanic/Latino population resides in Sangamon County (4,622) followed by Cass County (2,368), and Logan County (997). In terms of percentage Cass County has the highest at 19.2 percent followed by Logan County (3.5 percent) and Morgan County (2.6 percent). Scott and Mason County has the smallest proportion of Hispanic/ Latino residents at 1.2 percent, followed by Christian and Menard with 1.6 percent respectively.

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

Table 2-15: Hispanic/Latino Population

County	Total Population	Hispanic/Latino Population	Percent of Total
Cass	12,324	2,368	19.2%
Christian	32,705	528	1.6%
Logan	28,818	997	3.5%
Mason	13,486	157	1.2%
Menard	12,261	191	1.6%
Morgan	34,012	878	2.6%
Sangamon	195,963	4,622	2.4%
Scott	4,982	58	1.2%
Region 7	334,551	9,486	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



Map 8 Distribution of Hispanic/Latino Population

EXISTING CONDITIONS: STUDY AREA DEMOGRAPHICS

Black/African American Population

Region 7 has a Black or African American population of 34,453 accounting for 10.3 percent of the total population, which is lower than both the state and national percentages (14.1 percent and 12.6 percent respectively). **Table 2-16** shows the demographic totals and percentages for Region 7 by county.

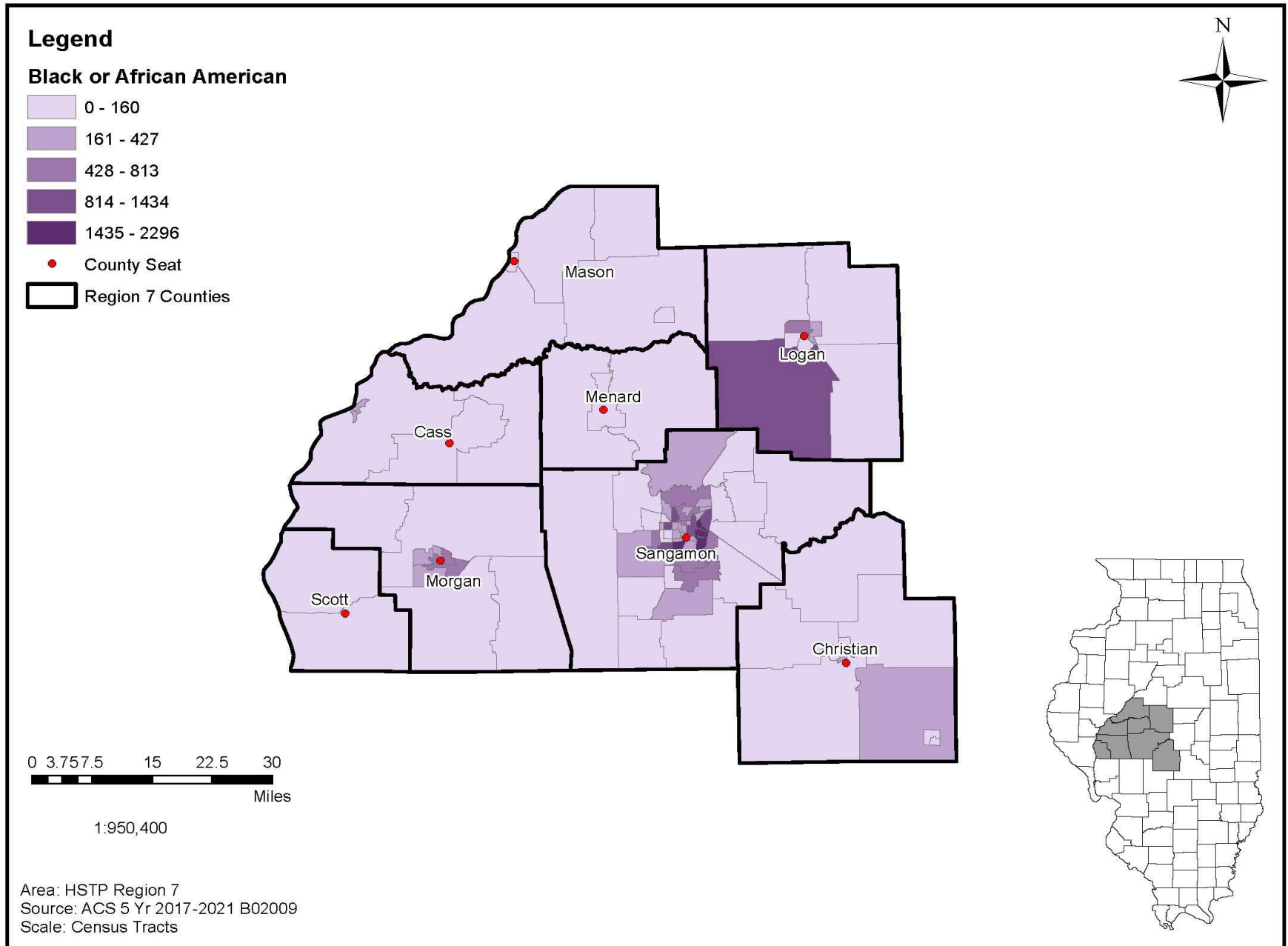
The largest Black or African American population resides in Sangamon County (24,939) followed by Morgan County (2,350). In terms of percentage, Sangamon County has the highest percentage at 12.7 percent followed by Morgan and Logan Counties with 6.9 percent and 7.4 percent, respectively. Mason and Scott Counties have the lowest percentage of Black or African American residents at 0.4 percent, respectively.

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

Table 2-16: Black/African American Population

County	Total Population	Black/African American Population	Percent of Total
Cass	12,324	518	4.2%
Christian	32,705	504	1.5%
Logan	28,818	2,133	7.4%
Mason	13,486	59	0.4%
Menard	12,261	78	0.6%
Morgan	34,012	2,350	6.9%
Sangamon	195,963	24,939	12.7%
Scott	4,982	21	0.4%
Region 7	334,551	34,453	10.3%
Illinois	12,716,164	1,796,660	14.1%
United States	326,569,308	41,227,384	12.6%

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



Map 9 Distribution of Black/African American Population

County Demographics

Cass County

Total Population: 12,324

Total Area: 384 Square Miles

County Seat: Virginia, IL

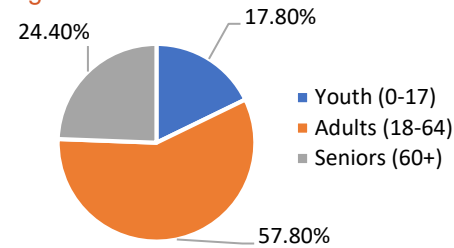


Map 10: Cass County

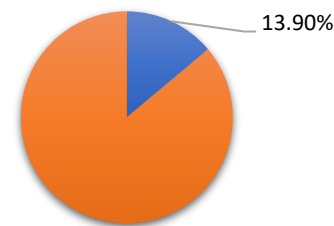
Table 2-17: Cass County Overall Demographics

	Population	Percent
Total Population	12,324	100%
Population with Disabilities	1,693	13.9%
Population living below Poverty Line	1,838	12.9%
Minority Population: Black or African American	518	4.2%
Minority Population: Hispanic or Latino	2,368	19.2%
Veteran Population (Over 18)	693	7.5%

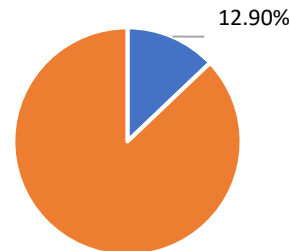
Age Distribution



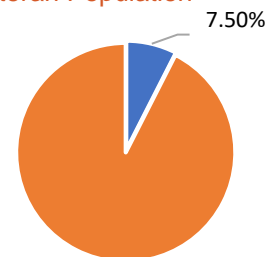
Population with Disabilities



Population Below Poverty Level



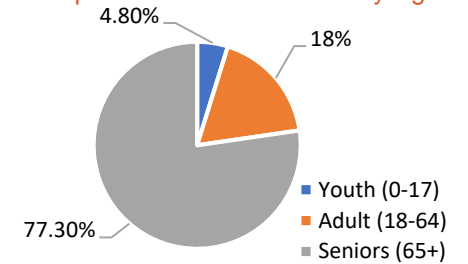
Veteran Population



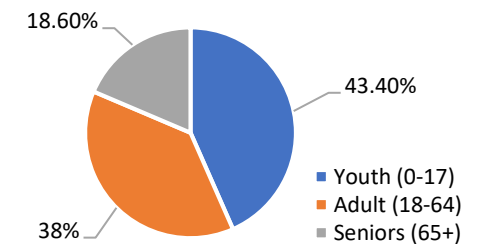
280 Zero Car Households

5,160 Total Households

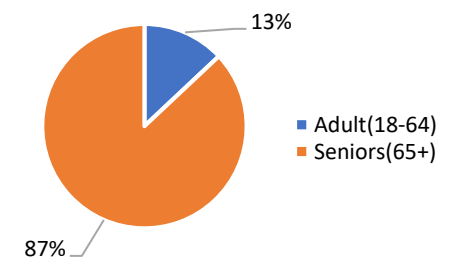
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

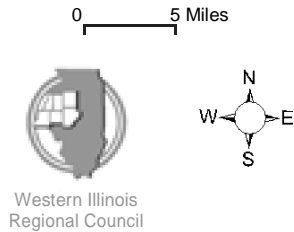
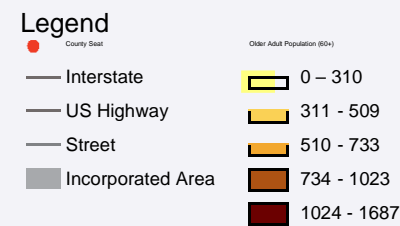
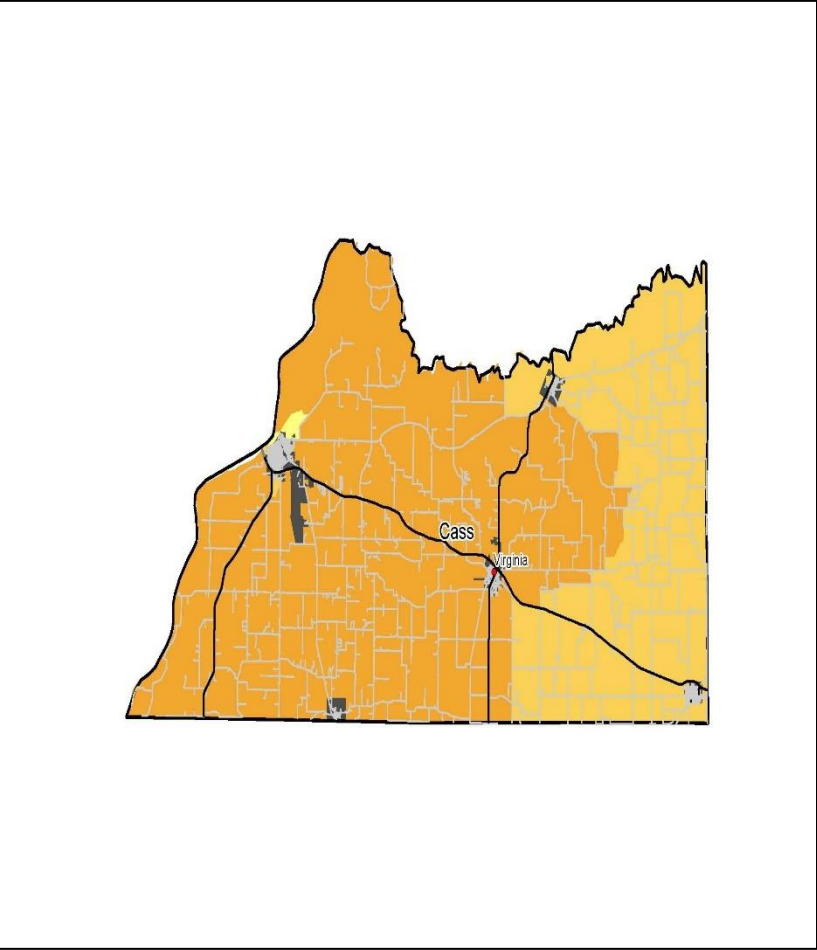
Cass County in Summary

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

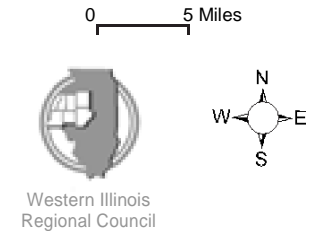
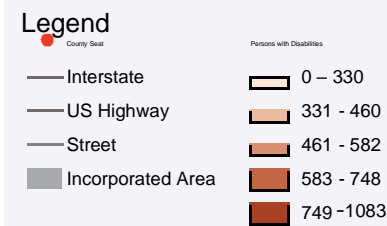
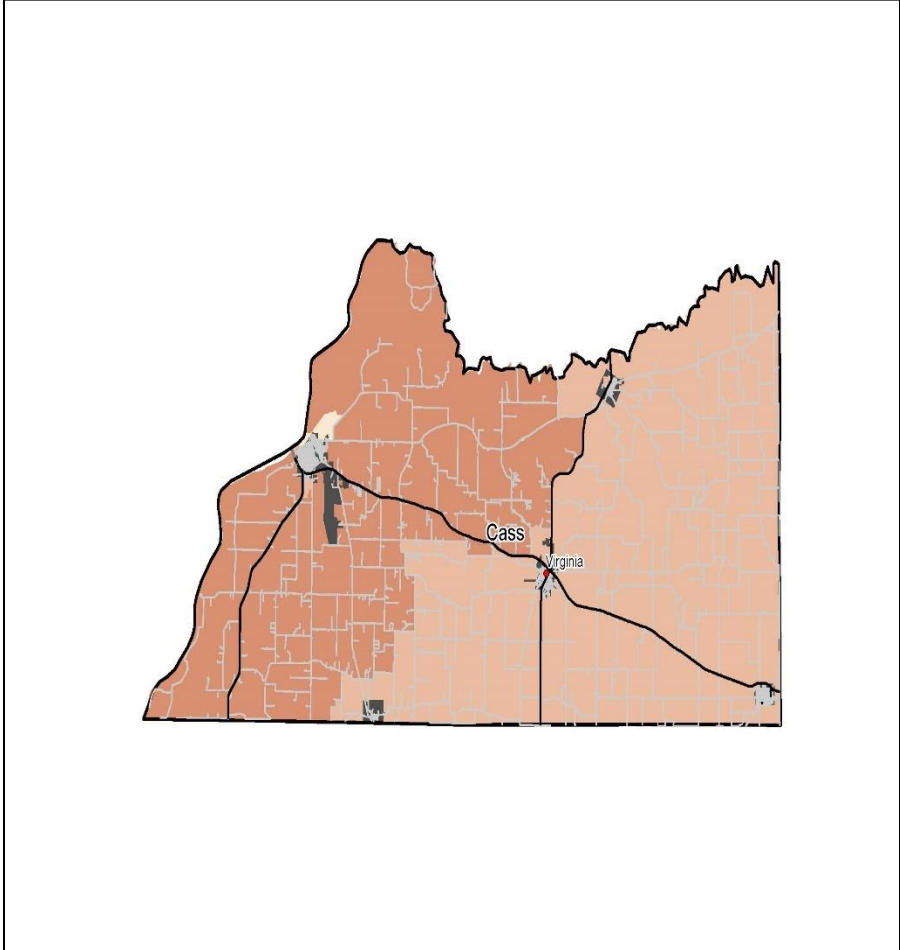
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

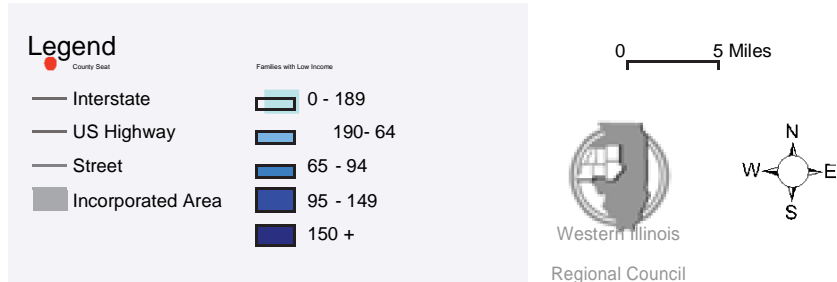
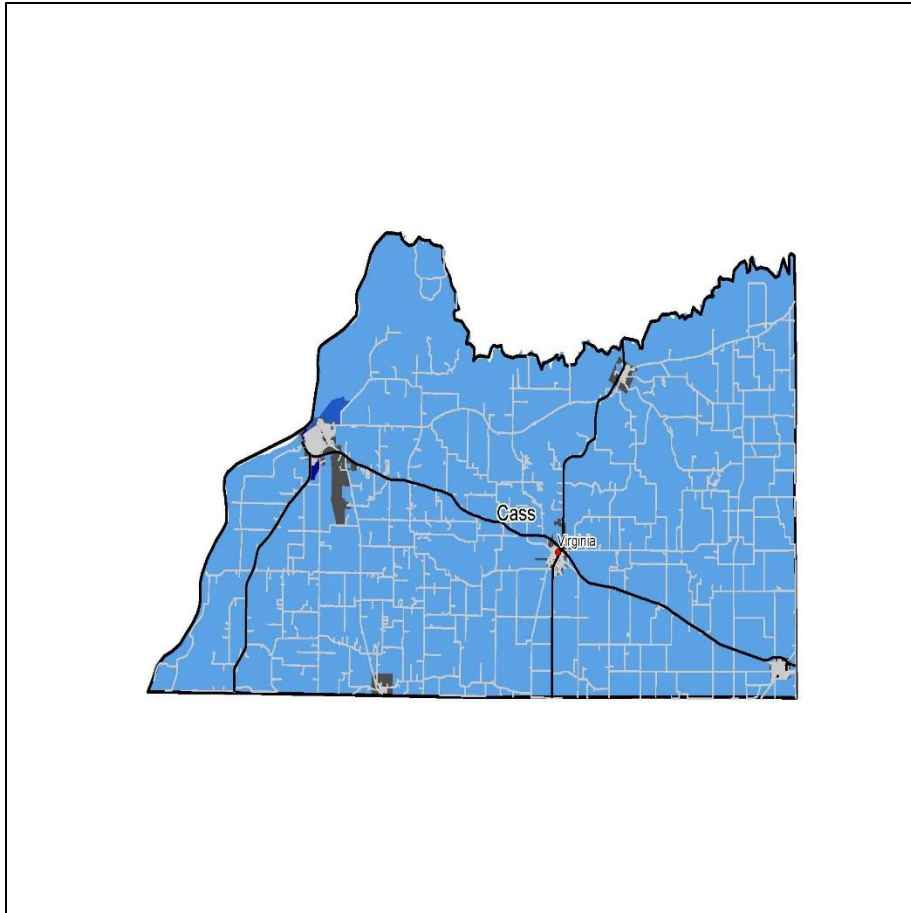


Map 12: Cass County, Persons with a Disability

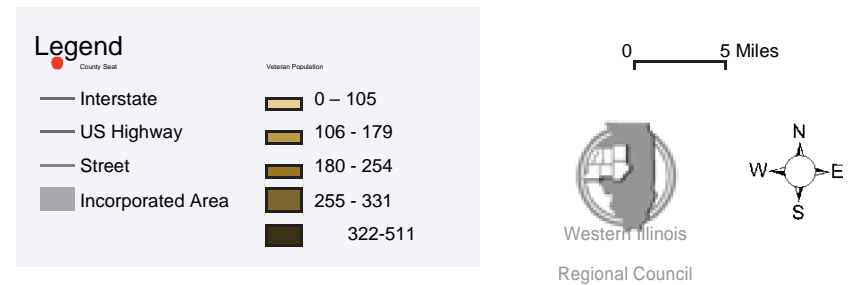


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 13: Cass County, Families with Low Income



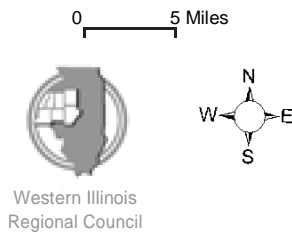
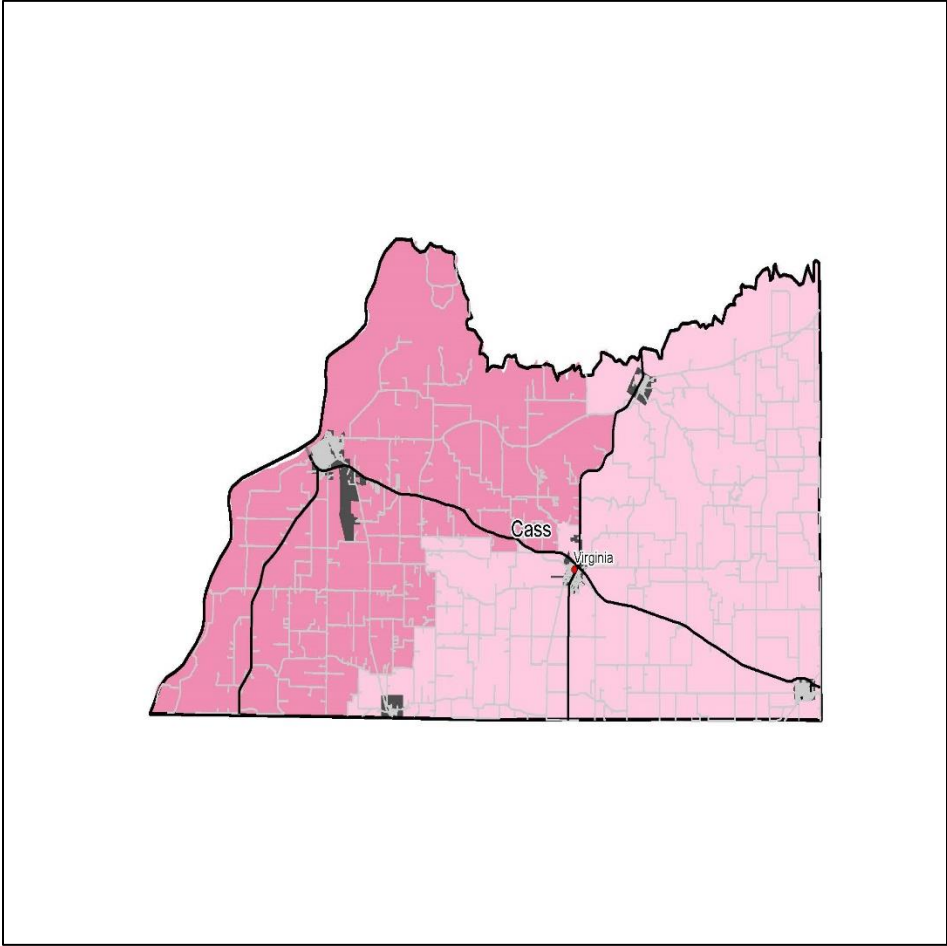
Map 14: Cass County, Veteran Population



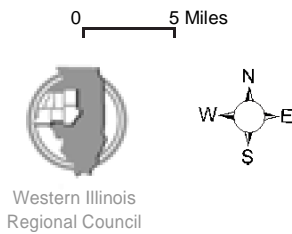
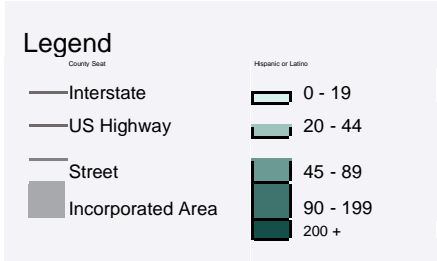
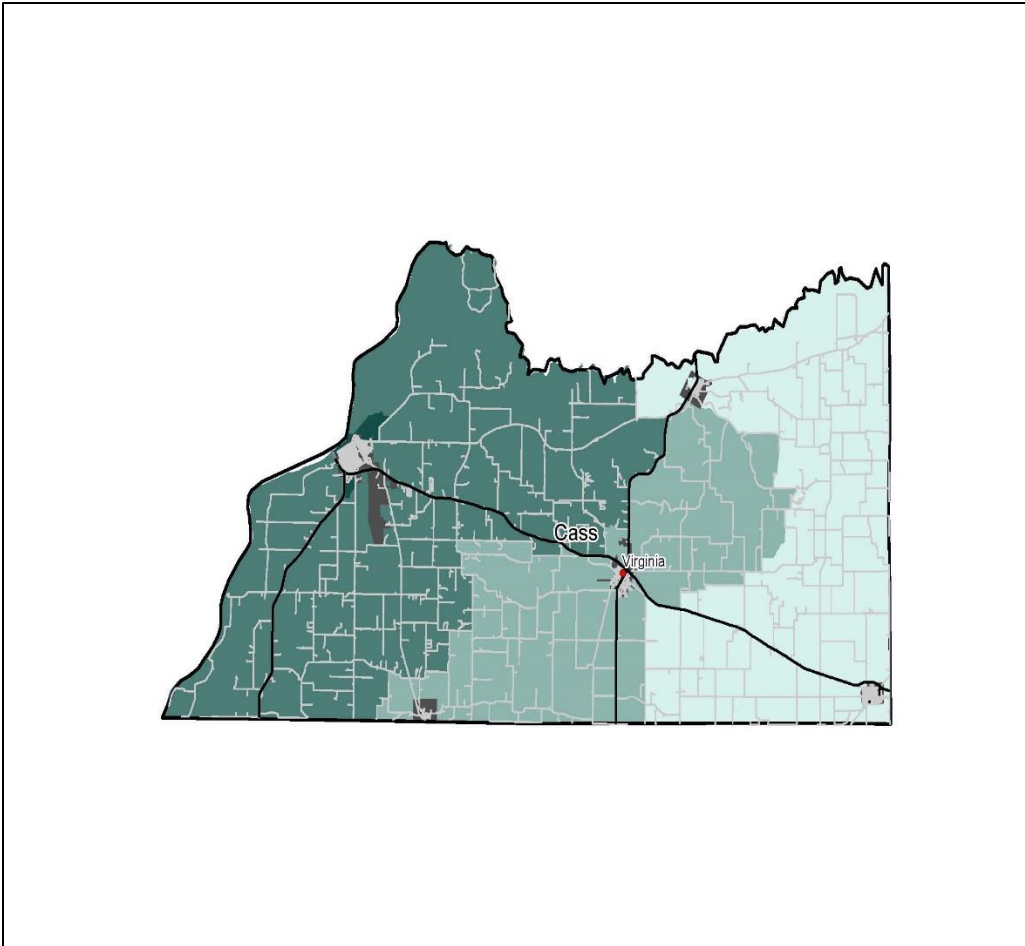
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 15: Cass County, Zero Vehicle Households

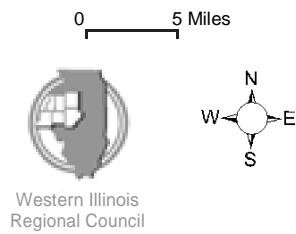
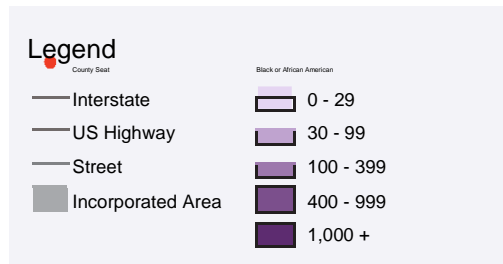
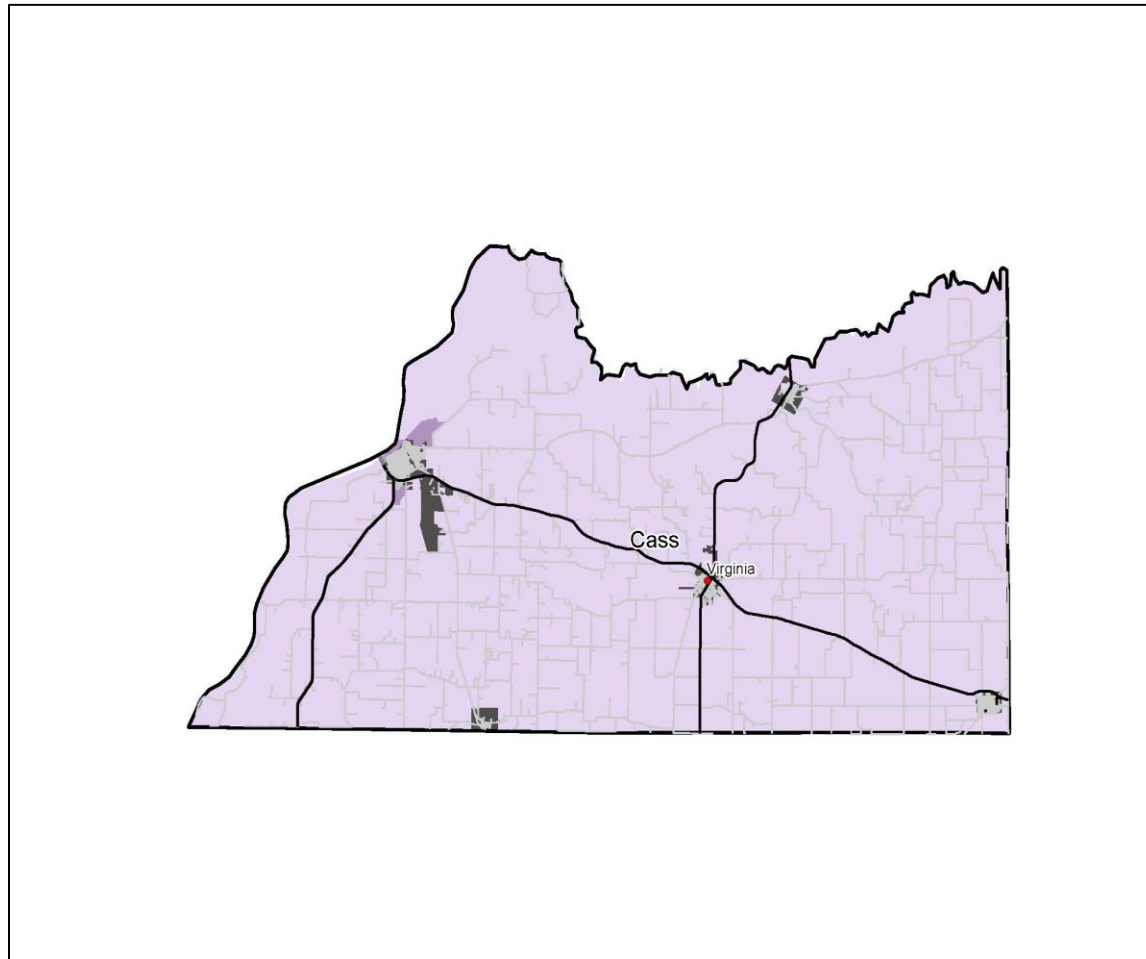


Map 16: Cass County, Hispanic or Latino Population



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

Map 17: Cass County, Black or African American Population



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

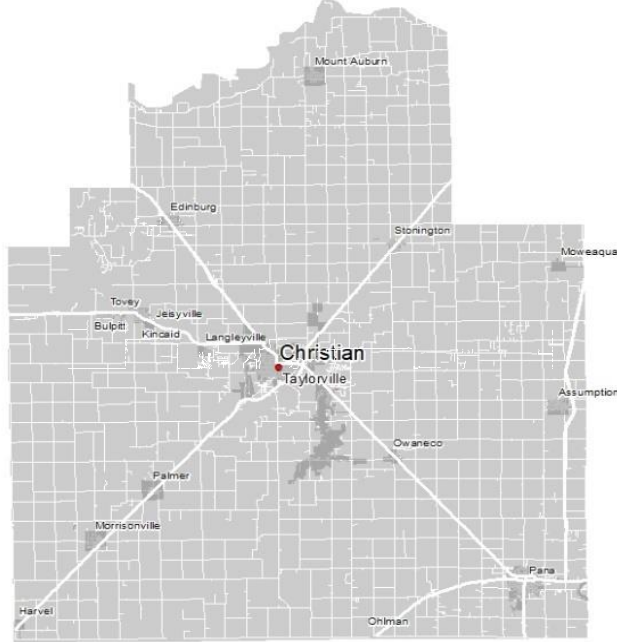
EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Christian County

Total Population: 32,705

Total Area: 716 Square Miles

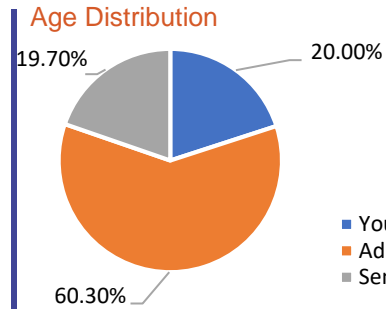
County Seat: Taylorville, IL



Map 18: Christian County

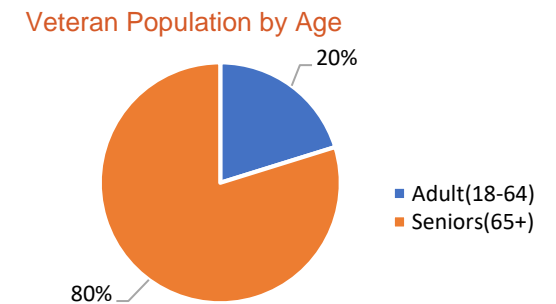
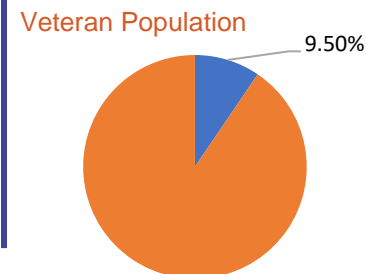
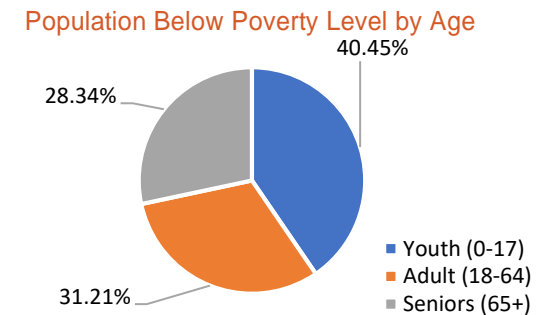
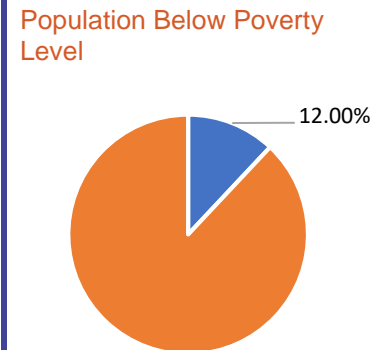
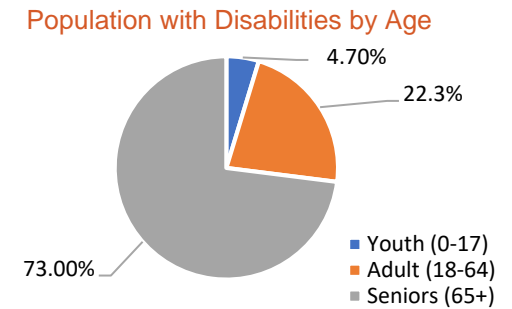
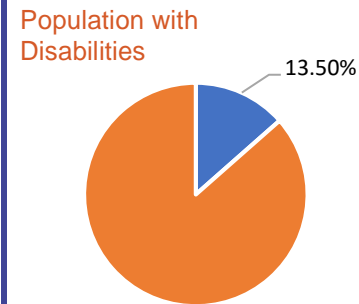
Table 2-18: Christian County Overall Demographics

	Population	Percent
Total Population	32,705	100%
Population with Disabilities	4,205	13.5%
Population living below Poverty Line	3,299	12.0%
Minority Population: Black or African American	504	1.5%
Minority Population: Hispanic or Latino	528	1.6%
Veteran Population (Over 18)	2,471	9.5%



729 Zero Car Households

13,892 Total Households



EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

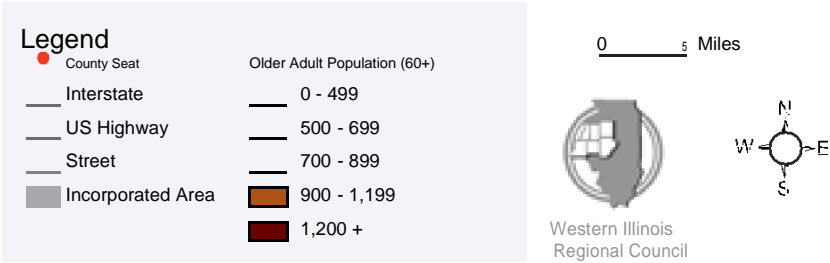
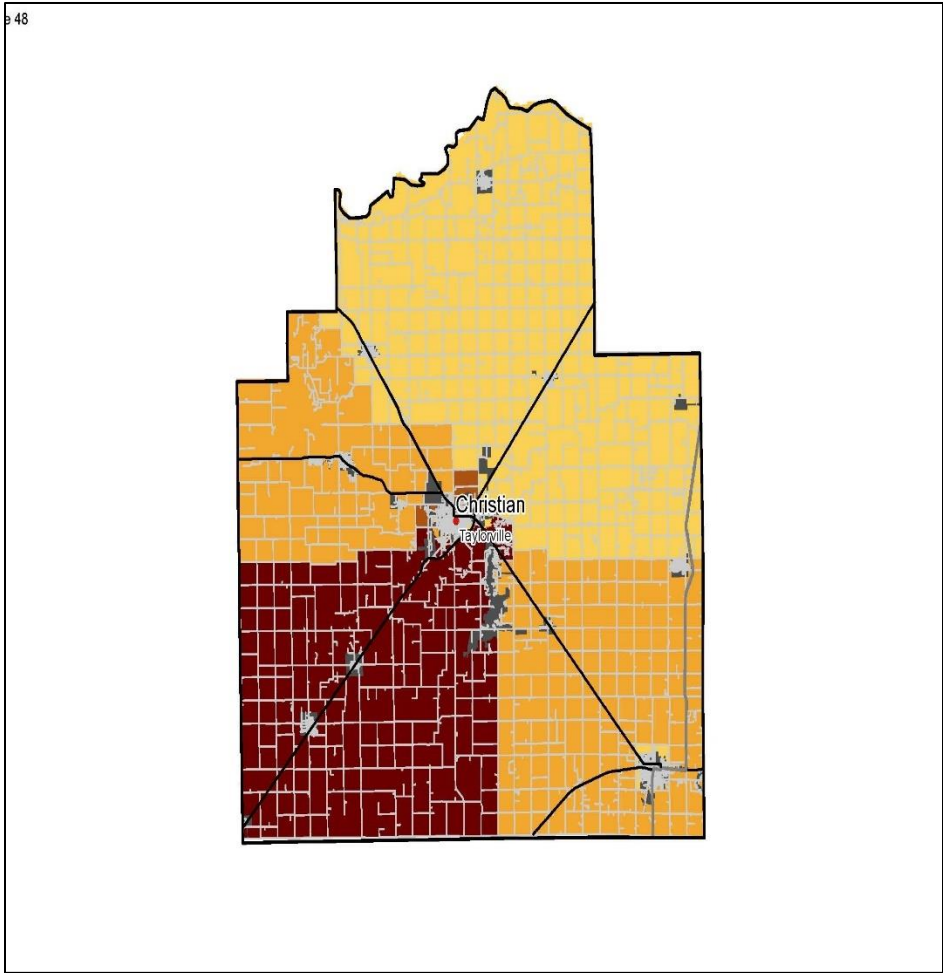
Christian County in Summary

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

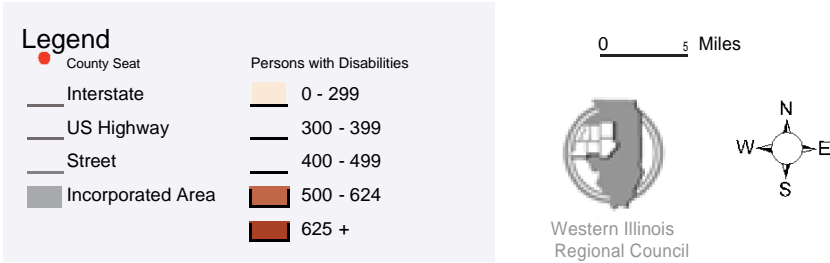
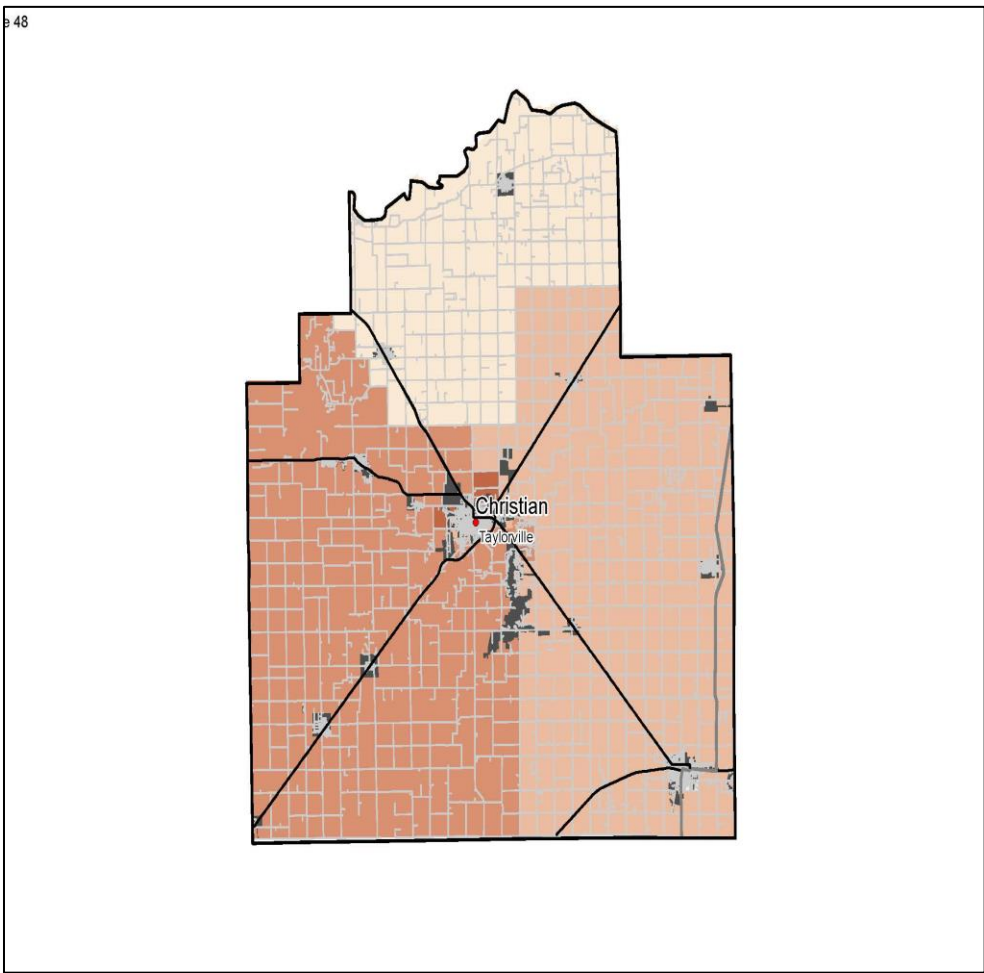
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

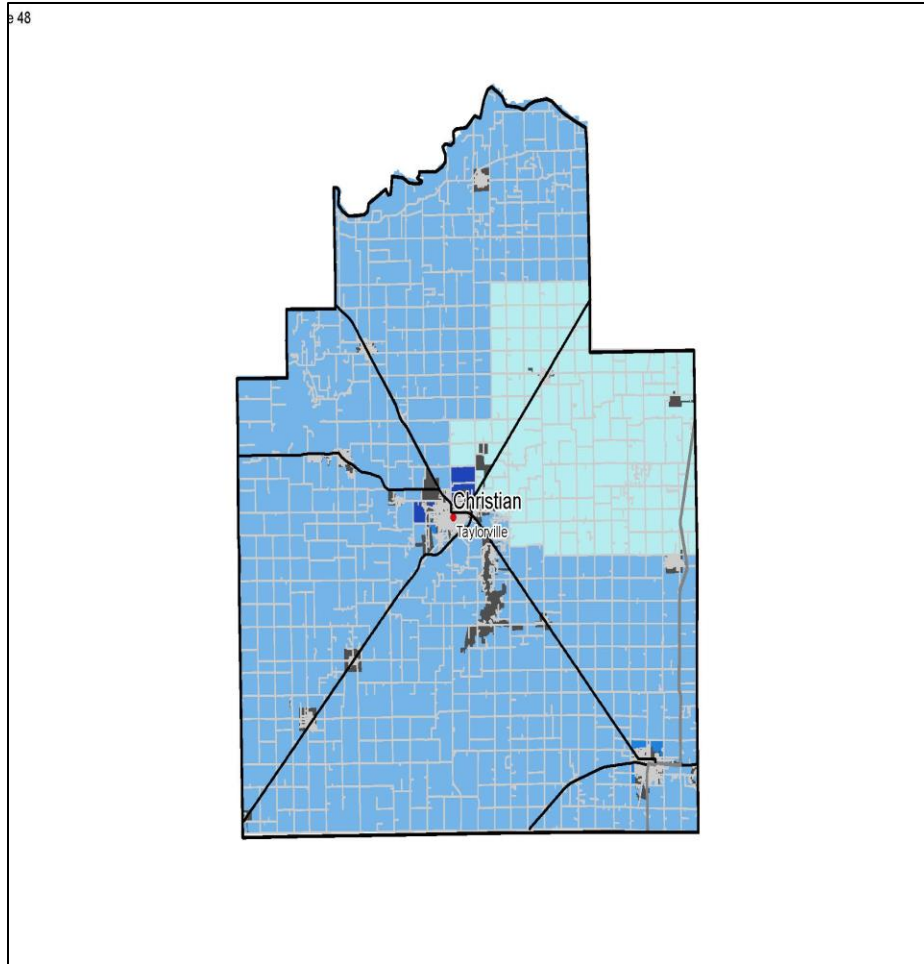


Map 20: Christian County, Persons with a Disability



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

Map 21: Christian County, Families with Low Income



Legend

● County Seat

— Interstate

— US Highway

— Street

■ Incorporated Area

Families with Low Income

0 - 34

35 - 64

65 - 94

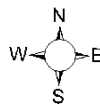
95 - 149

150 +

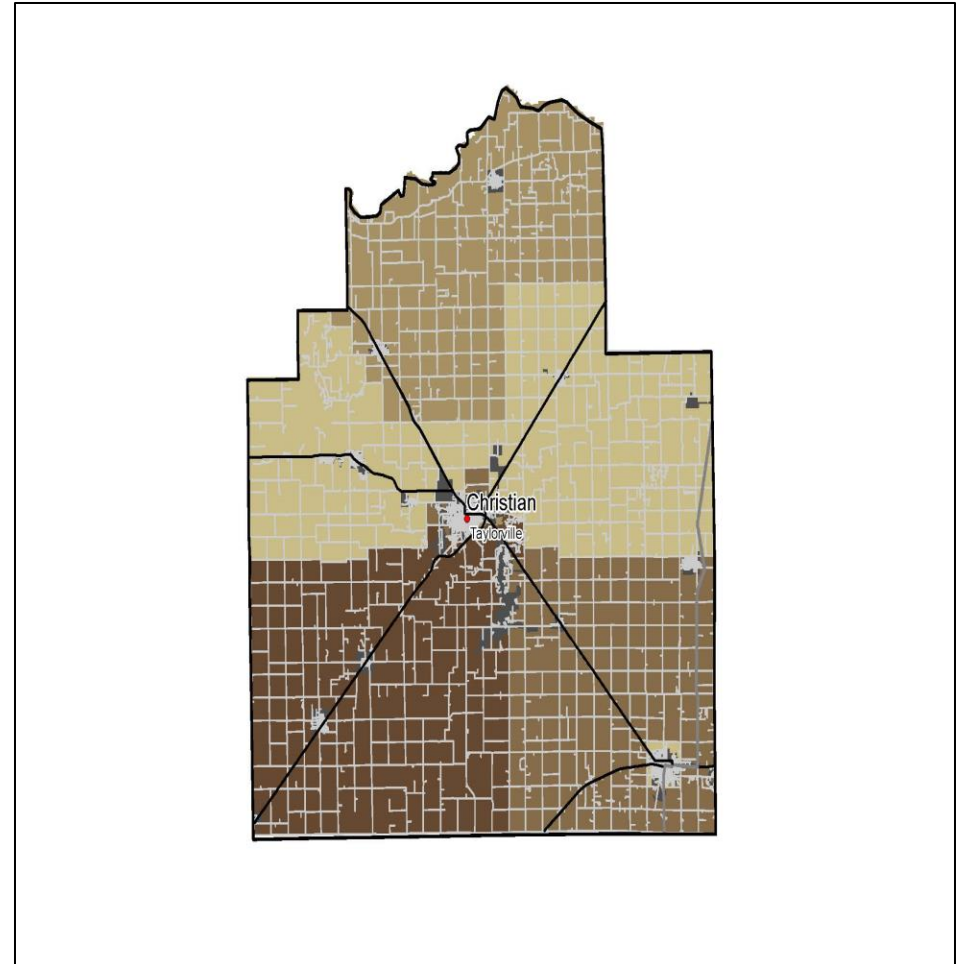
0 5 Miles



Western Illinois
Regional Council



Map 22: Christian County, Veteran Population



Legend

● County Seat

— Interstate

— US Highway

— Street

■ Incorporated Area

Veteran Population

0 - 149

150 - 219

220 - 274

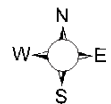
275 - 349

350 +

0 5 Miles



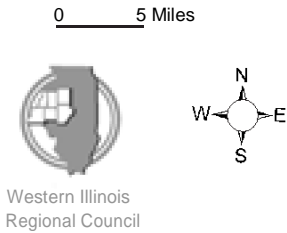
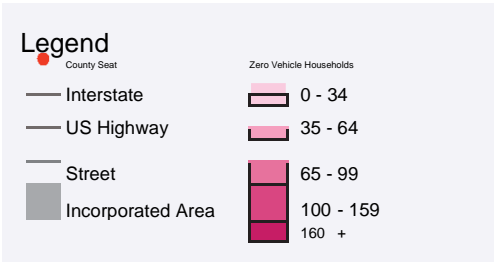
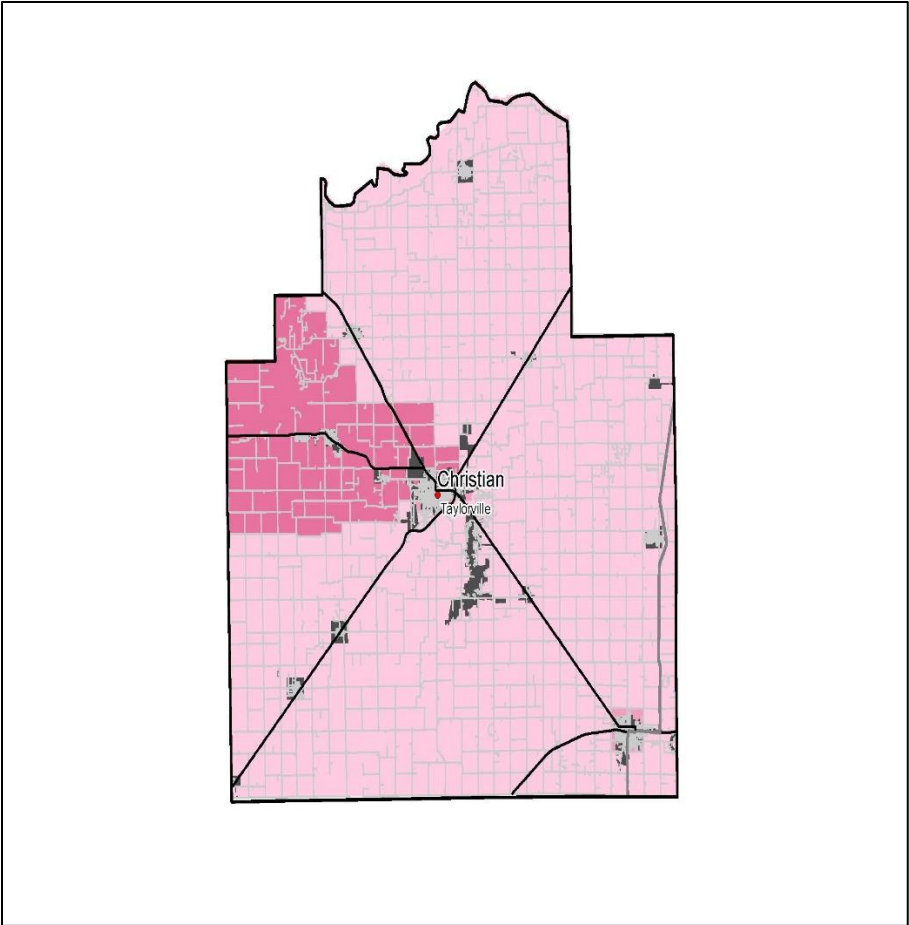
Western Illinois
Regional Council



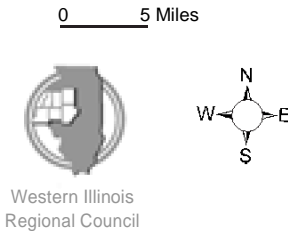
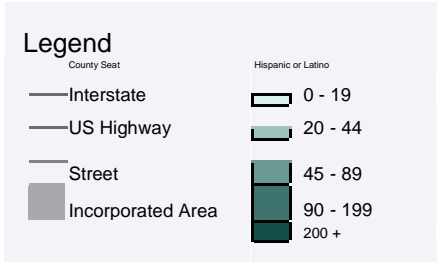
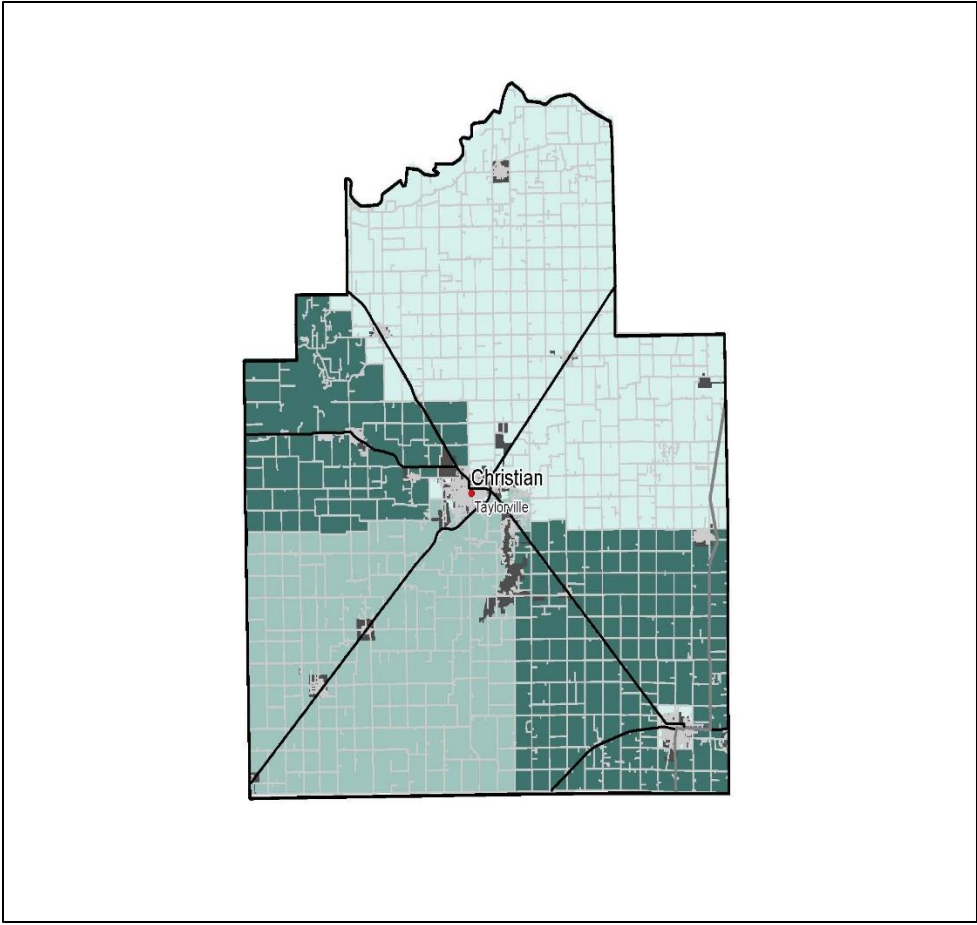
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 23: Christian County, Zero Vehicle Households

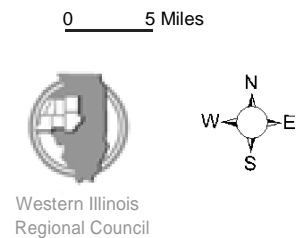
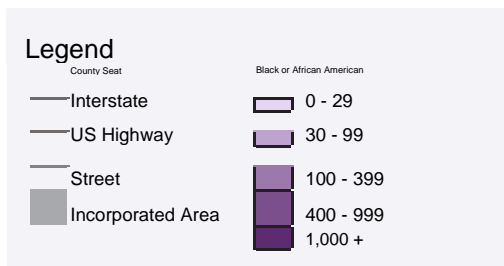
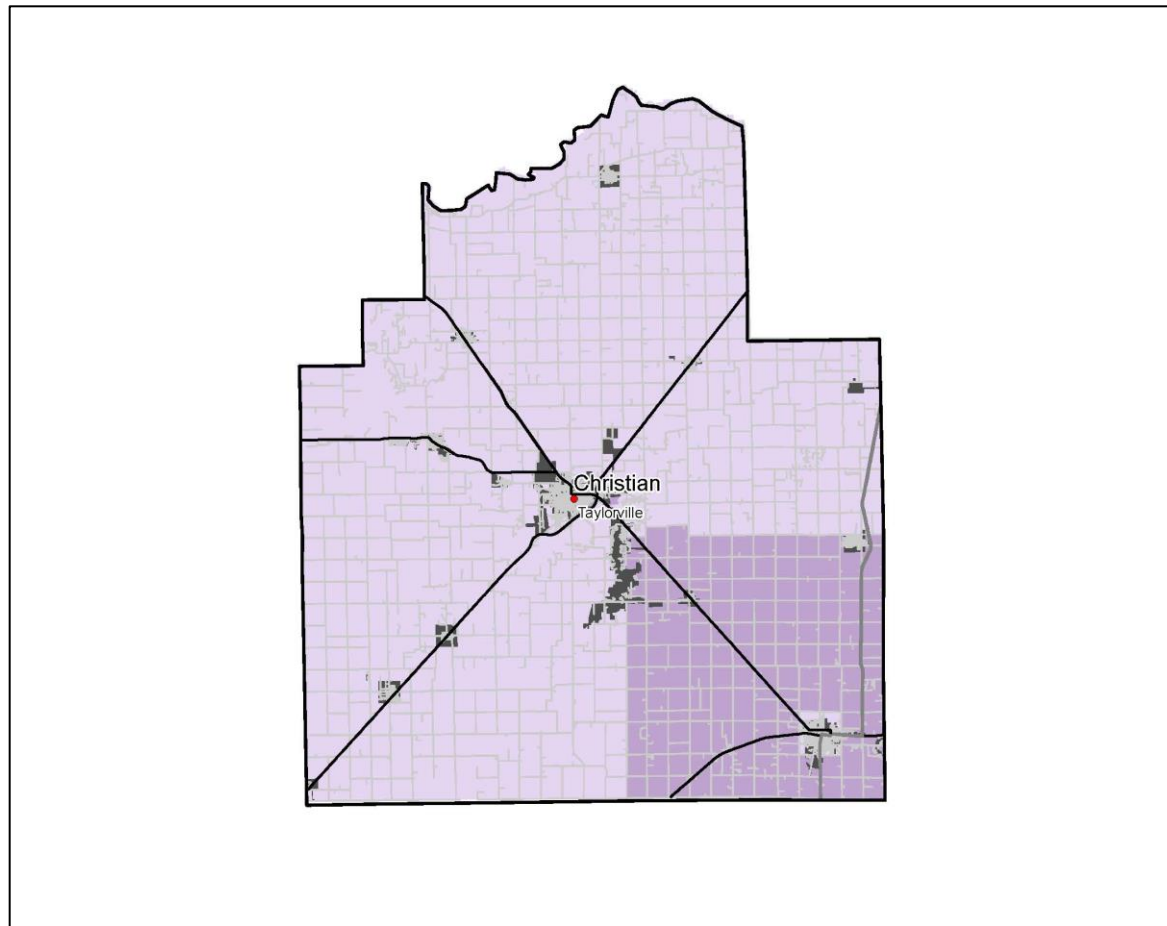


Map 24: Christian County, Hispanic or Latino Population



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

Map 25: Christian County, Black or African American Population



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

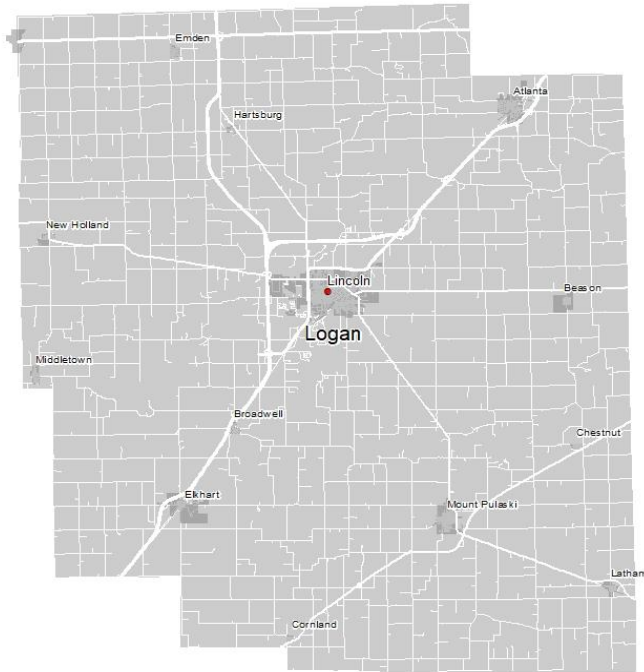
EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Logan County

Total Population: 28,818

Total Area: 619 Square Miles

County Seat: Lincoln, IL

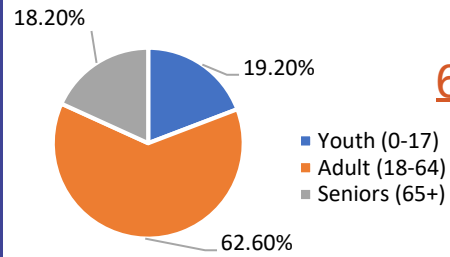


Map 26: Logan County

Table 2-19: Logan County Overall Demographics

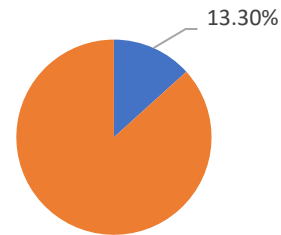
	Population	Percent
Total Population	28,818	100%
Population with Disabilities	3,940	13.3%
Population living below Poverty Line	2,515	7.9%
Minority Population: Black or African American	2,133	7.4%
Minority Population: Hispanic or Latino	997	3.5%
Veteran Population (Over 18)	1,634	7.0%

Age Distribution

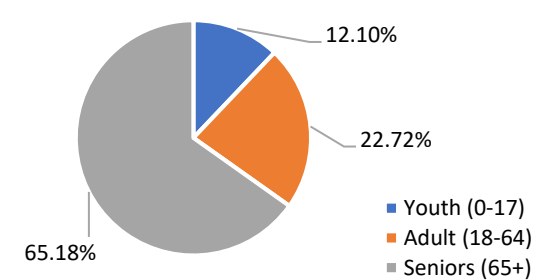


639 Zero Car Households
11,011 total households

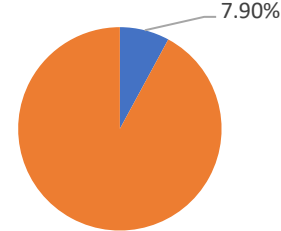
Population with Disabilities



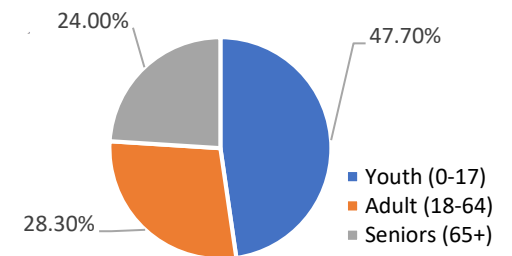
Population with Disabilities by Age



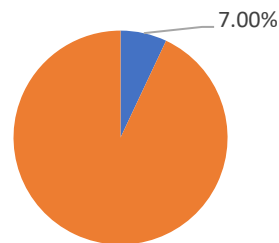
Population Below Poverty Level



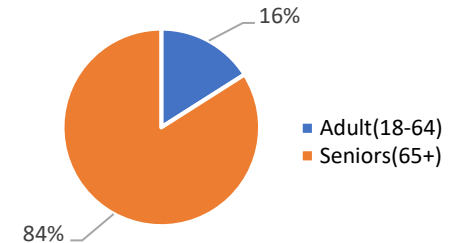
Population Below Poverty Level by Age



Veteran Population



Veteran Population by Age



Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

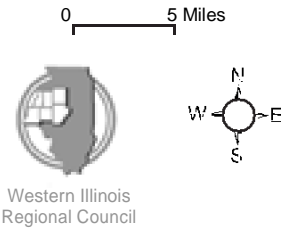
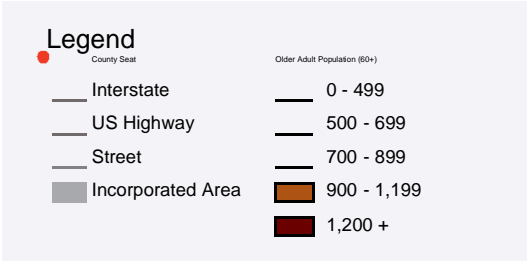
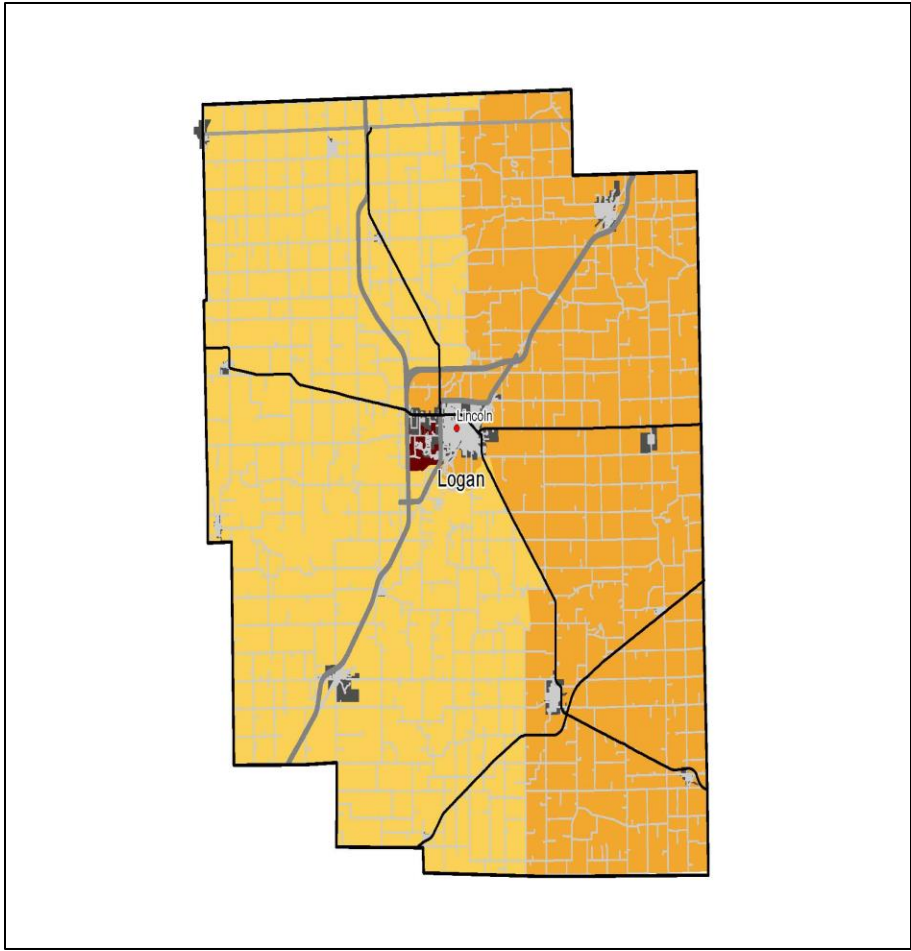
Logan County in Summary

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

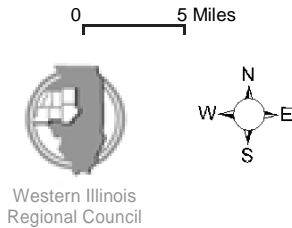
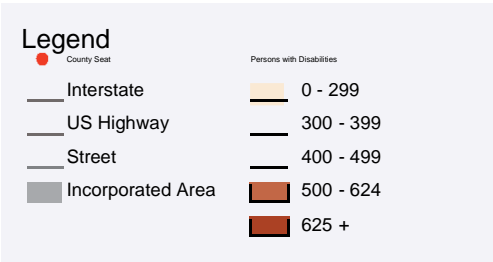
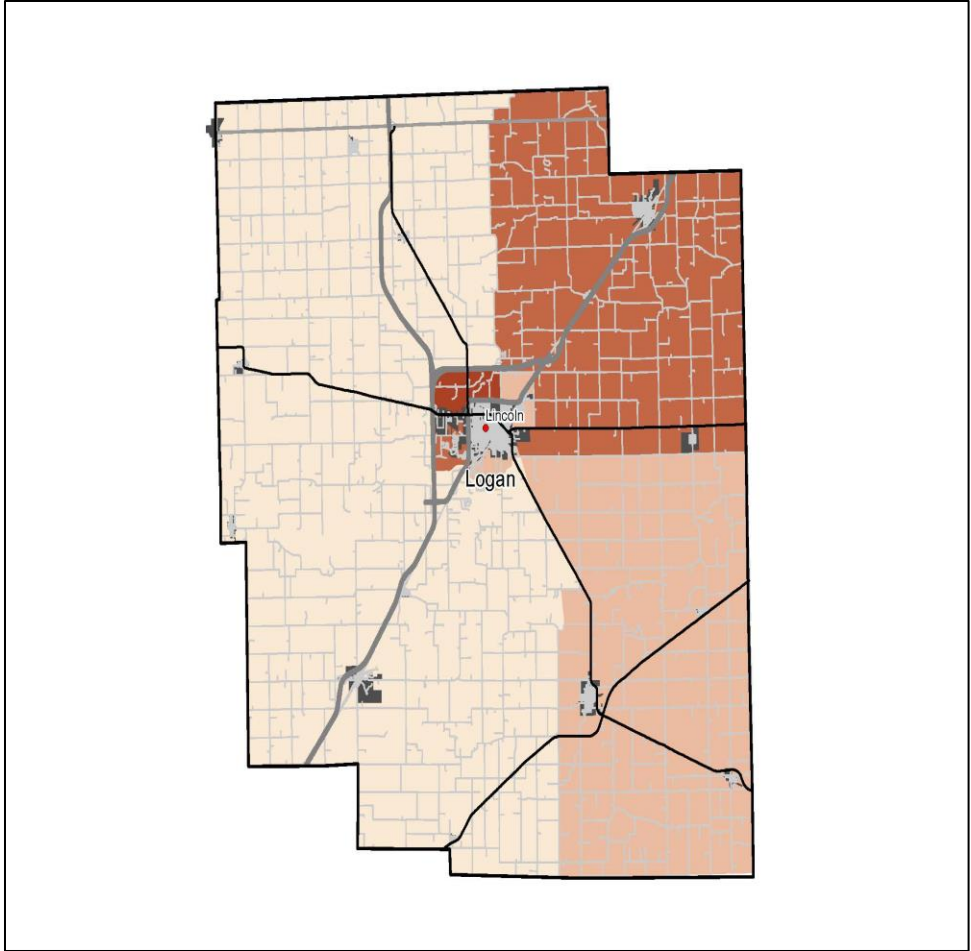
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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



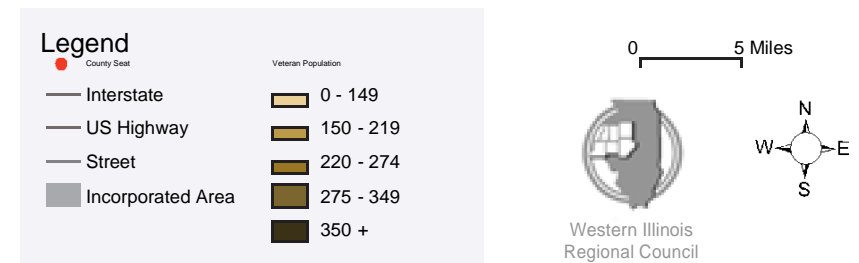
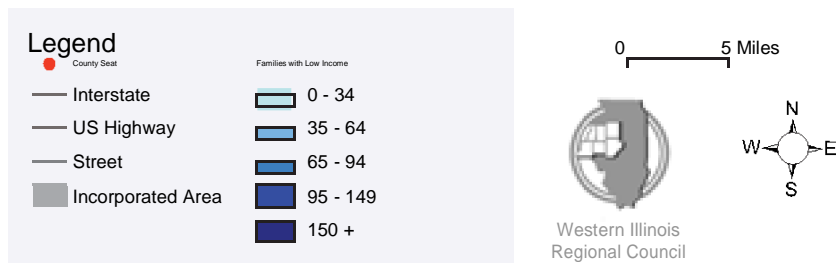
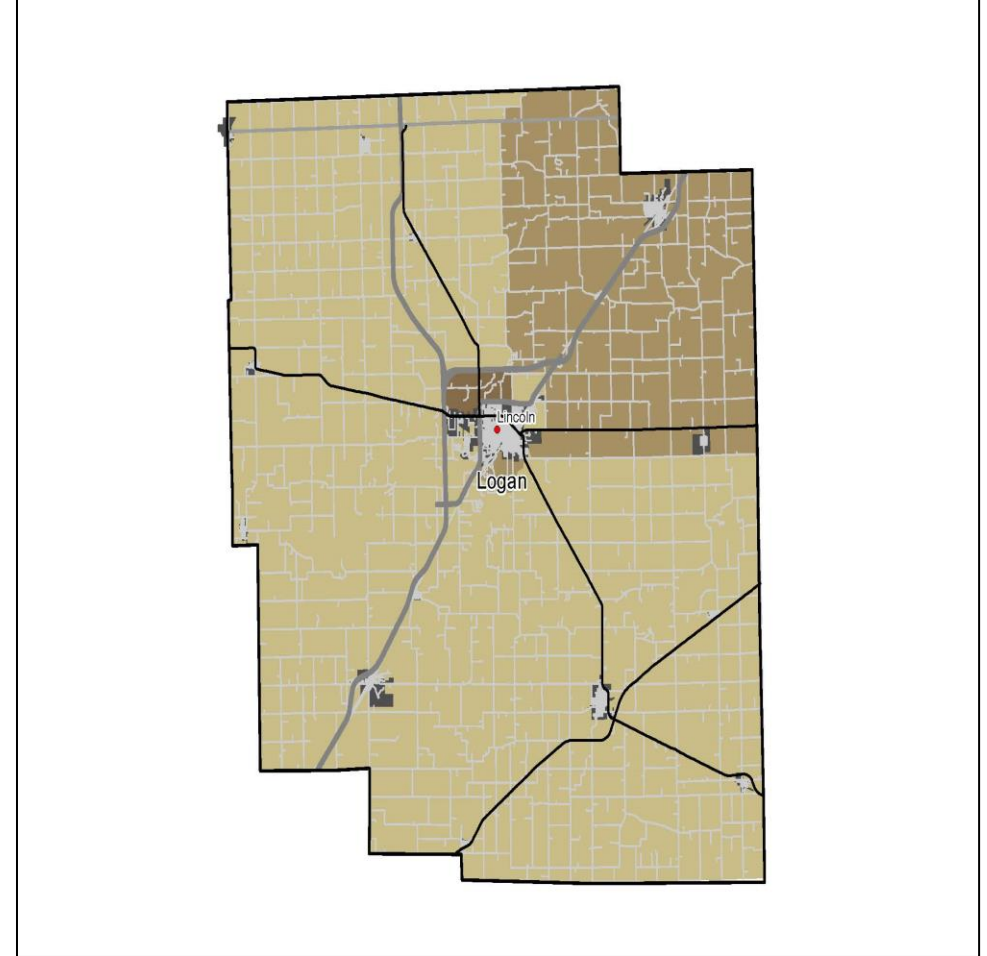
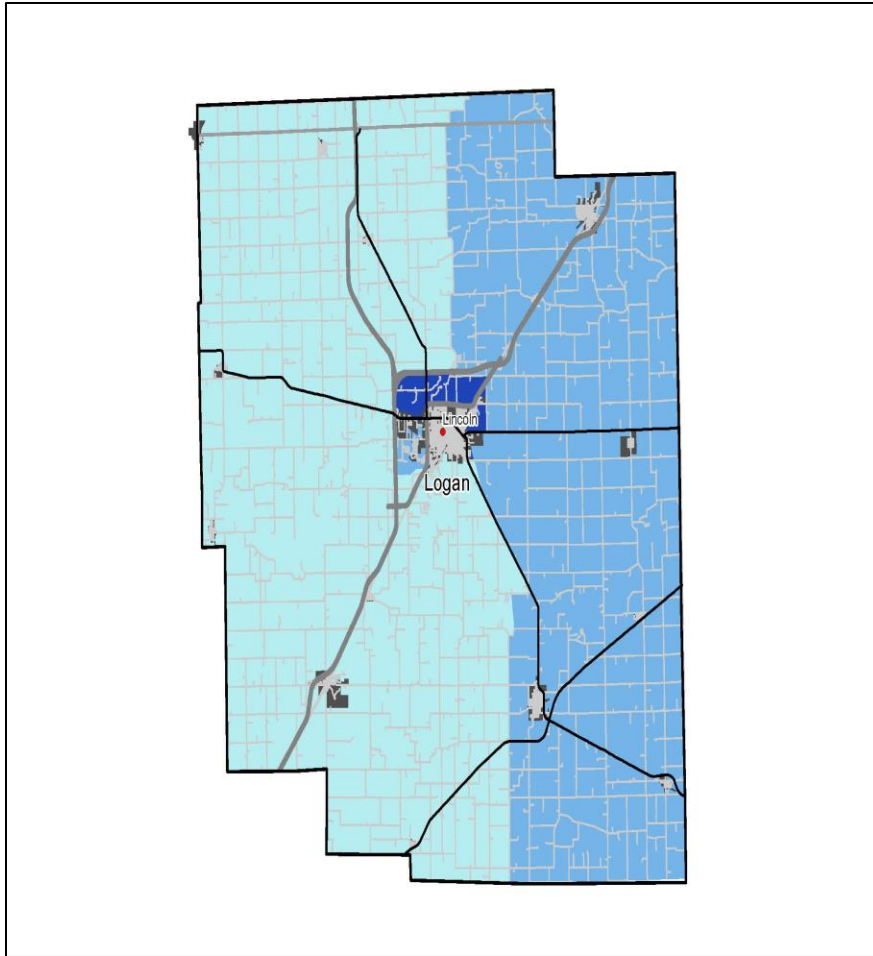
Map 28: Logan County, Persons with a Disability



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

Map 29: Logan County, Families with Low Income

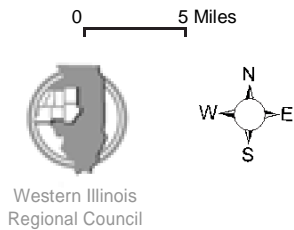
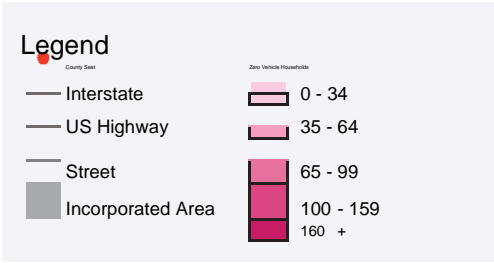
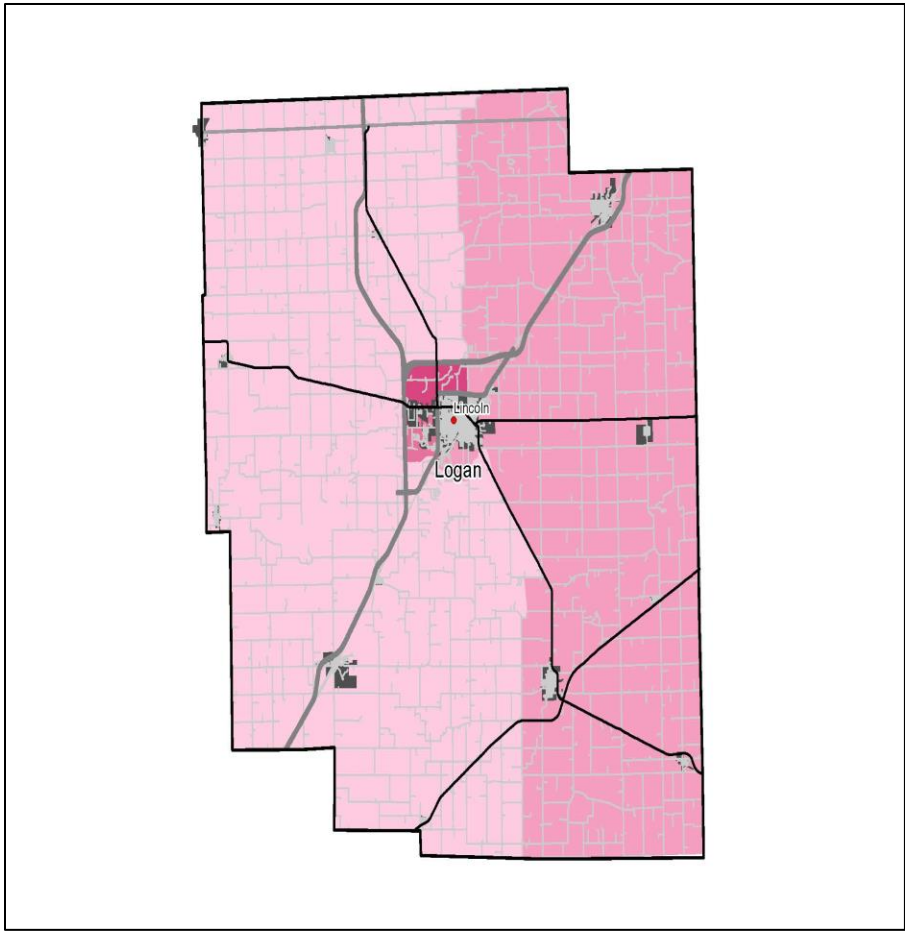
Map 30: Logan County, Veteran Population



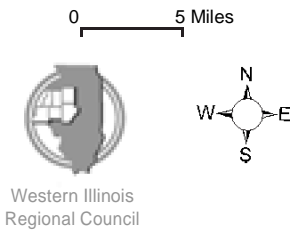
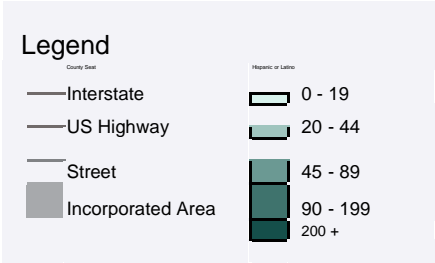
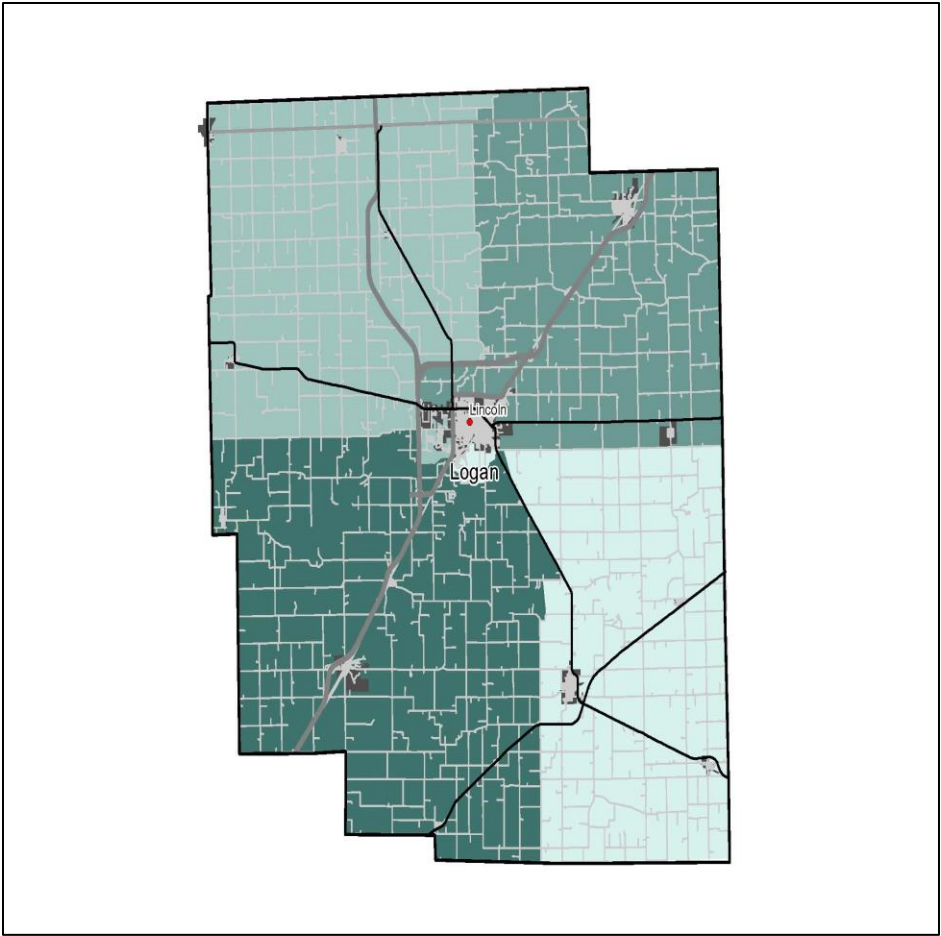
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 31: Logan County, Zero Vehicle Households

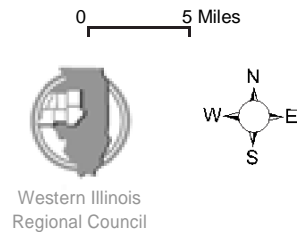
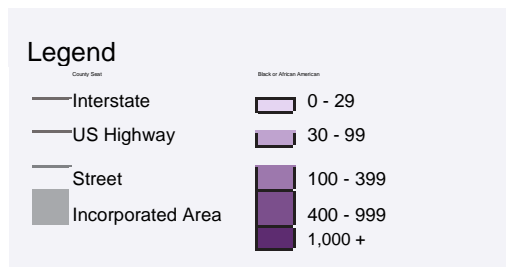
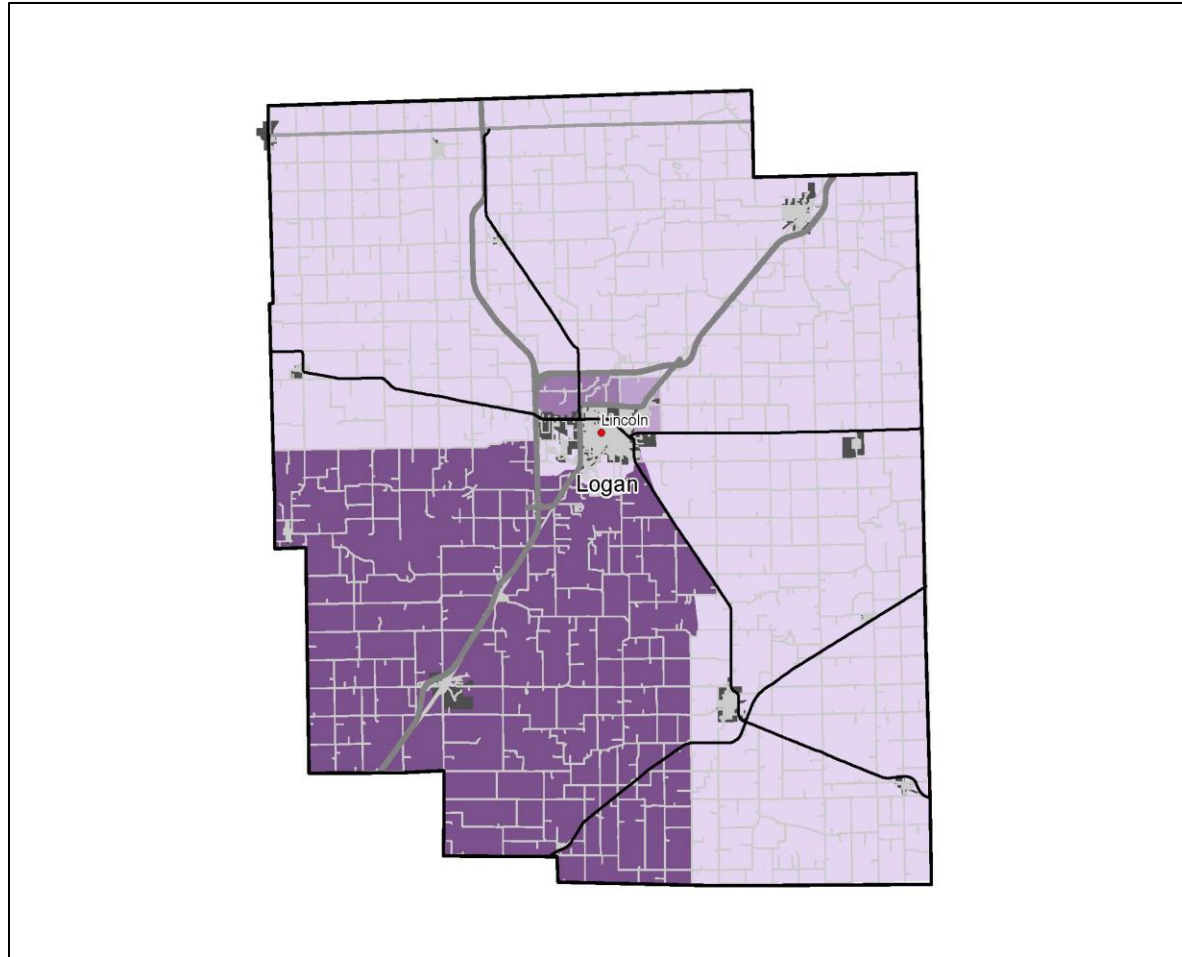


Map 32: Logan County, Hispanic or Latino Population



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

Map 33: Logan County, Black or African American Population



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

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Mason County

Total Population: 13,486

Total Area: 563 Square Miles

County Seat: Havana, IL

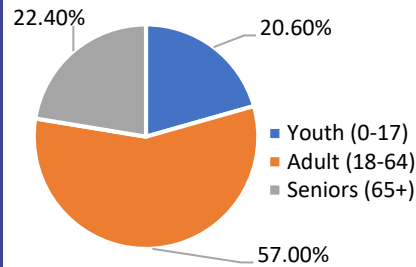


Map 34: Mason County

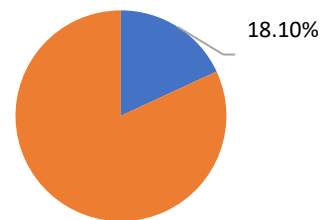
Table 2-20: Mason County Overall Demographics

	Population	Percent
Total Population	13,486	100%
Population with Disabilities	2,403	18.1%
Population living below Poverty Line	2,059	13.6%
Minority Population: Black or African American	59	0.4%
Minority Population: Hispanic or Latino	157	1.2%
Veteran Population (Over 18)	1,007	9.4%

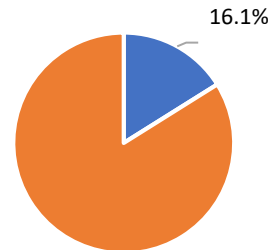
Age Distribution



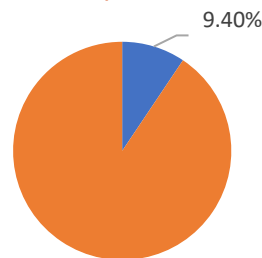
Population with Disabilities



Population Below Poverty Level



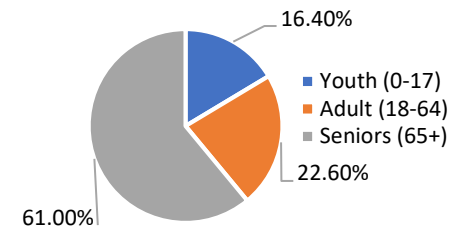
Veteran Population



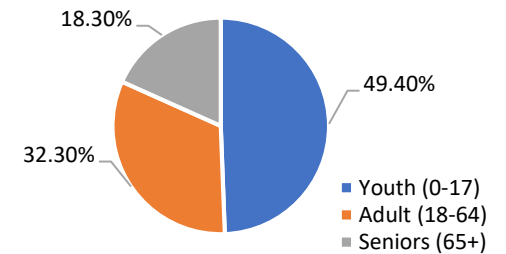
361 Zero Car Households

6,034 Total Households

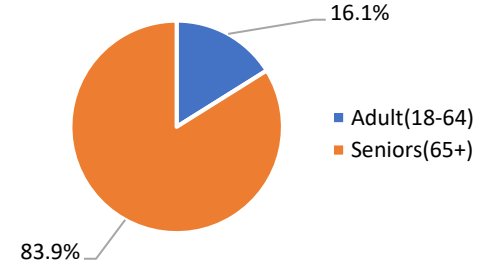
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

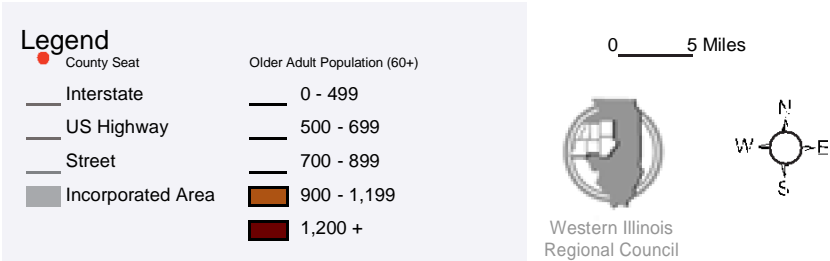
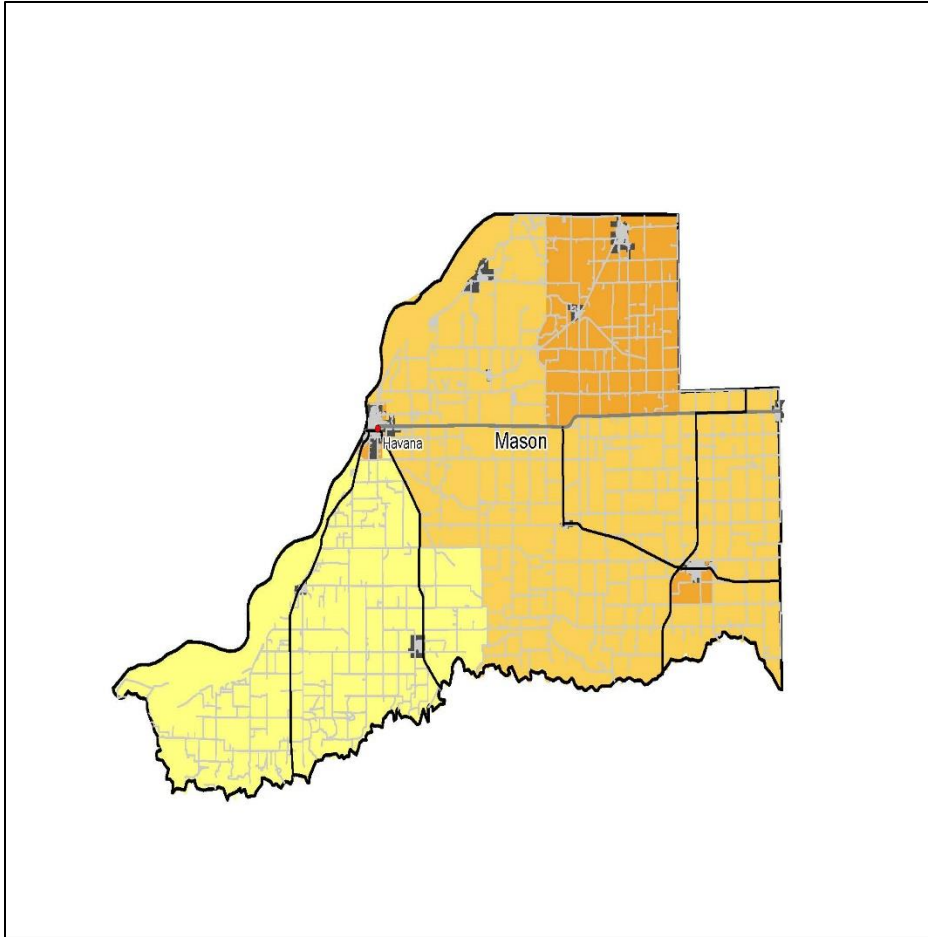
Mason County in Summary

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

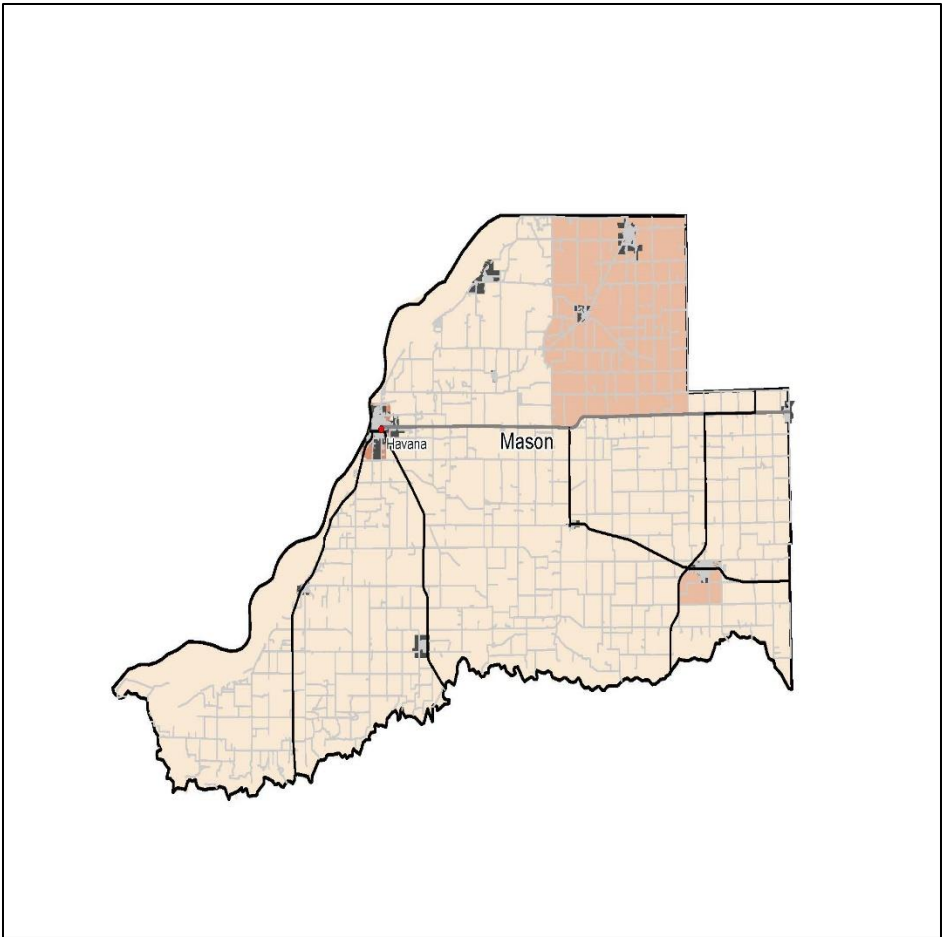
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

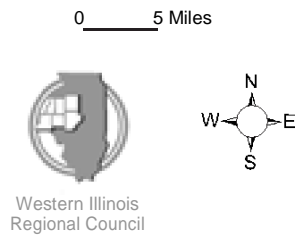
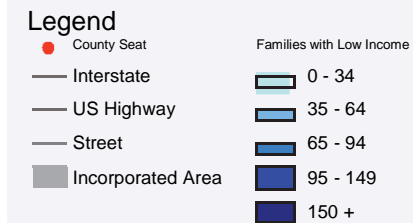
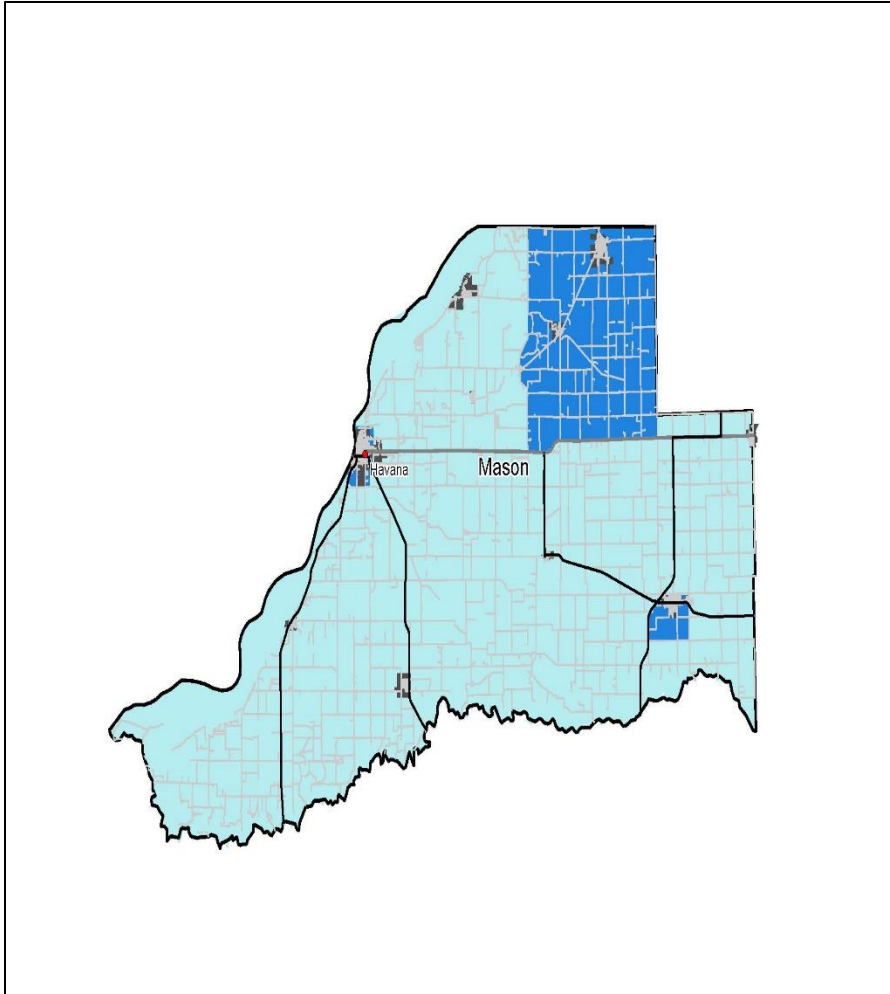


Map 36: Mason County, Persons with a Disability

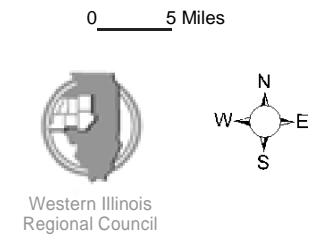
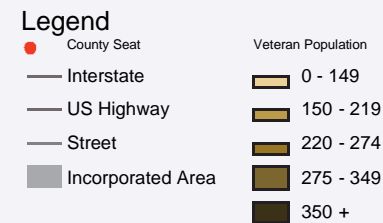
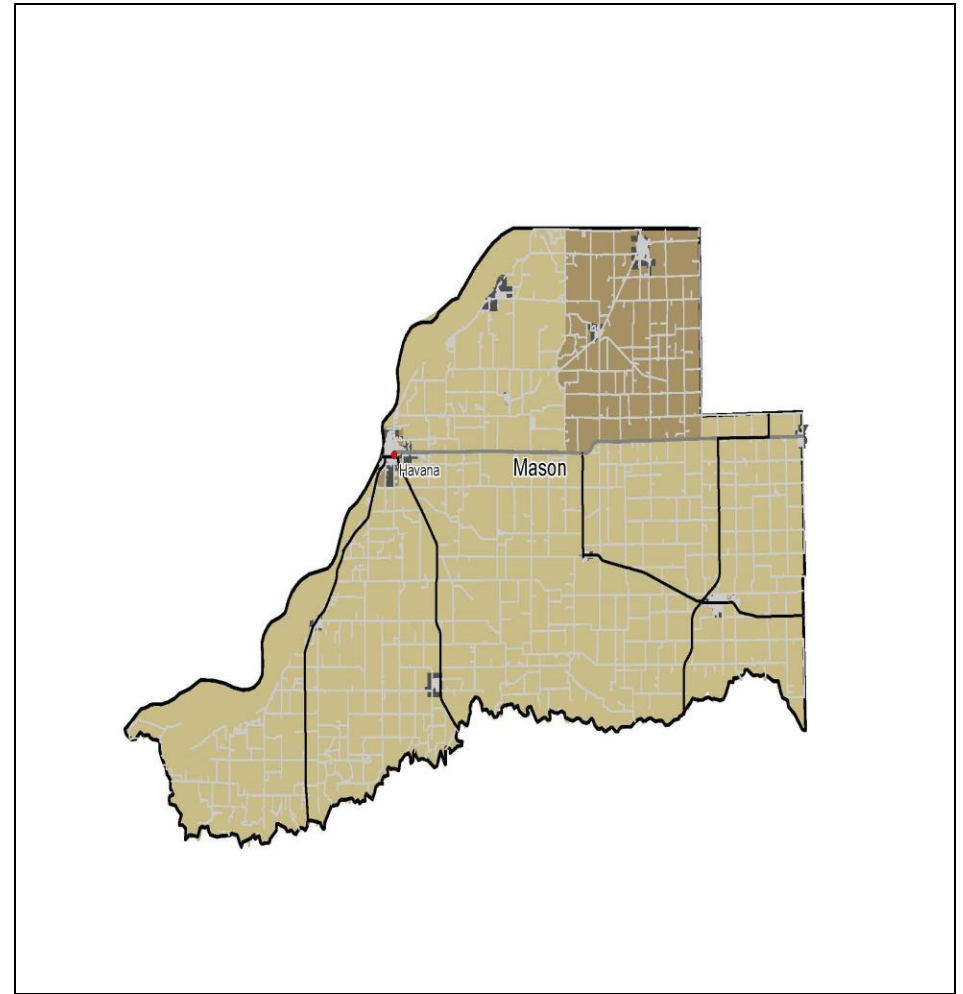


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 37: Mason County, Families with Low Income



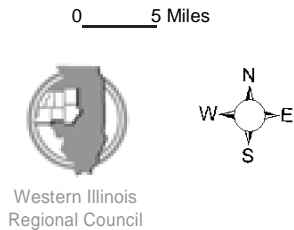
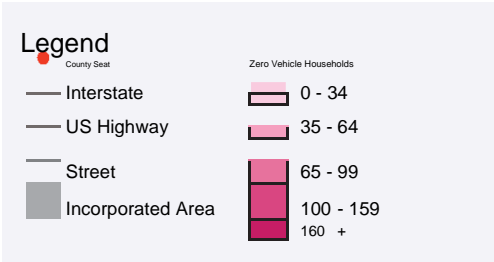
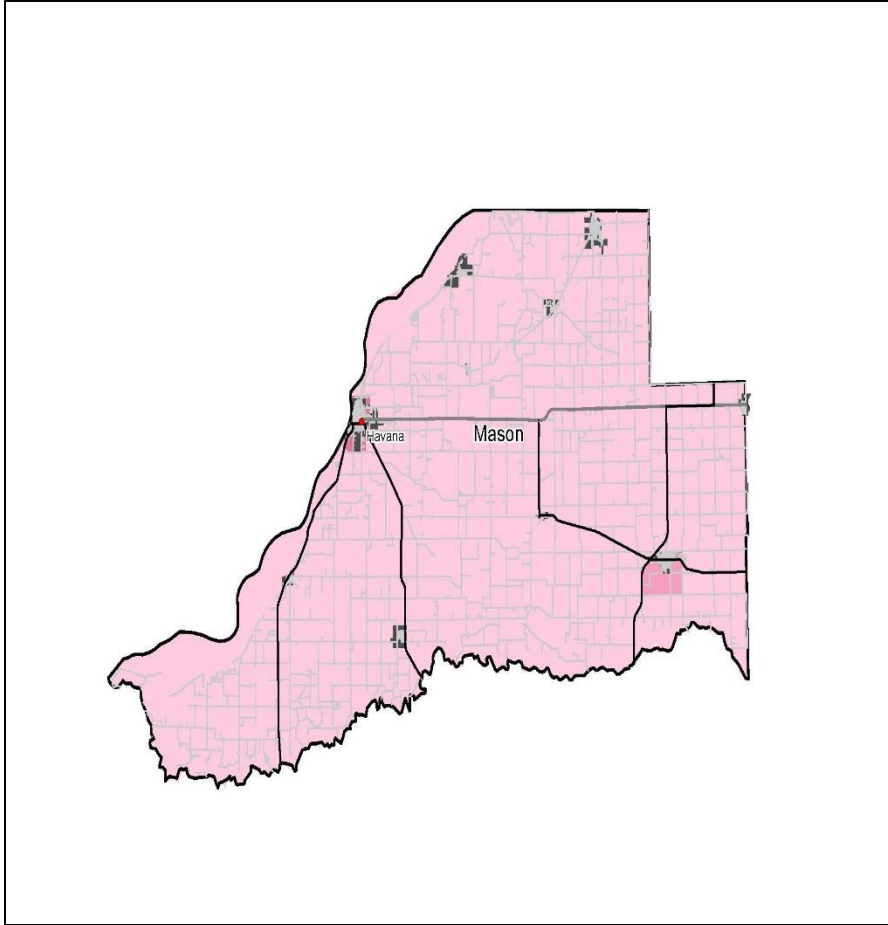
Map 38: Mason County, Veteran Population



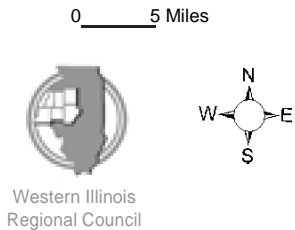
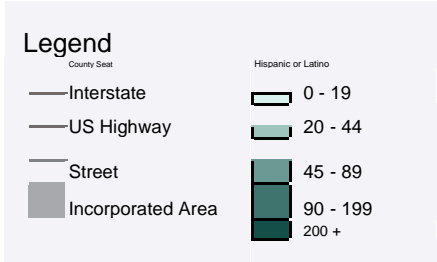
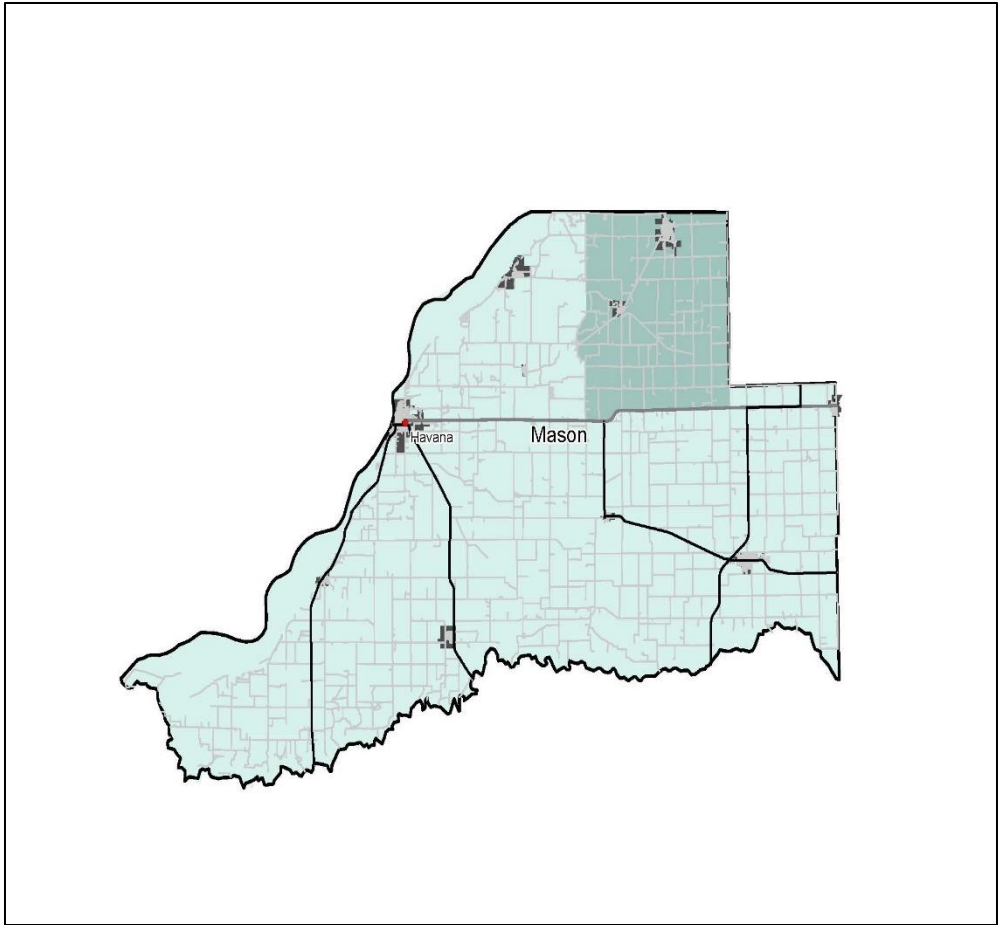
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 39: Mason County, Zero Vehicle Households

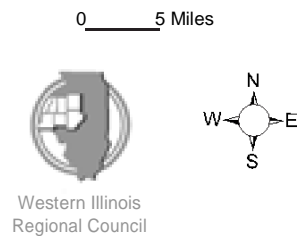
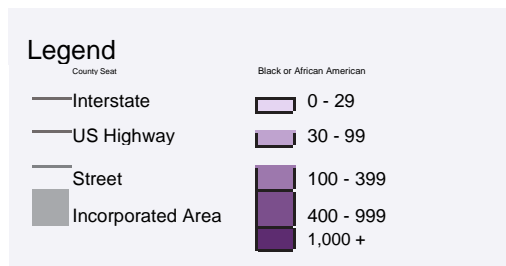
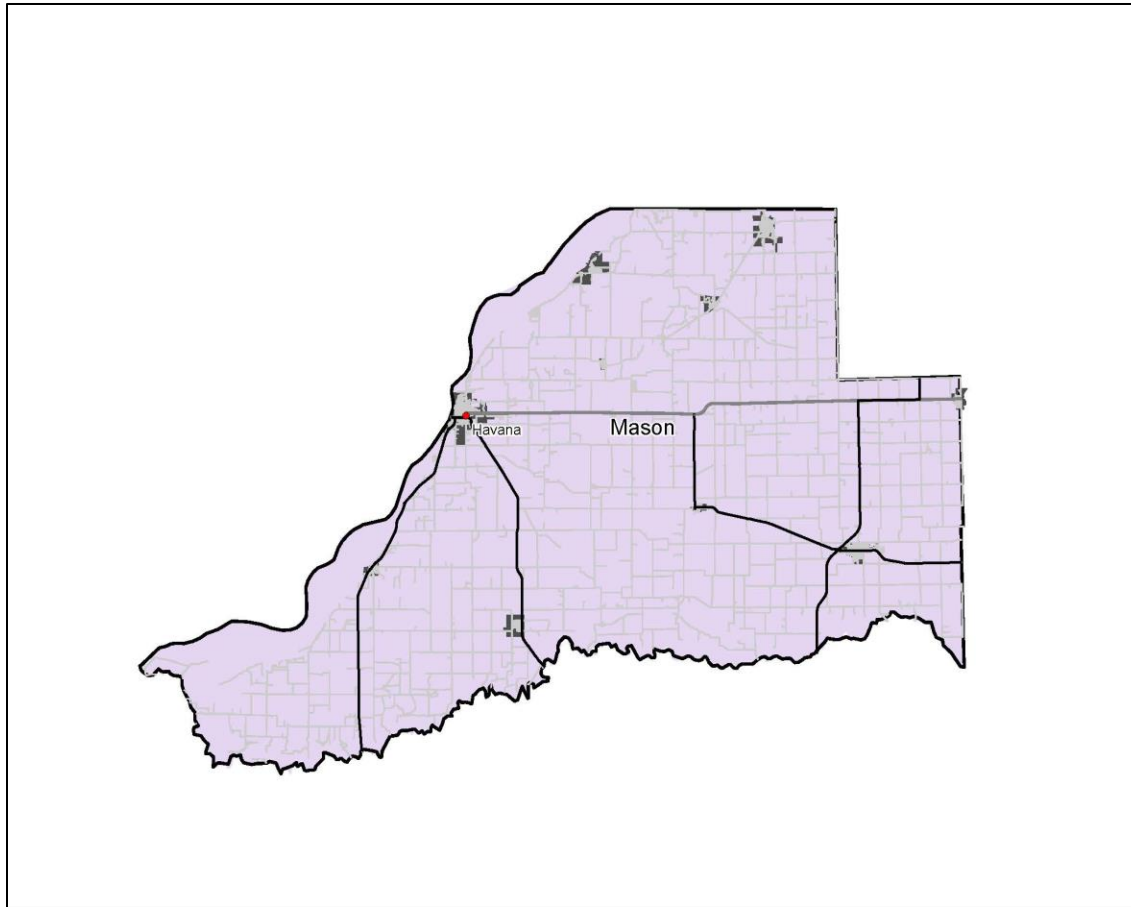


Map 40: Mason County, Hispanic or Latino Population



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

Map 41: Mason County, Black or African American Population



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

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Menard County

Total Population: 12,261

Total Area: 315 Square Miles

County Seat: Petersburg, IL

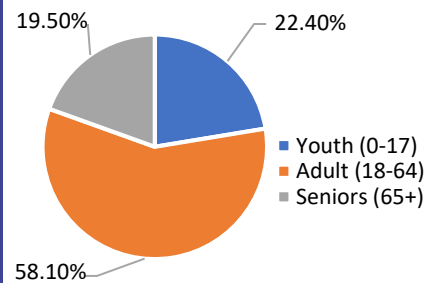


Map 42: Menard County

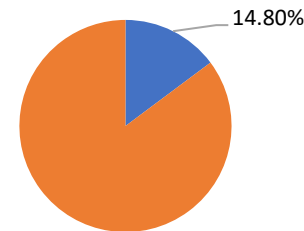
Table 2-21: Menard County Overall Demographics

	Population	Percent
Total Population	12,261	100%
Population with Disabilities	1,795	14.8%
Population living below Poverty Line	923	11.2%
Minority Population: Black or African American	78	0.6%
Minority Population: Hispanic or Latino	191	1.6%
Veteran Population (Over 18)	1,038	11.0%

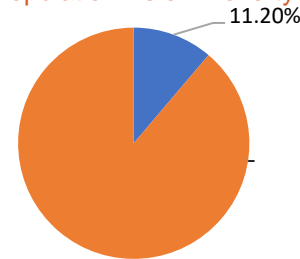
Age Distribution



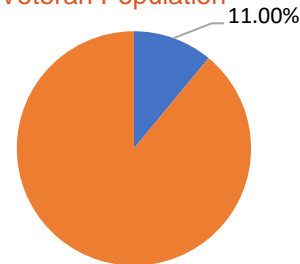
Population with Disabilities



Population Below Poverty Level



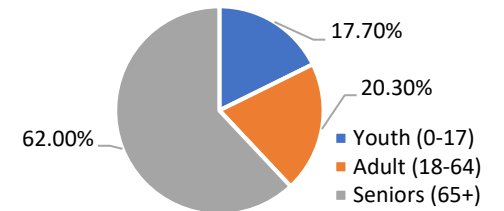
Veteran Population



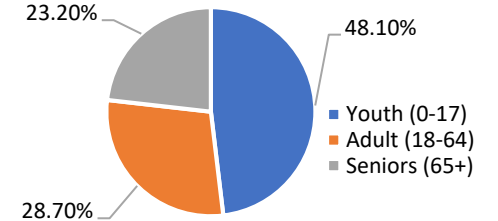
270 Zero Car Households

5,230 Total Households

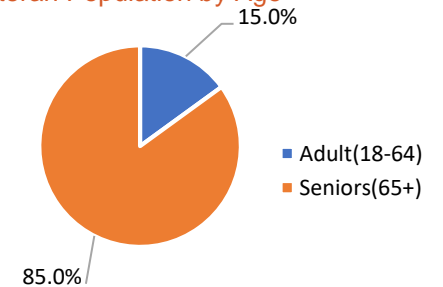
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

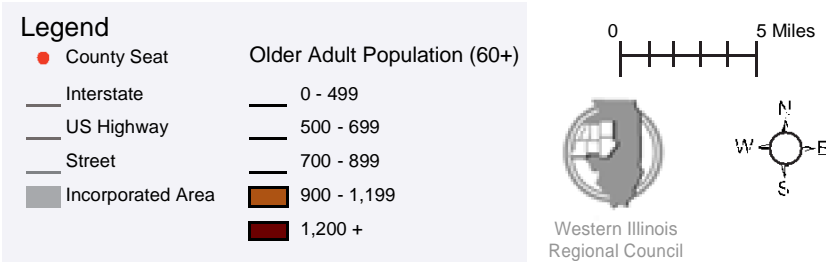
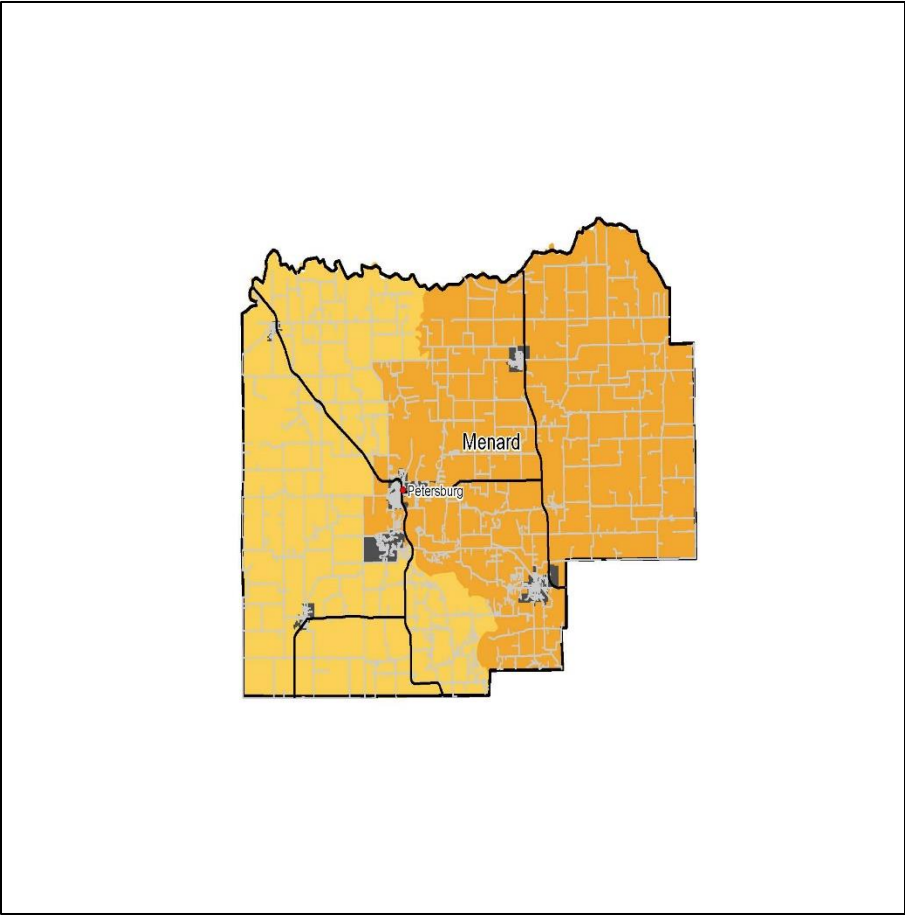
Menard County in Summary

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

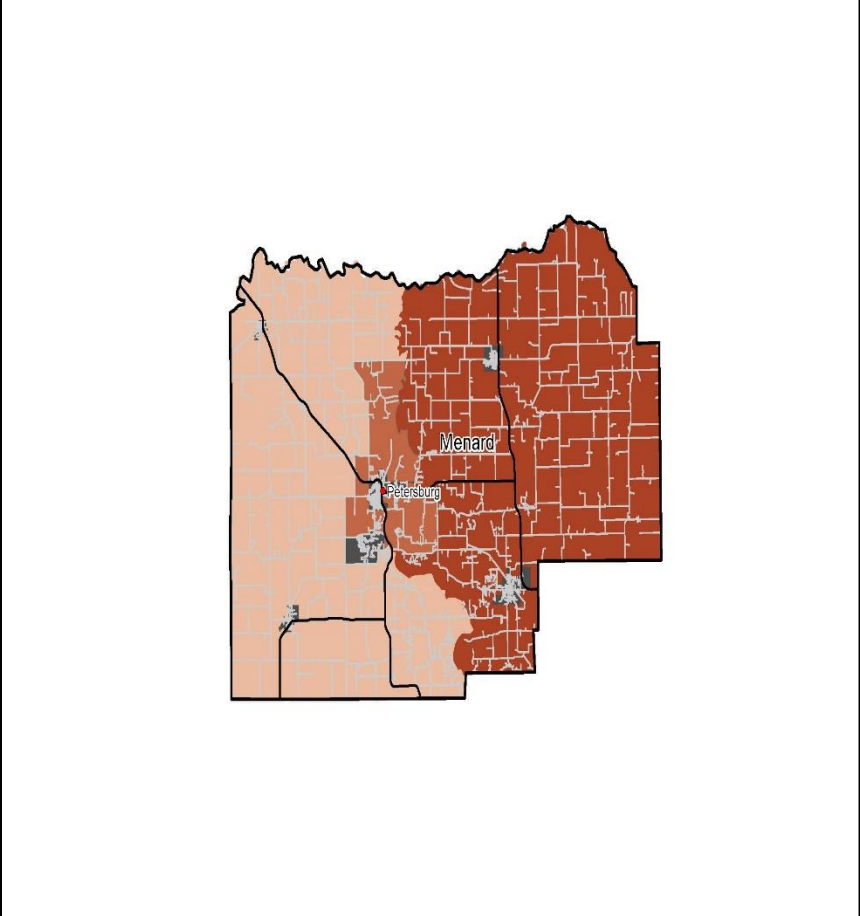
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

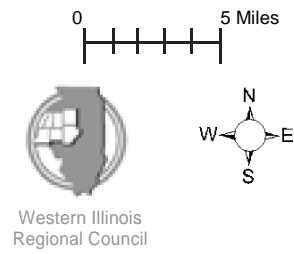
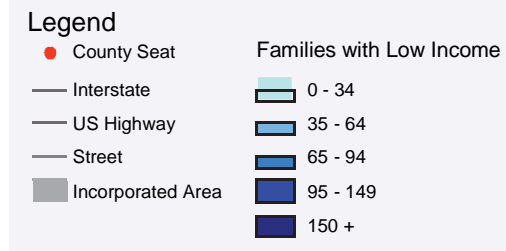
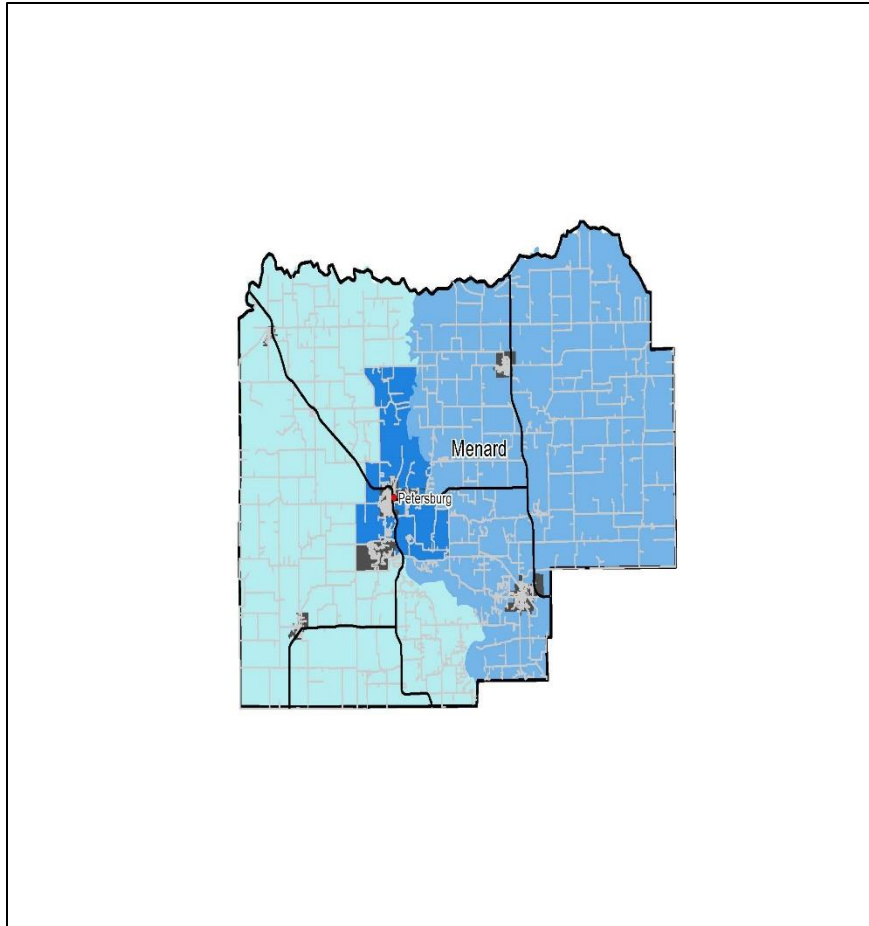


Map 44: Menard County, Persons with a Disability

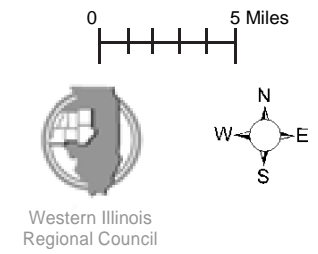
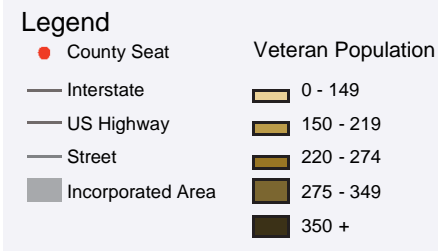
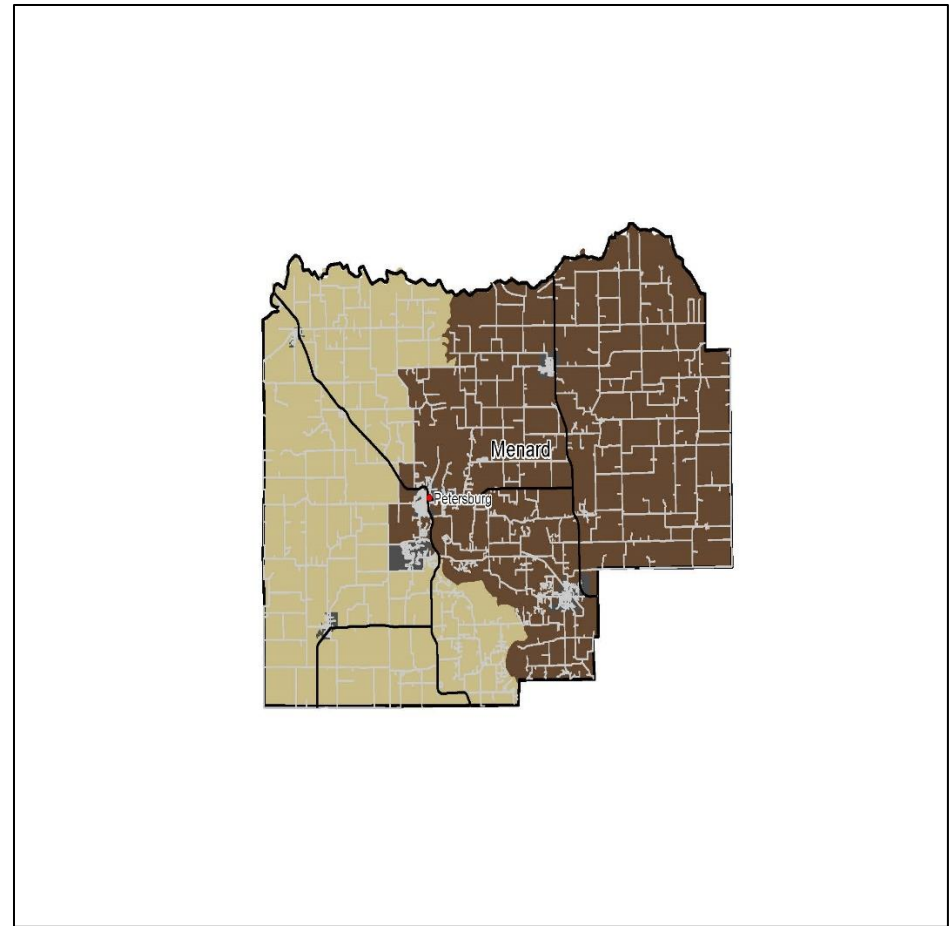


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 45: Menard County, Families with Low Income



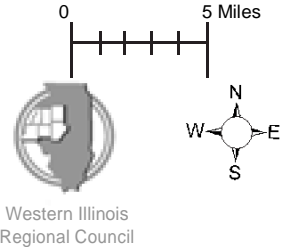
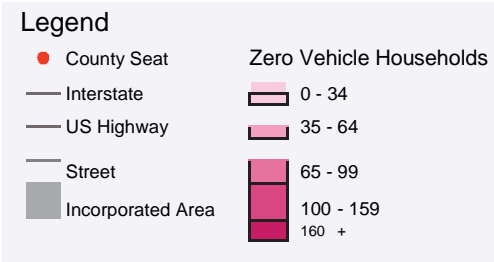
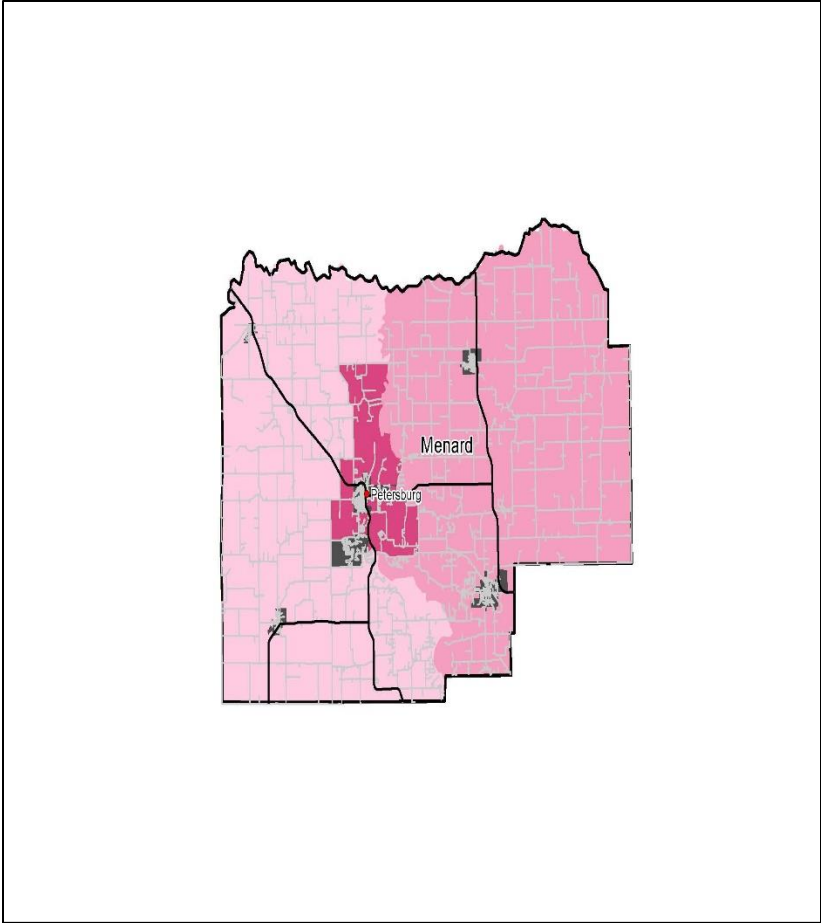
Map 46: Menard County, Veteran Population



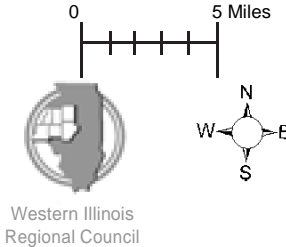
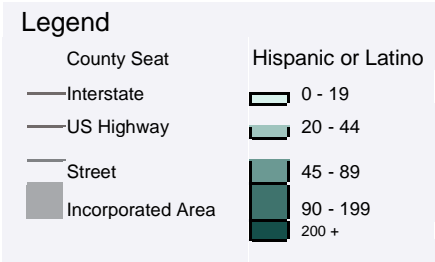
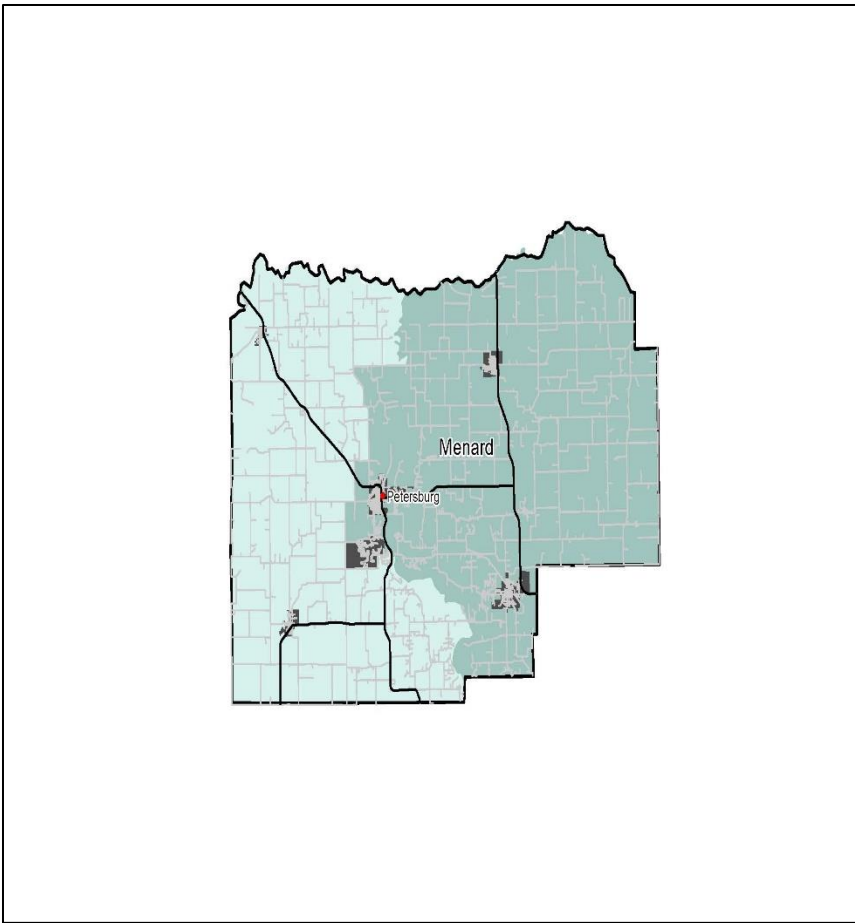
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 47: Menard County, Zero Vehicle Households

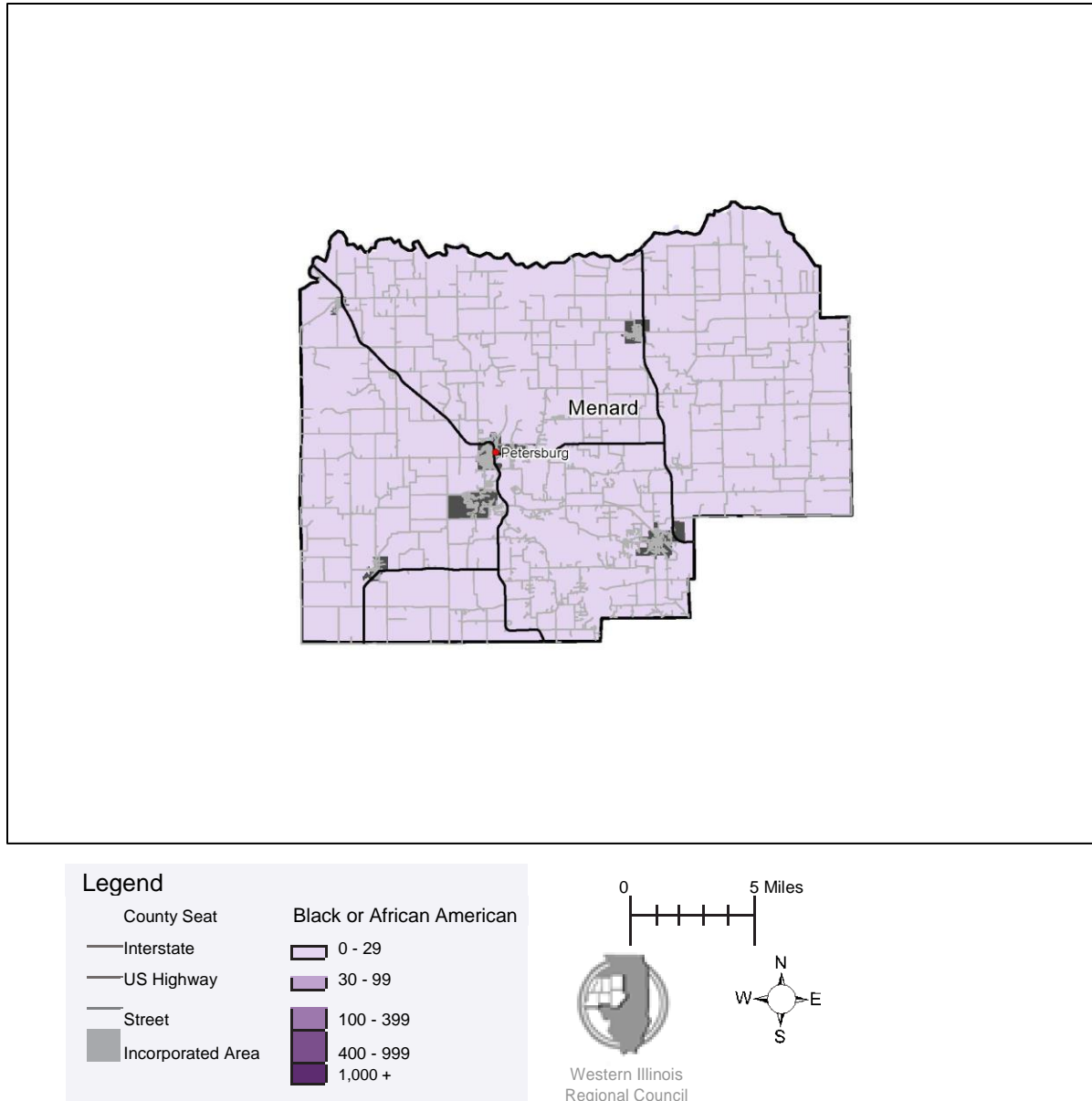


Map 48: Menard County, Hispanic or Latino Population



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

Map 49: Menard County, Black or African American Population



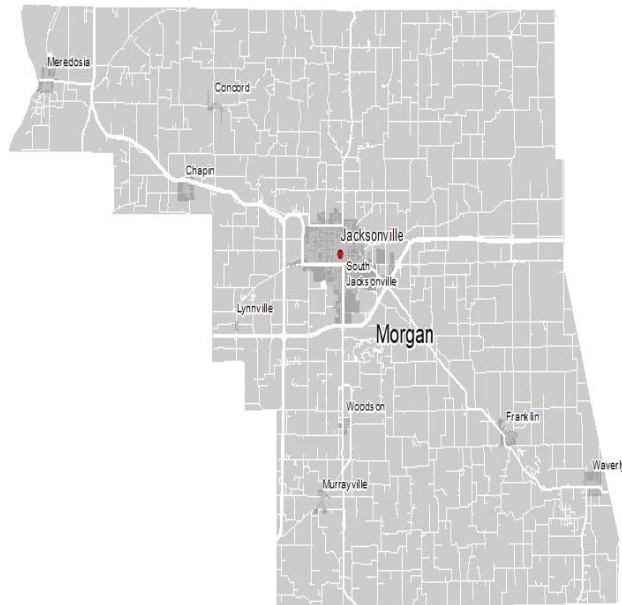
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Morgan County

Total Population: 34,012

Total Area: 572 Square Miles

County Seat: Jacksonville, IL

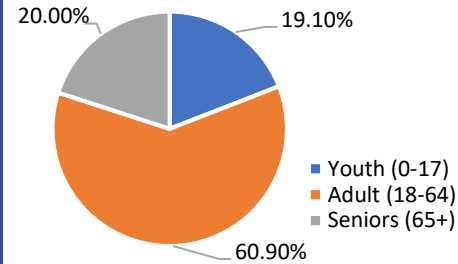


Map 50: Morgan County

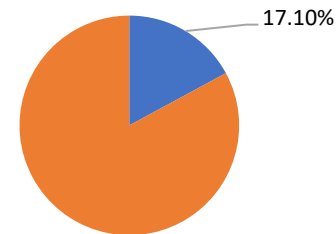
Table 2-22: Morgan County Overall Demographics

	Population	Percent
Total Population	34,012	100%
Population with Disabilities	5,468	17.1%
Population living below Poverty Line	4,043	13.4%
Minority Population: Black or African American	2,350	6.9%
Minority Population: Hispanic or Latino	878	2.6%
Veteran Population (Over 18)	2,254	8.2%

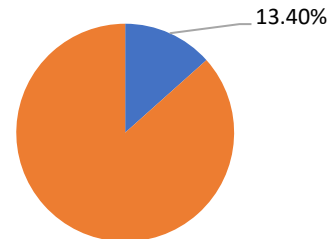
Age Distribution



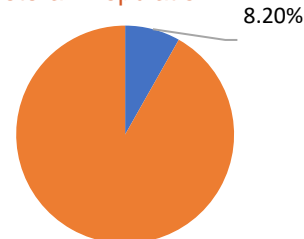
Population with Disabilities



Population Below Poverty Level



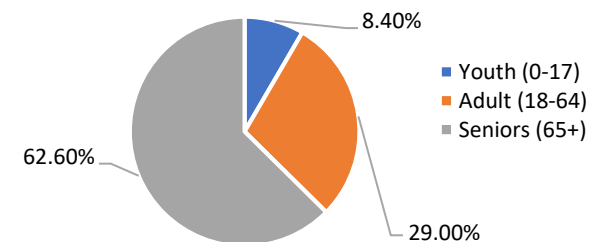
Veteran Population



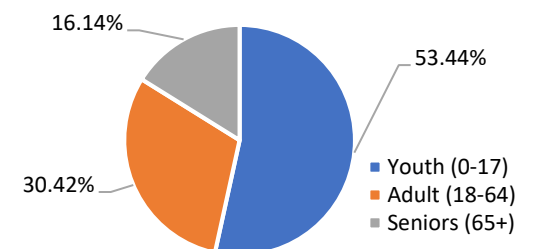
938 Zero Car Households

13,894 Total Households

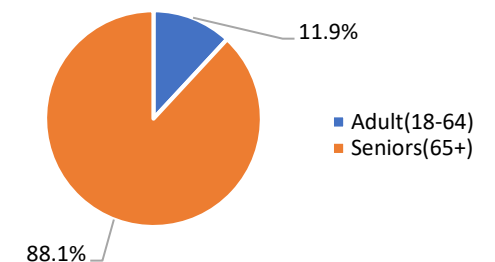
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

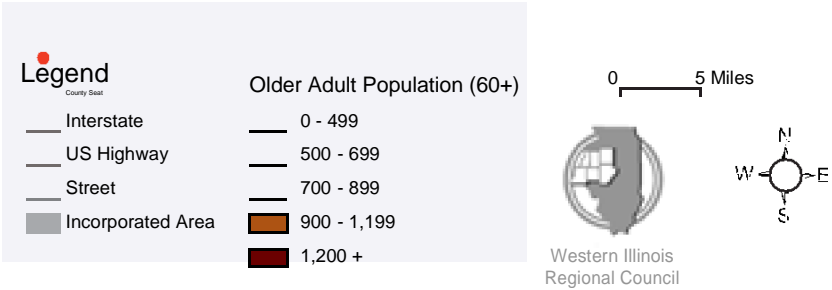
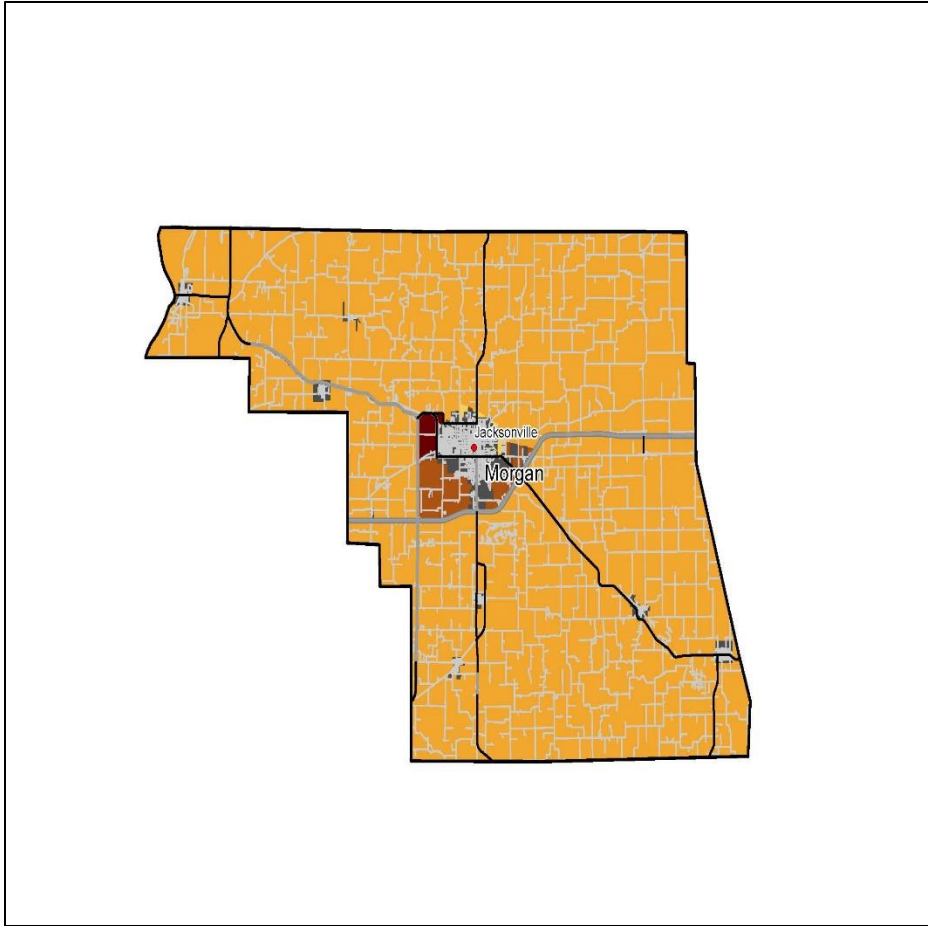
Morgan County in Summary

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

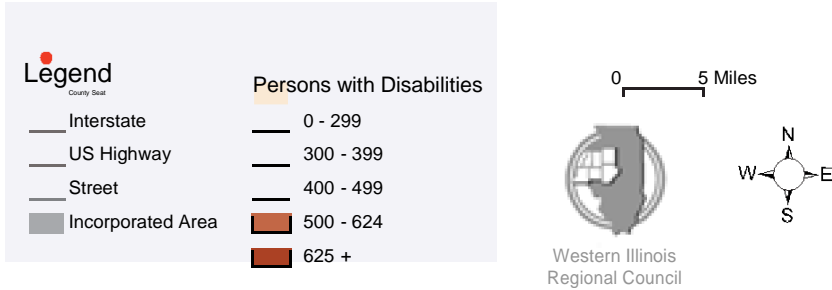
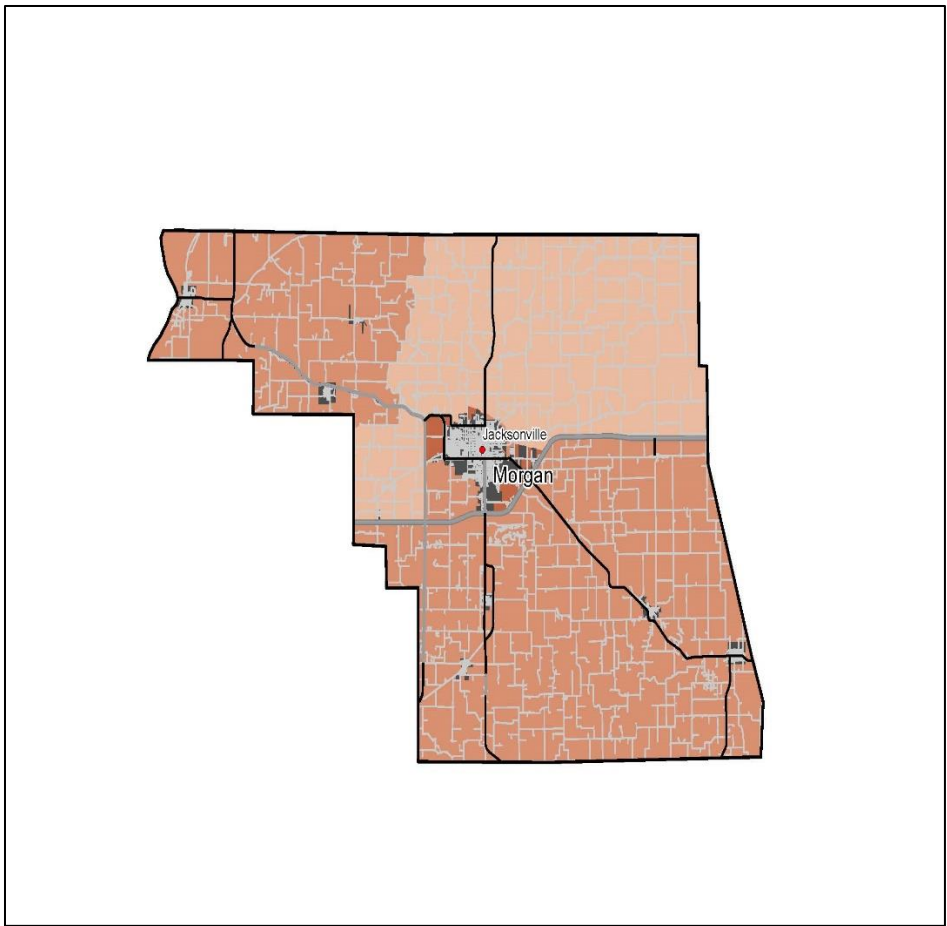
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

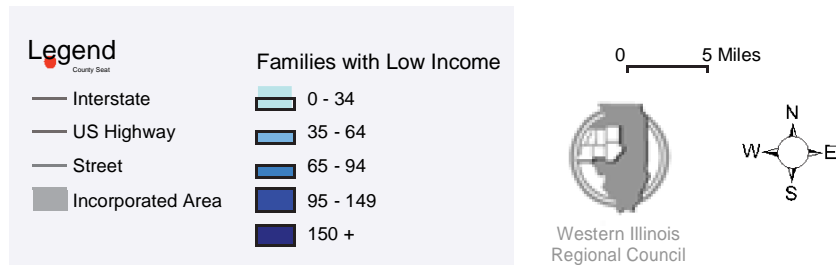
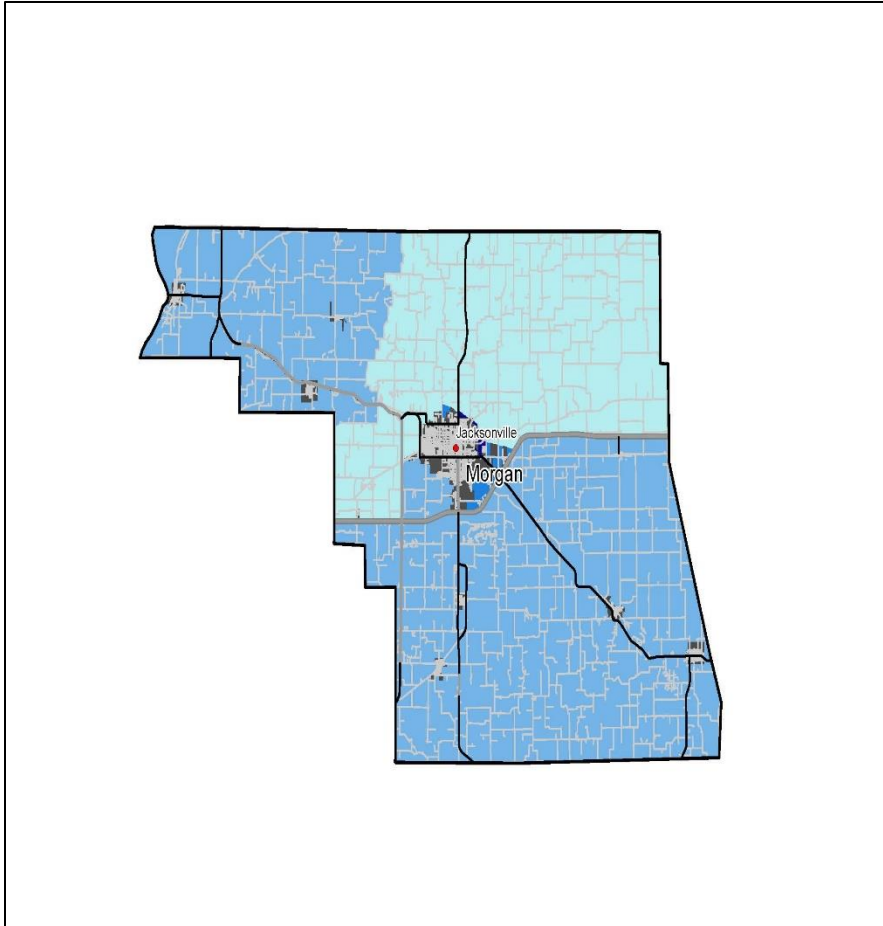


Map 52: Morgan County, Persons with a Disability

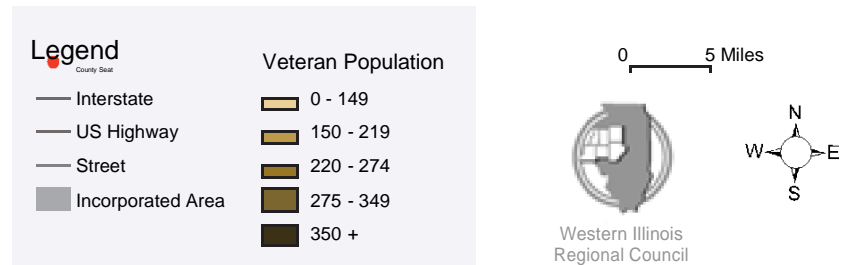
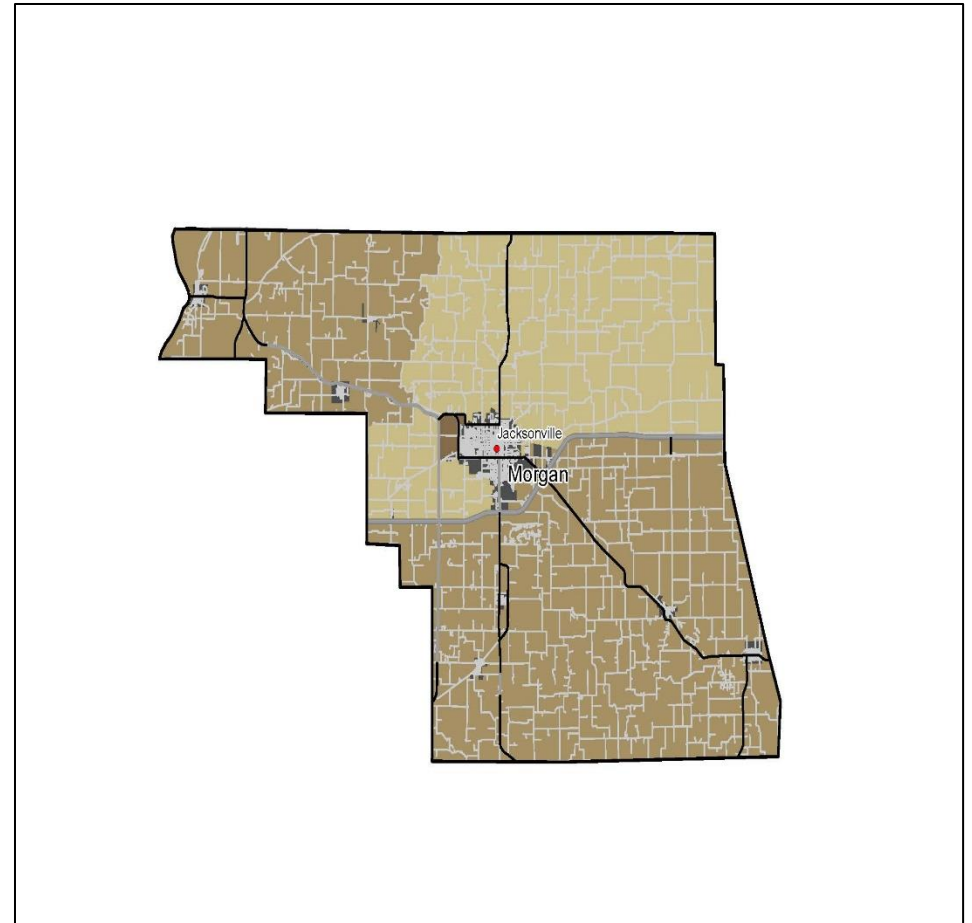


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 53: Morgan County, Families with Low Income



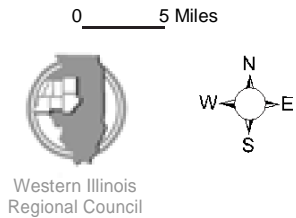
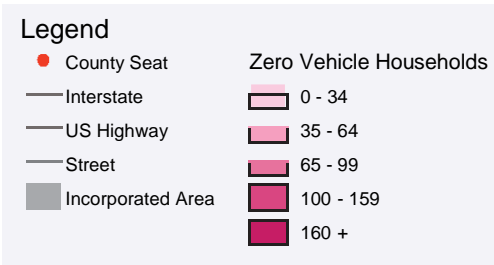
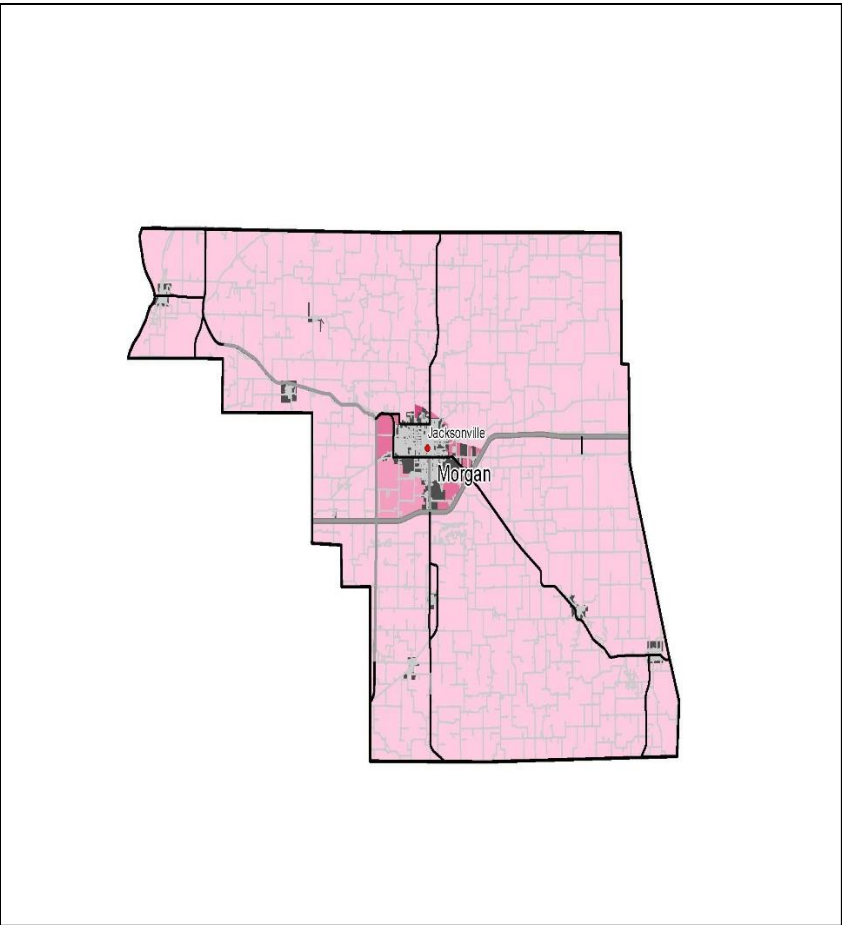
Map 54: Morgan County, Veteran Population



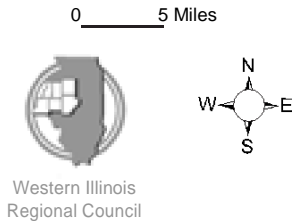
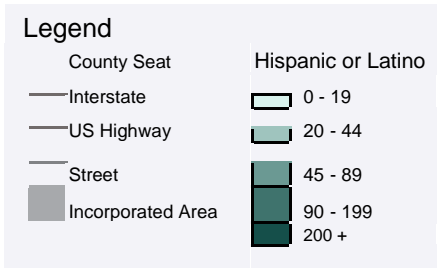
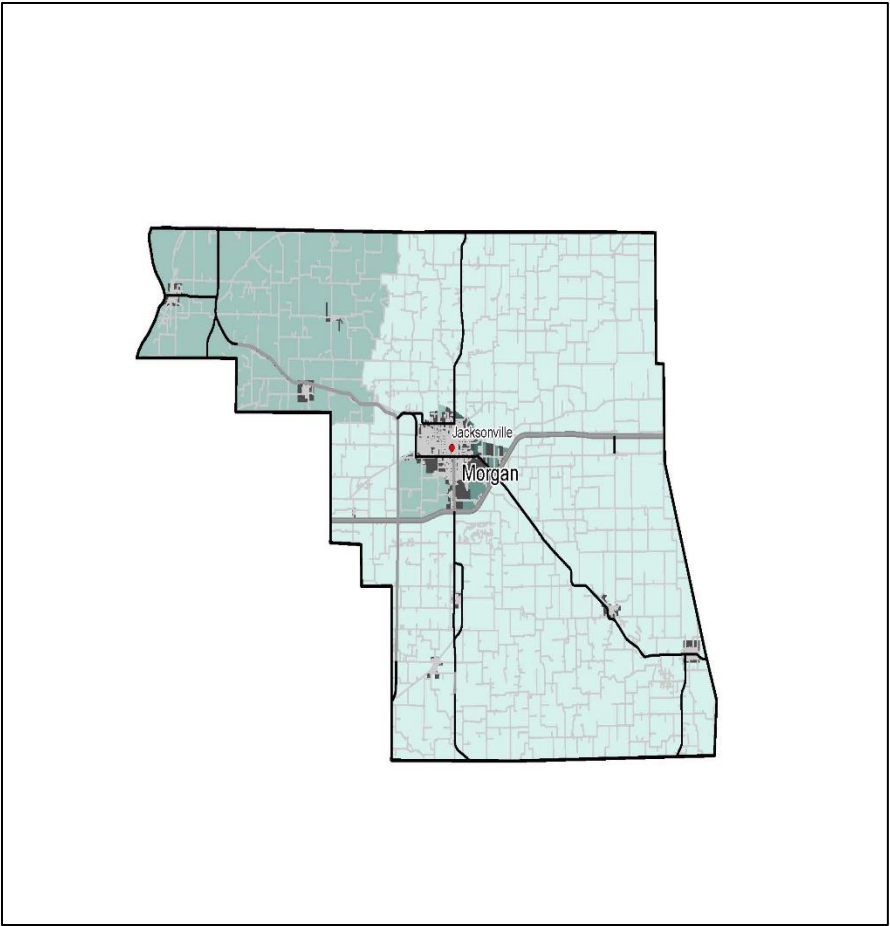
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 55: Morgan County, Zero Vehicle Households

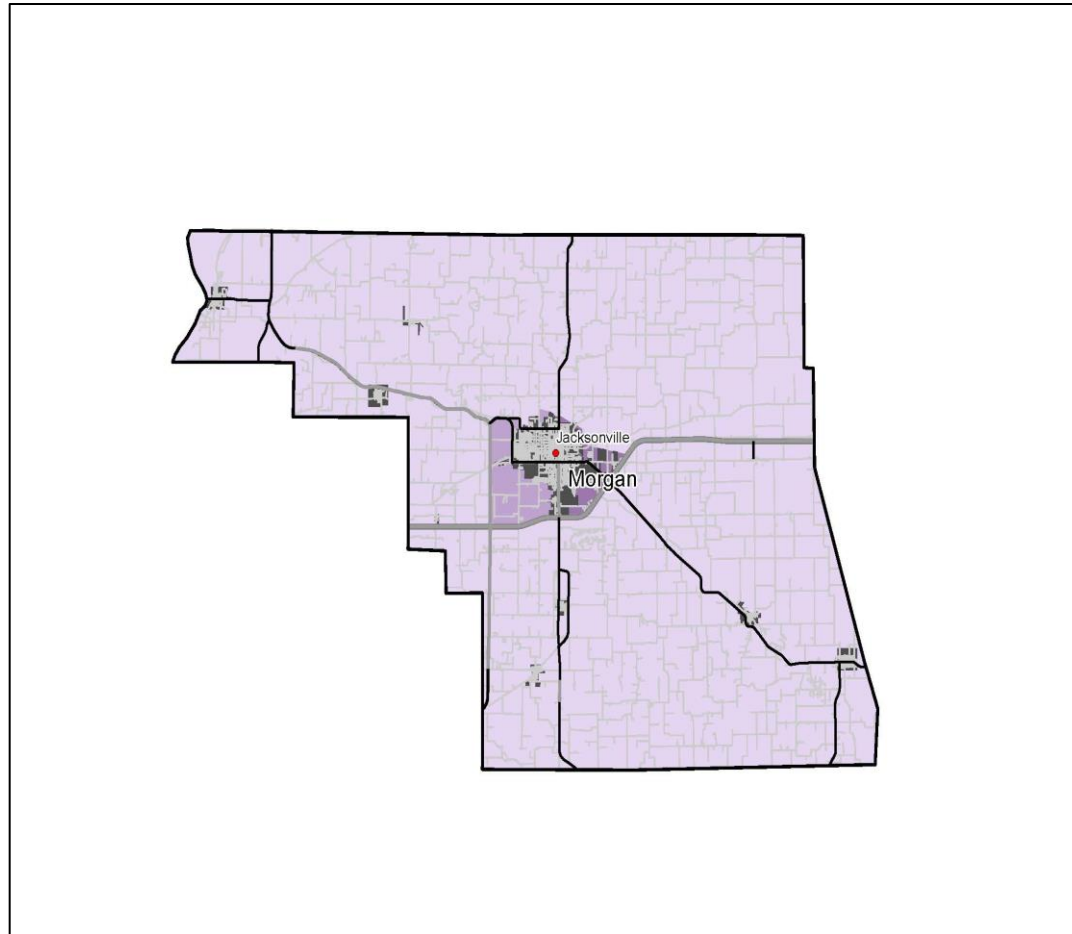


Map 56: Morgan County, Hispanic or Latino Population



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

Map 57: Morgan County, Black or African American Population



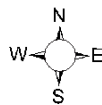
Legend

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

0 5 Miles



Western Illinois
Regional Council



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

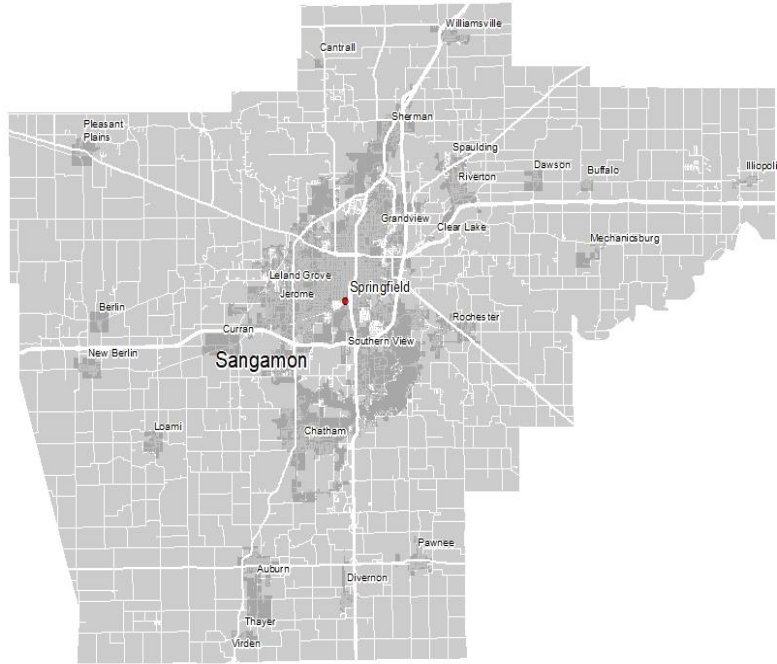
EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Sangamon County

Total Population: 195,963

Total Area: 877 Square Miles

County Seat: Springfield, IL

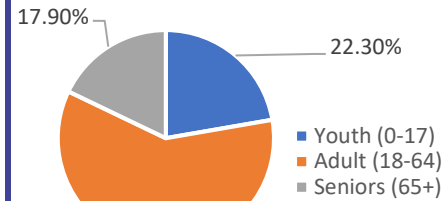


Map 58: Sangamon County

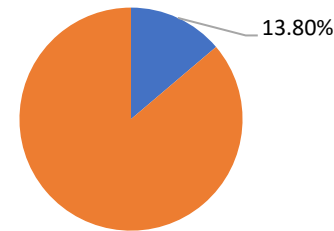
Table 2-23: Sangamon County Overall Demographics

	Population	Percent
Total Population	195,963	100%
Population with Disabilities	26,770	13.8%
Population living below Poverty Line	26,859	15.3%
Minority Population: Black or African American	24,939	12.7%
Minority Population: Hispanic or Latino	4,622	2.4%
Veteran Population (Over 18)	11,979	7.9%

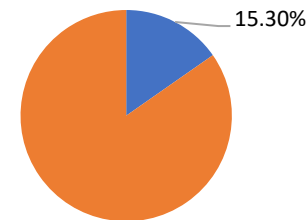
Age Distribution



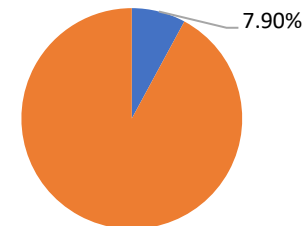
Population with Disabilities



Population Below Poverty Level



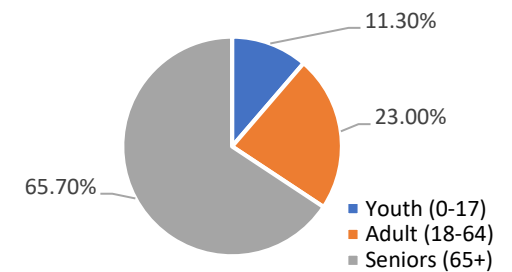
Veteran Population



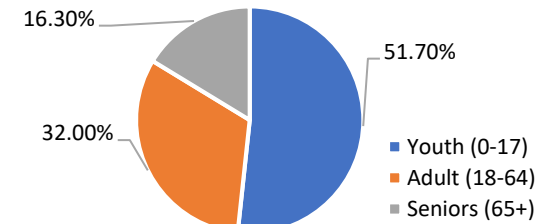
6,373 Zero Car Households

83,673 Total Households

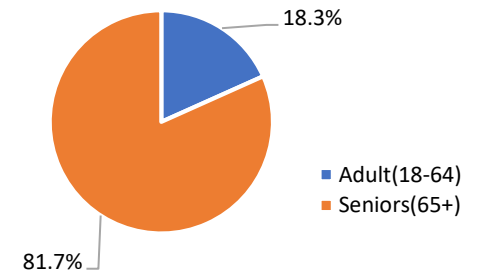
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

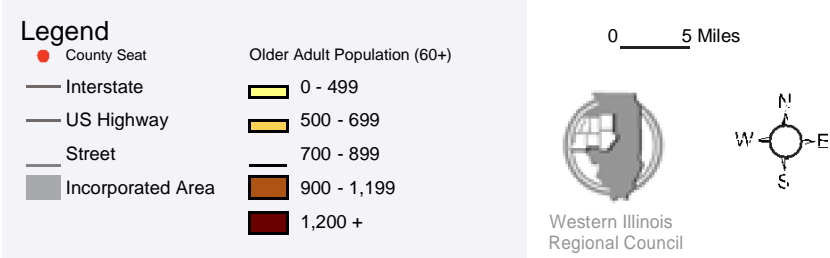
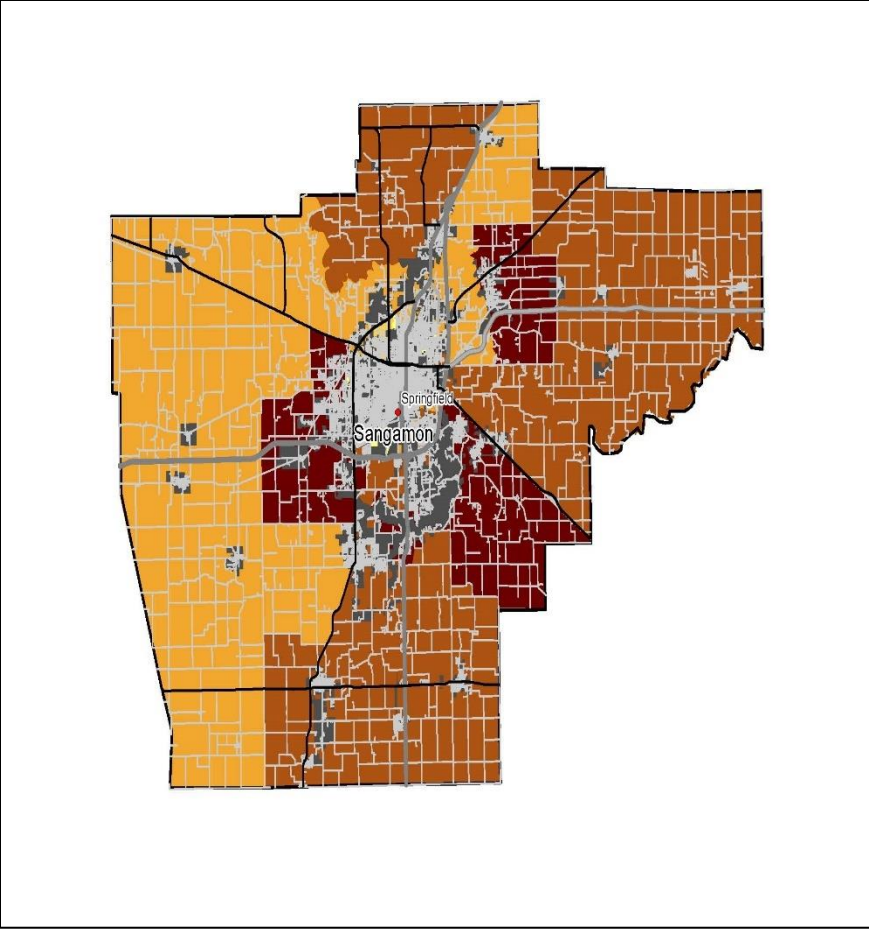
Sangamon County in Summary

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

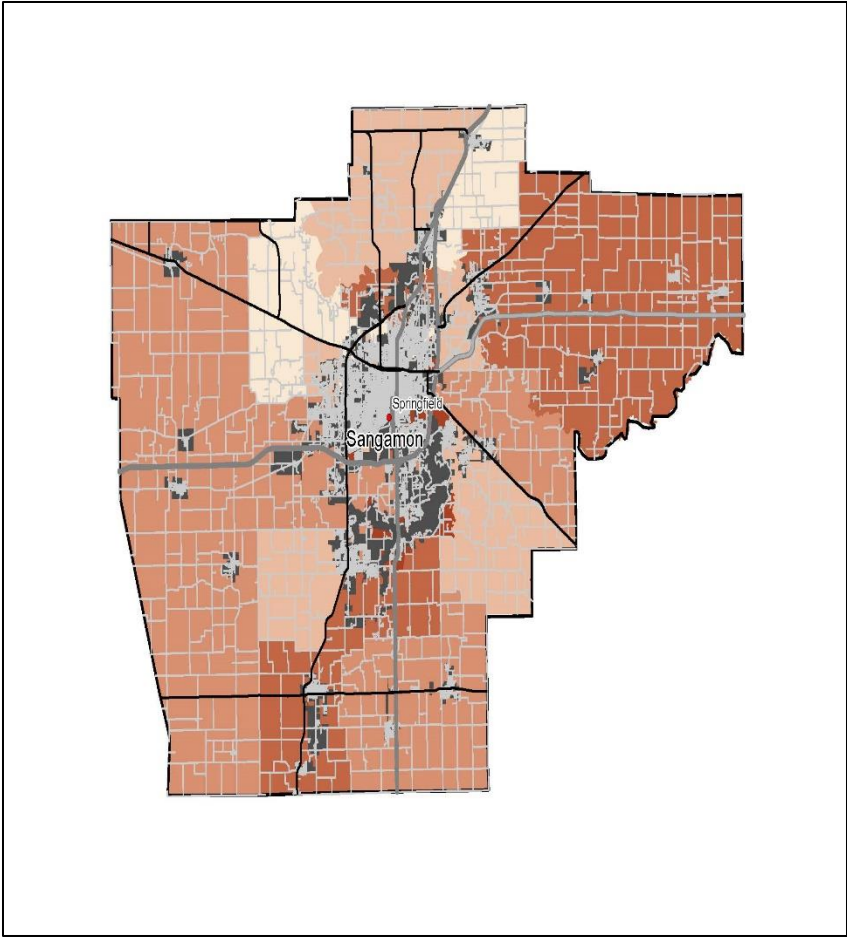
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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



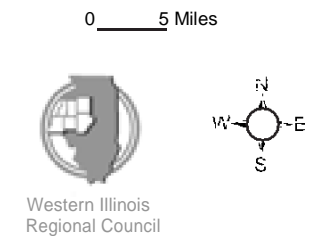
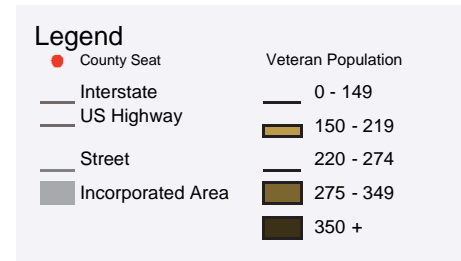
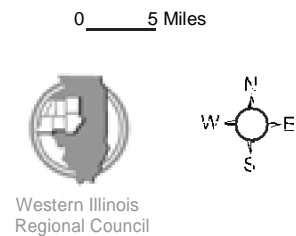
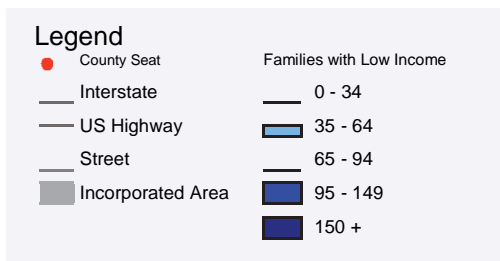
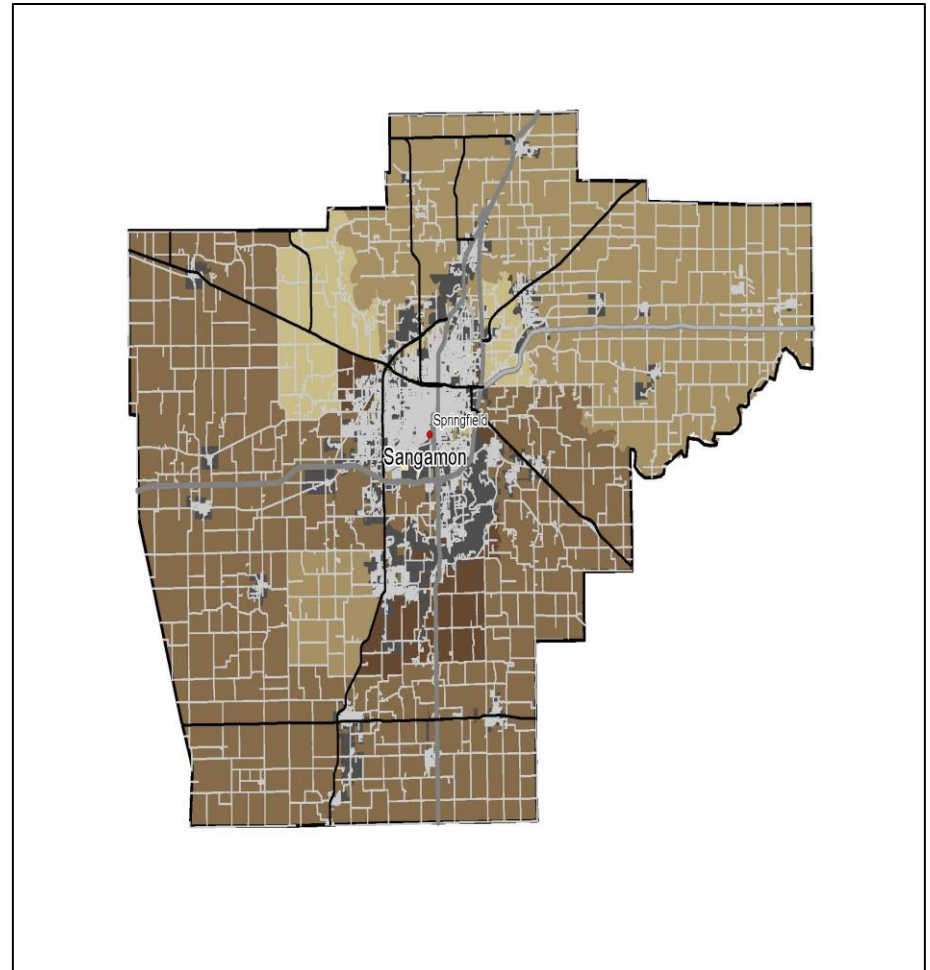
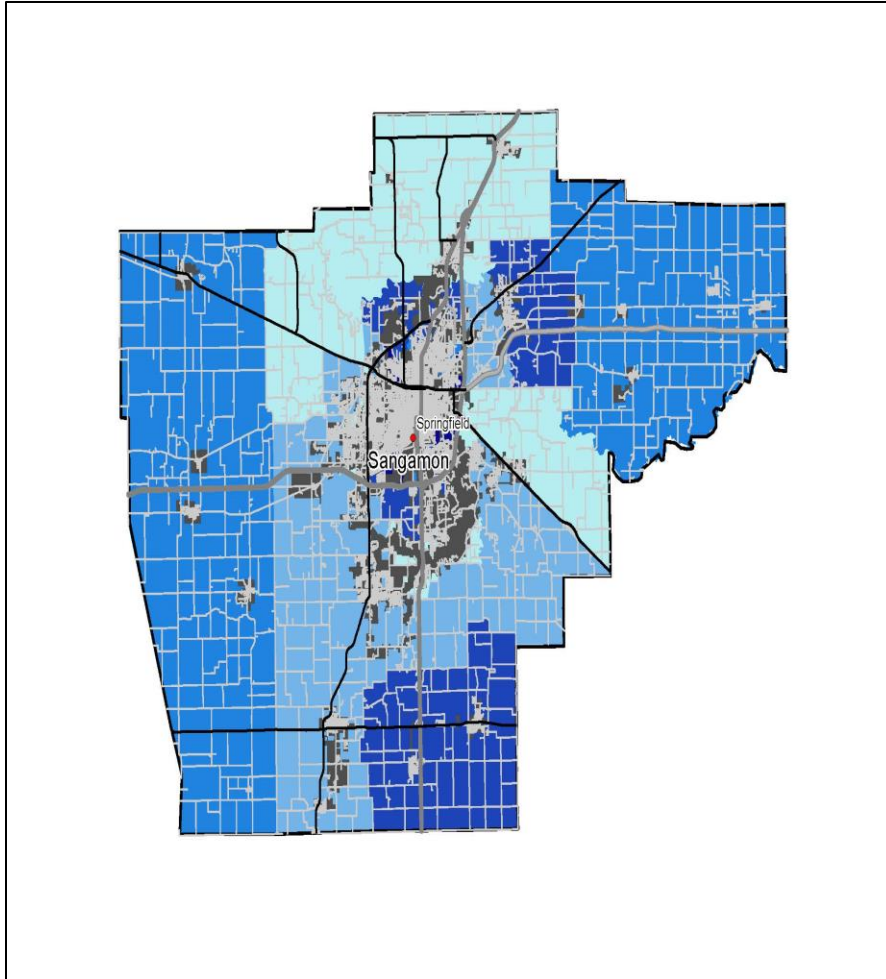
Map 60: Sangamon County, Persons with a Disability



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

Map 61: Sangamon County, Families with Low Income

Map 62: Sangamon County, Veteran Population

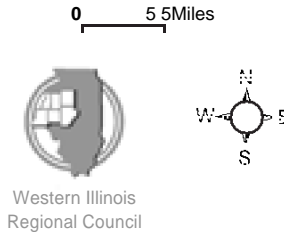
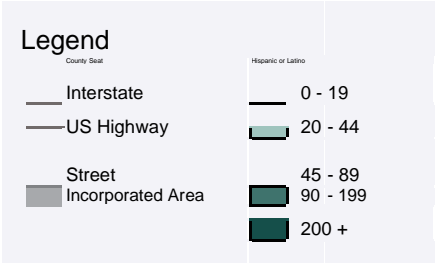
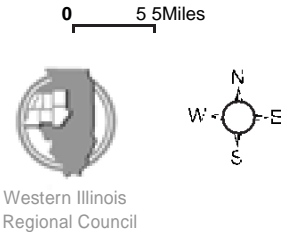
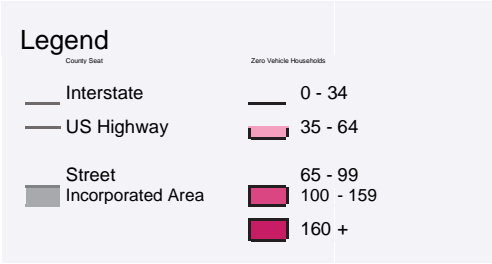
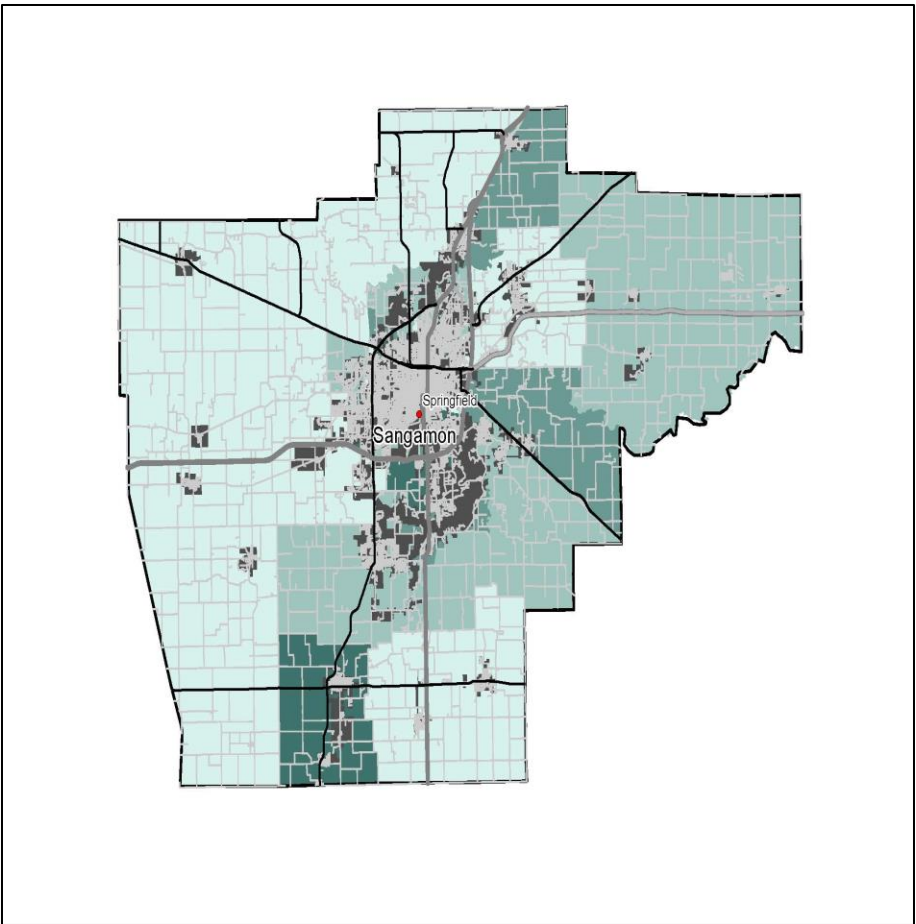
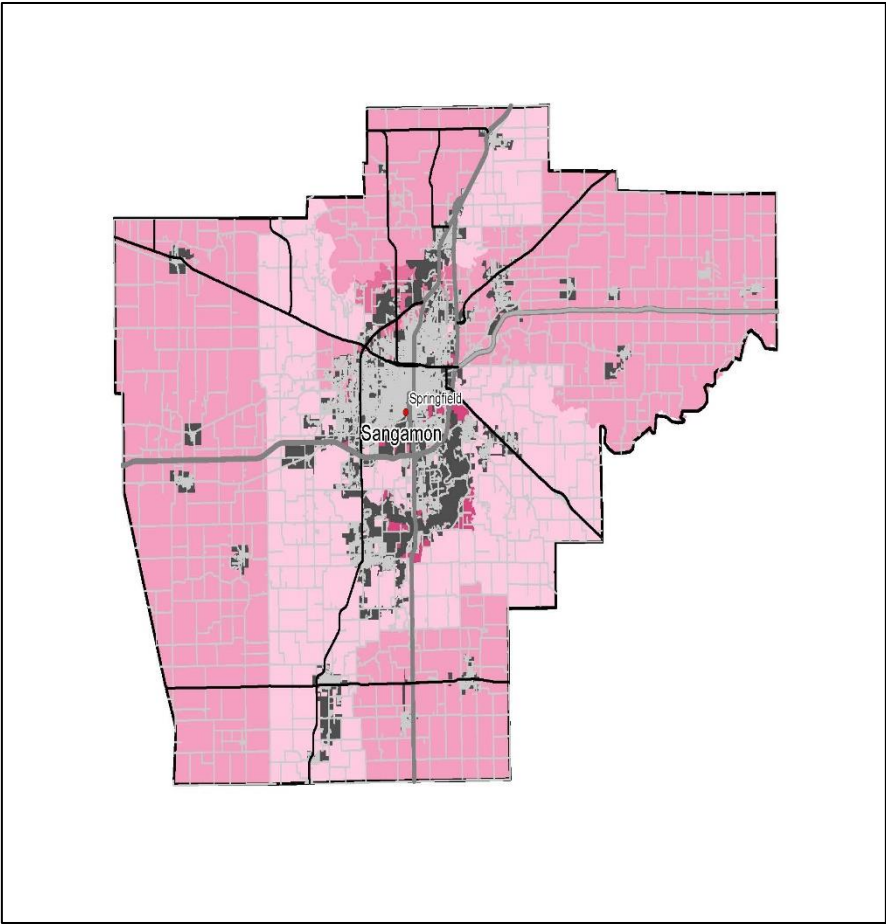


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

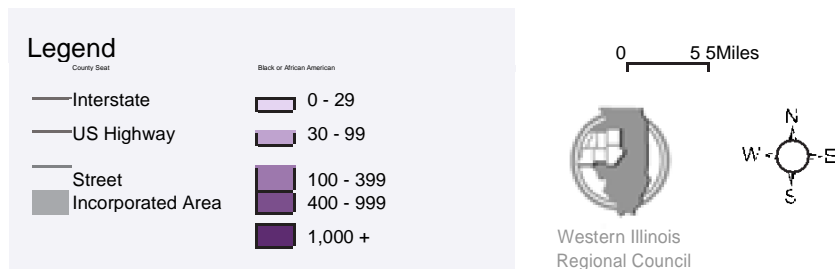
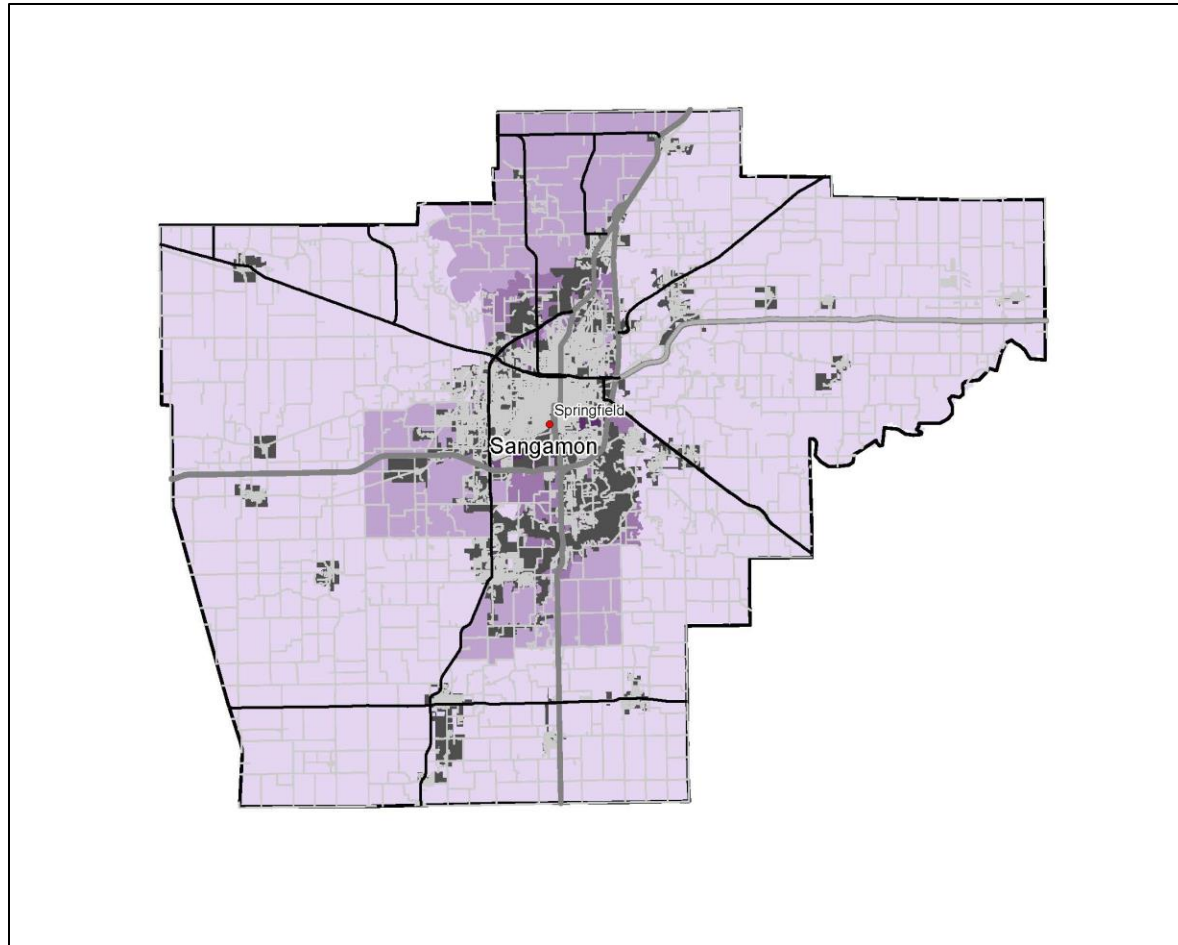
Map 63: Sangamon County, Zero Vehicle Households

Map 64: Sangamon County, Hispanic or Latino Population



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

Map 65: Sangamon County, Black or African American Population



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

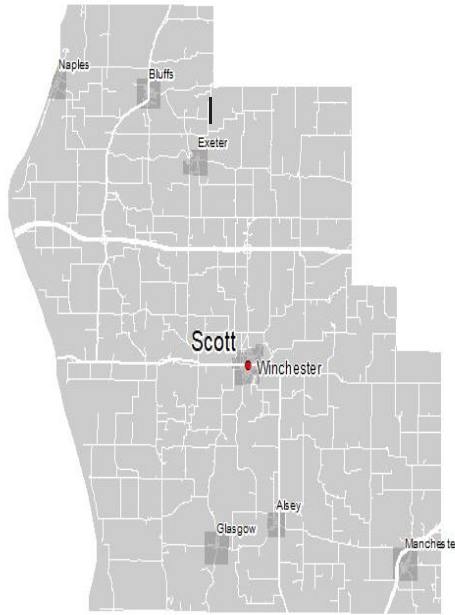
EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Scott County

Total Population: 4,982

Total Area: 253 Square Miles

County Seat: Winchester, IL

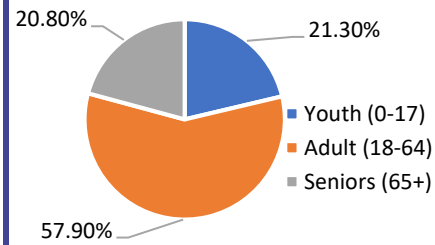


Map 66: Scott County

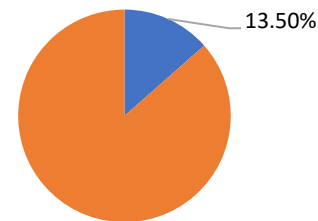
Table 2-24: Scott County Overall Demographics

	Population	Percent
Total Population	4,982	100%
Population with Disabilities	666	13.5%
Population living below Poverty Line	601	14.4%
Minority Population: Black or African American	21	0.4%
Minority Population: Hispanic or Latino	58	1.2%
Veteran Population (Over 18)	390	10.0%

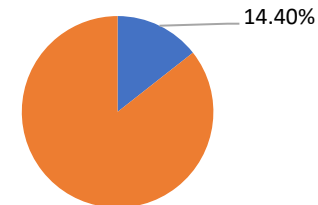
Age Distribution



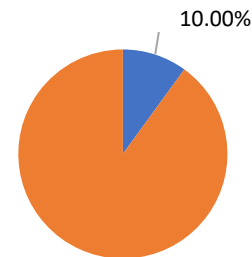
Population with Disabilities



Population Below Poverty Level



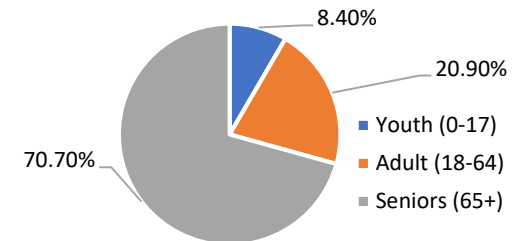
Veteran Population



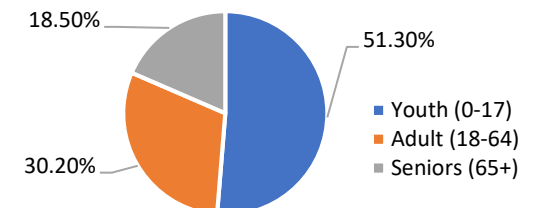
110 Zero Car Households

2,111 Total Households

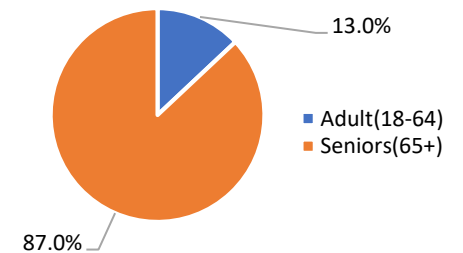
Population with Disabilities by Age



Population Below Poverty Level by Age



Veteran Population by Age



Age

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

Population with Disabilities

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

Low-Income Population

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

Veteran Population

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

Zero-Vehicle Households

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

Hispanic/Latino Population

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

Black/African American Population

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

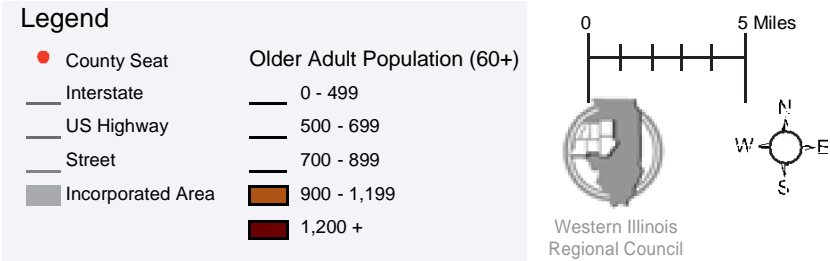
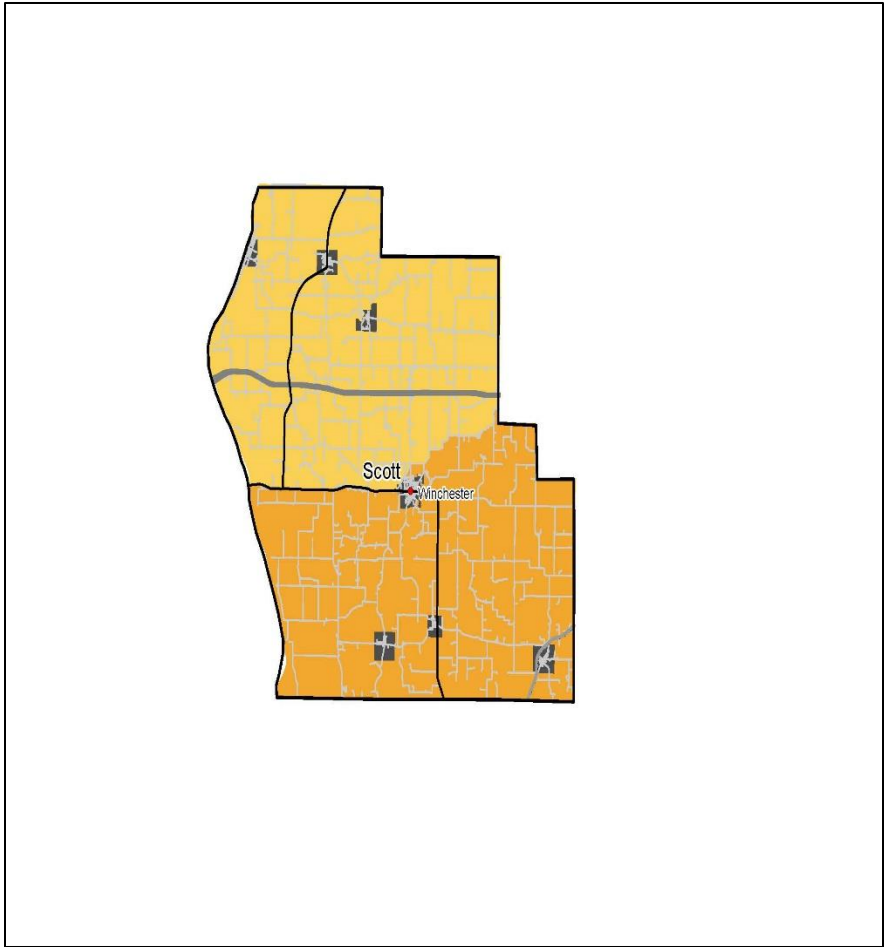
Scott County in Summary

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

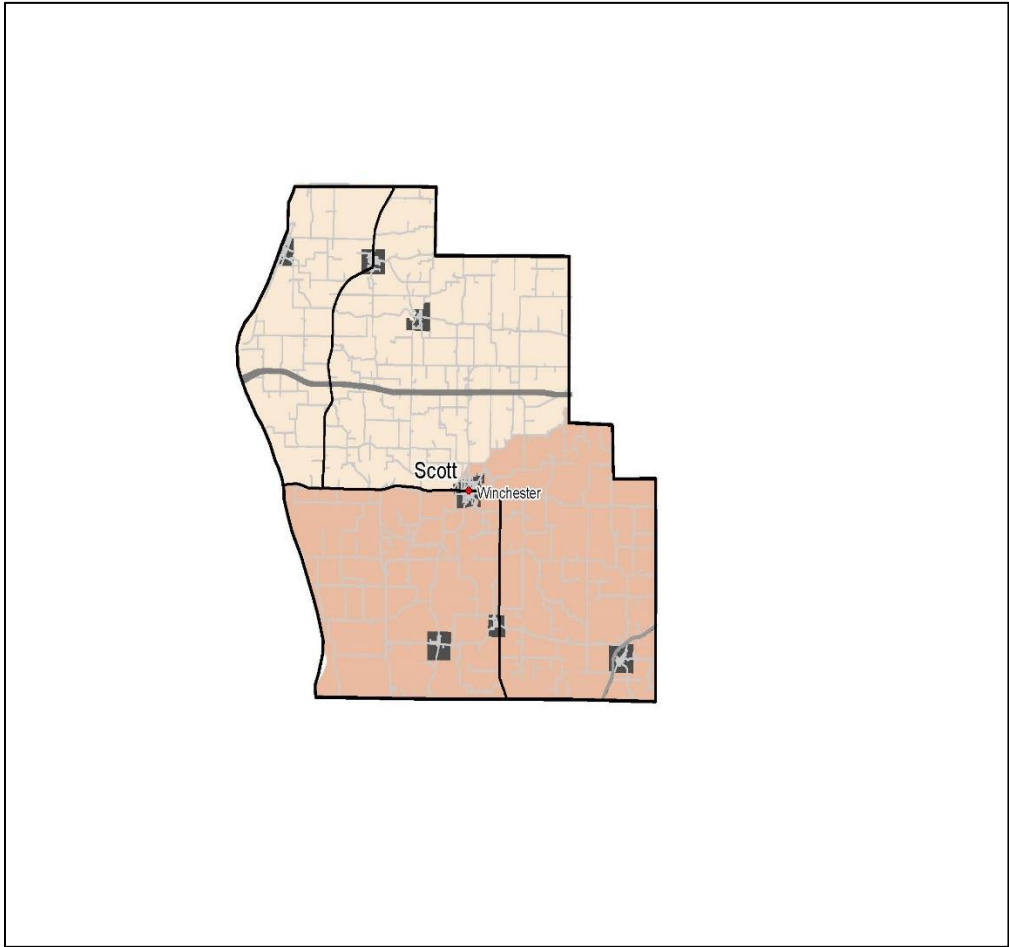
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Tables B01001 (Age), B18101 (Disability), B17001 (Income), B21001 (Veteran), B08201 (Zero Vehicle), B03002 (Hispanic/Latino), and B02009 (Black/African American)

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

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

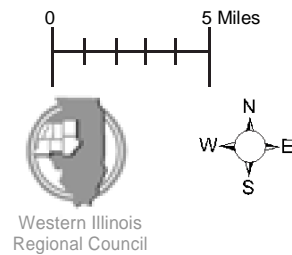
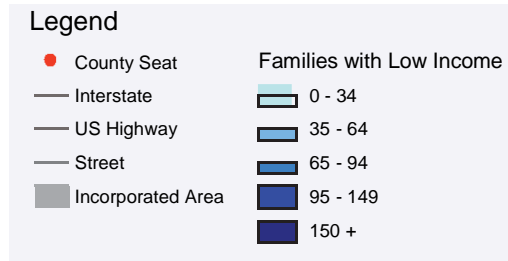
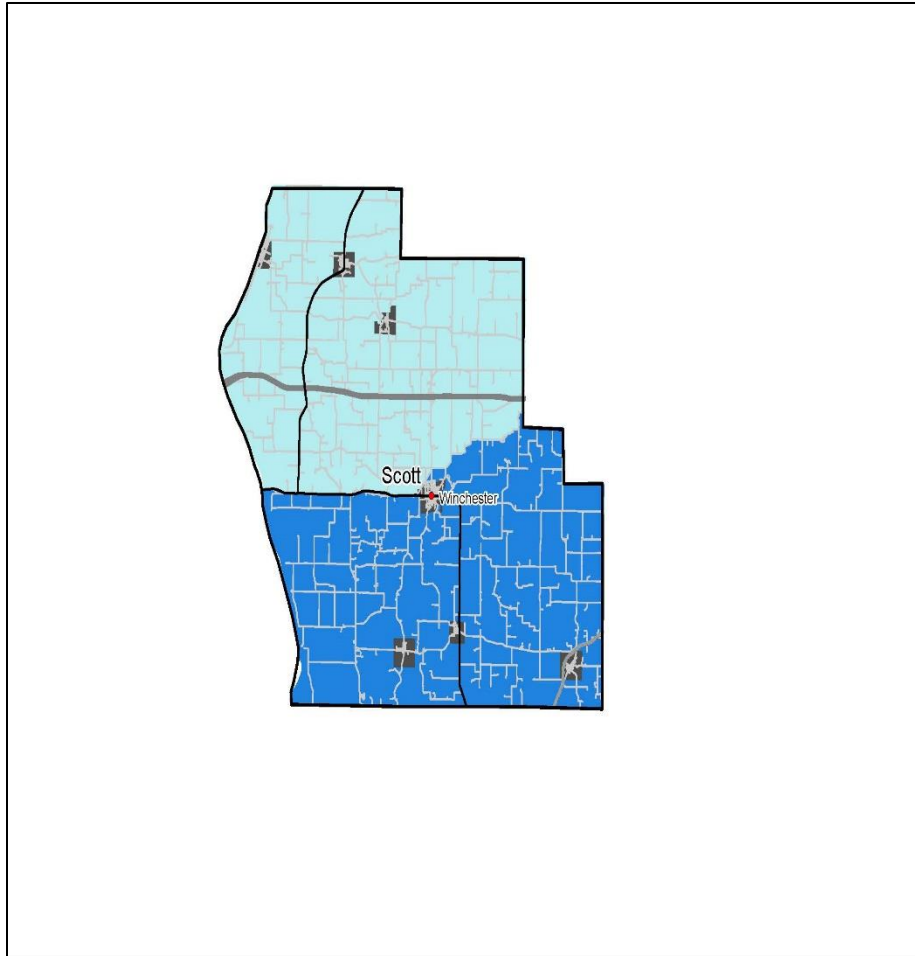


Map 68: Scott County, Persons with a Disability

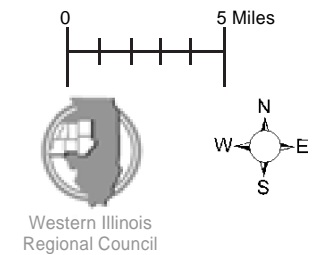
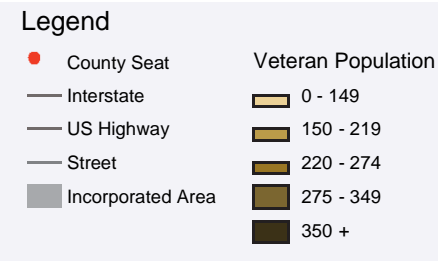
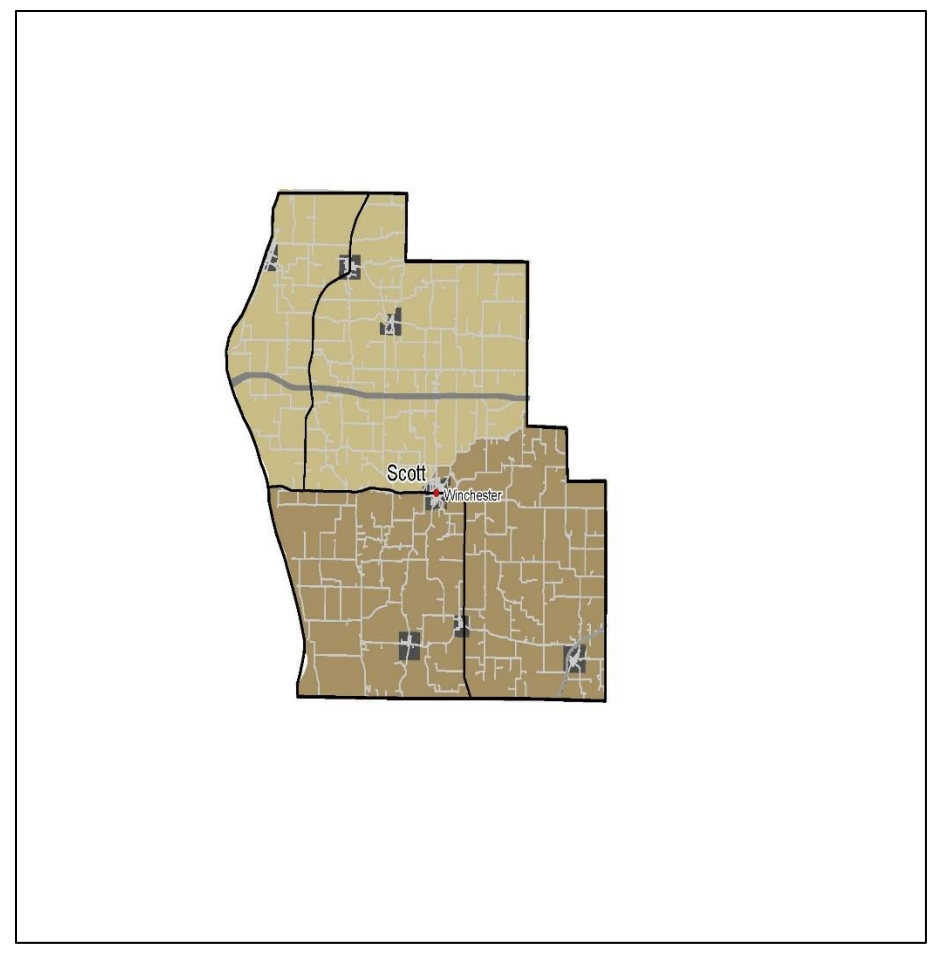


Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Map 69: Scott County, Families with Low Income



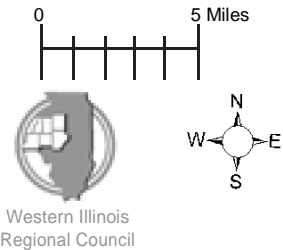
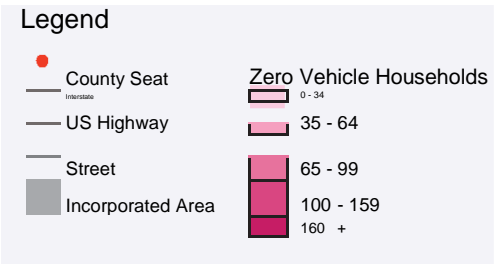
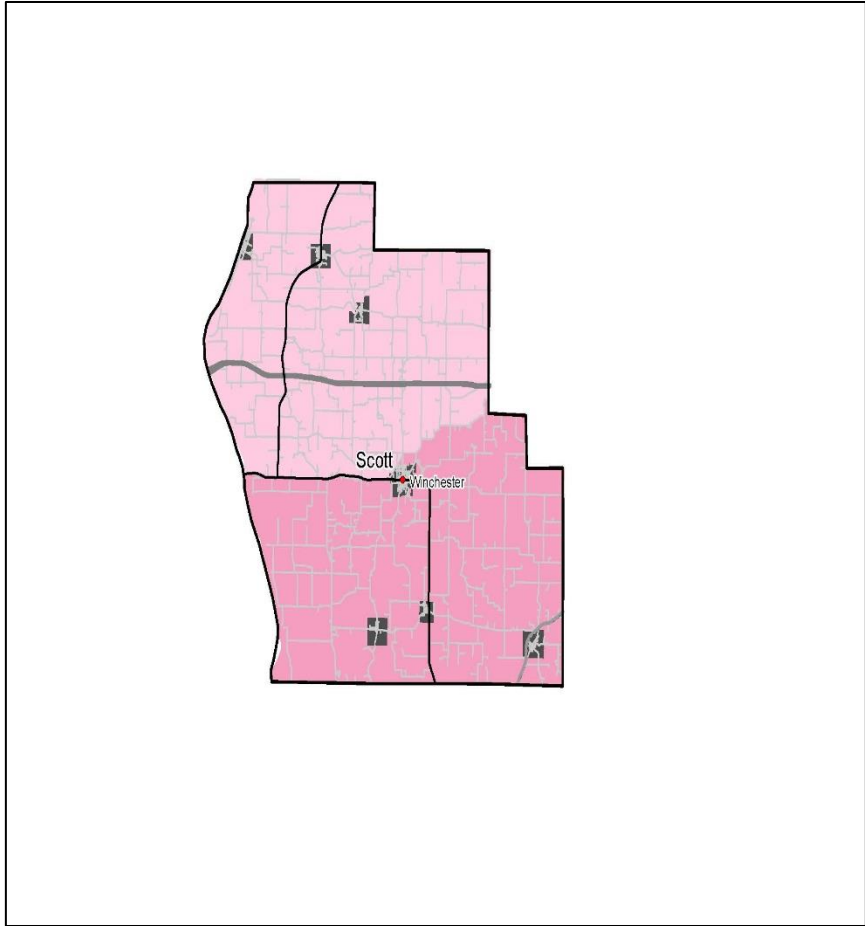
Map 70: Scott County, Veteran Population



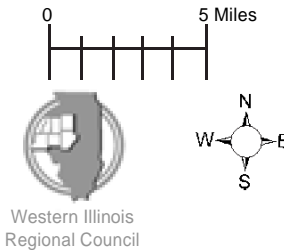
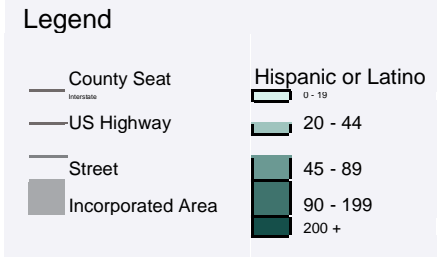
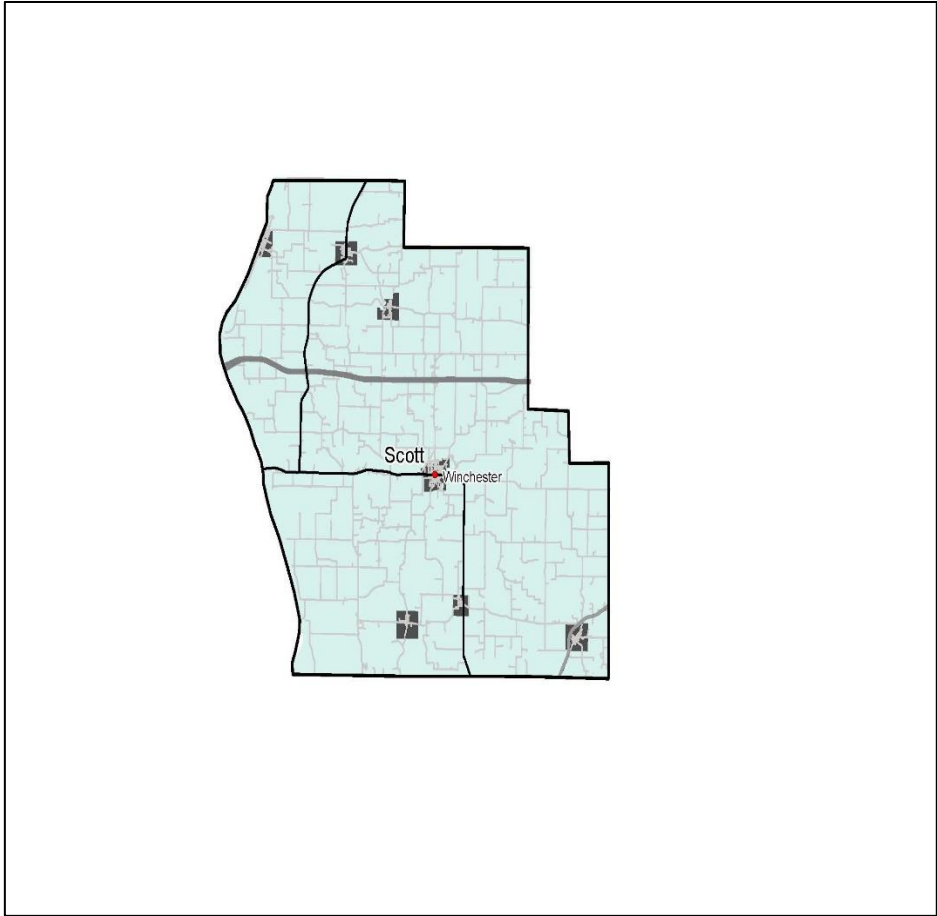
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

EXISTING CONDITIONS: COUNTY DEMOGRAPHICS

Map 71: Scott County, Zero Vehicle Households

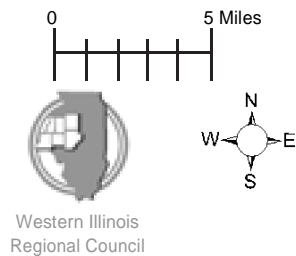
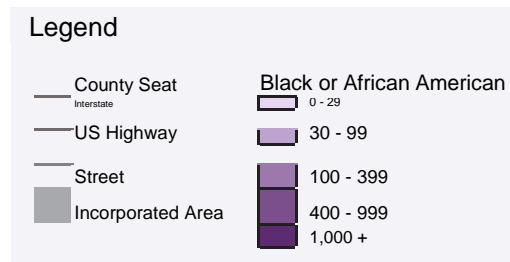
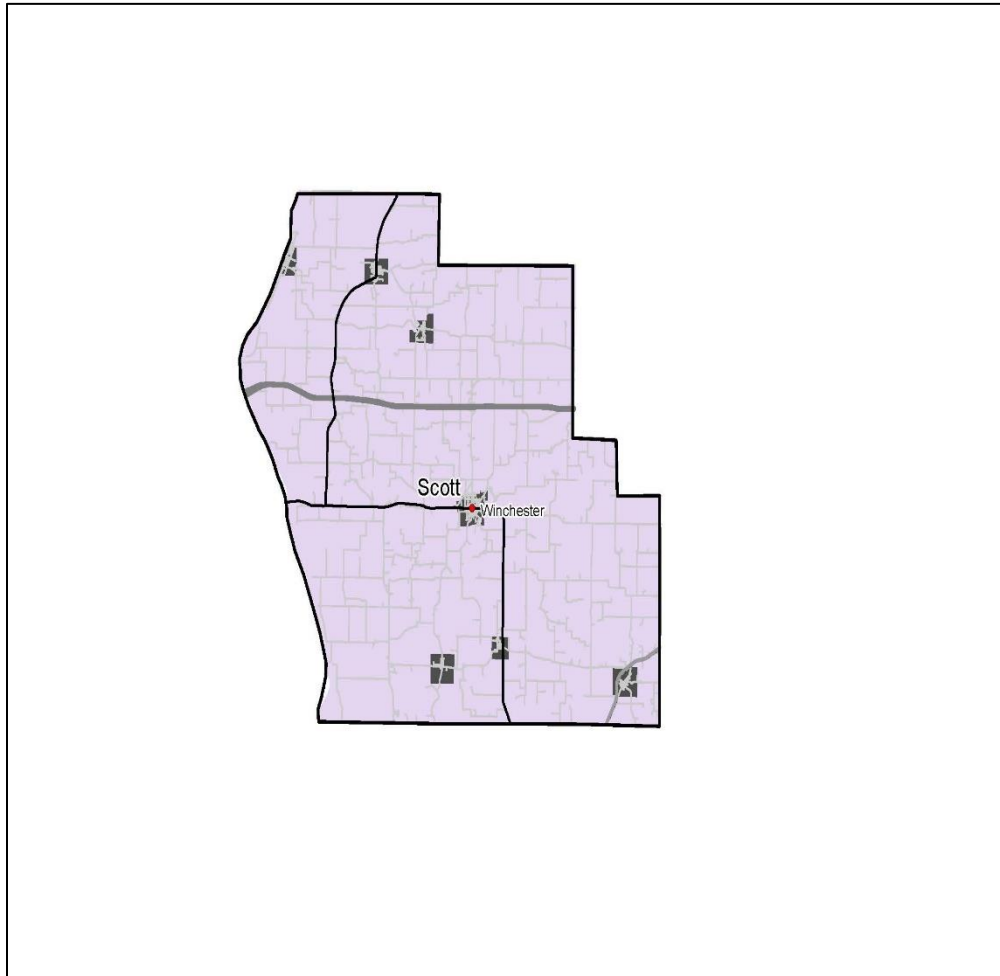


Map 72: Scott County, Hispanic or Latino Population



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

Map 73: Scott County, Black or African American Population



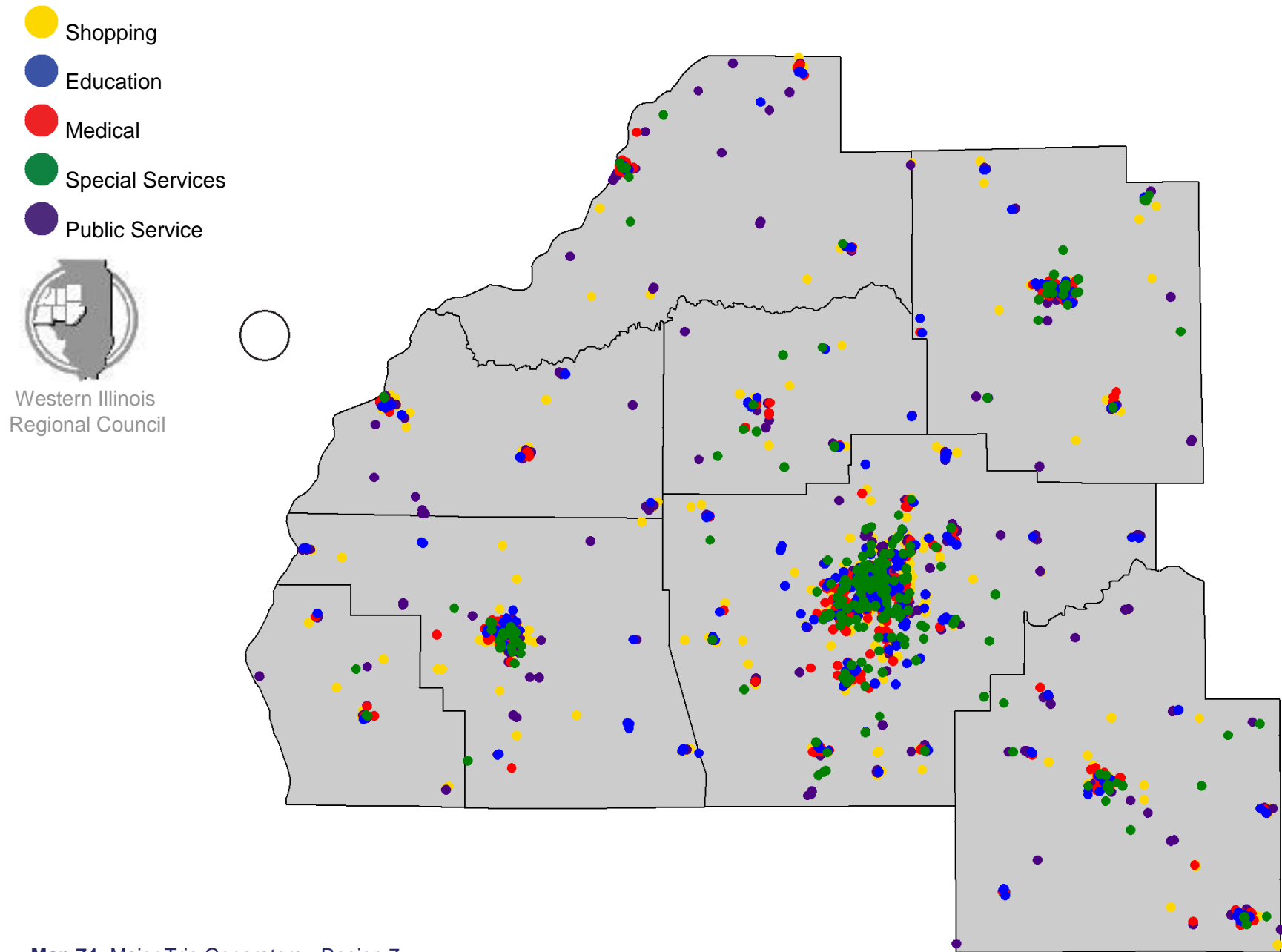
Source: U.S. Census Bureau: 2018-2022 ACS 5-year Estimates, Census Tract Map

Mobility

Major Trip Generators

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

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



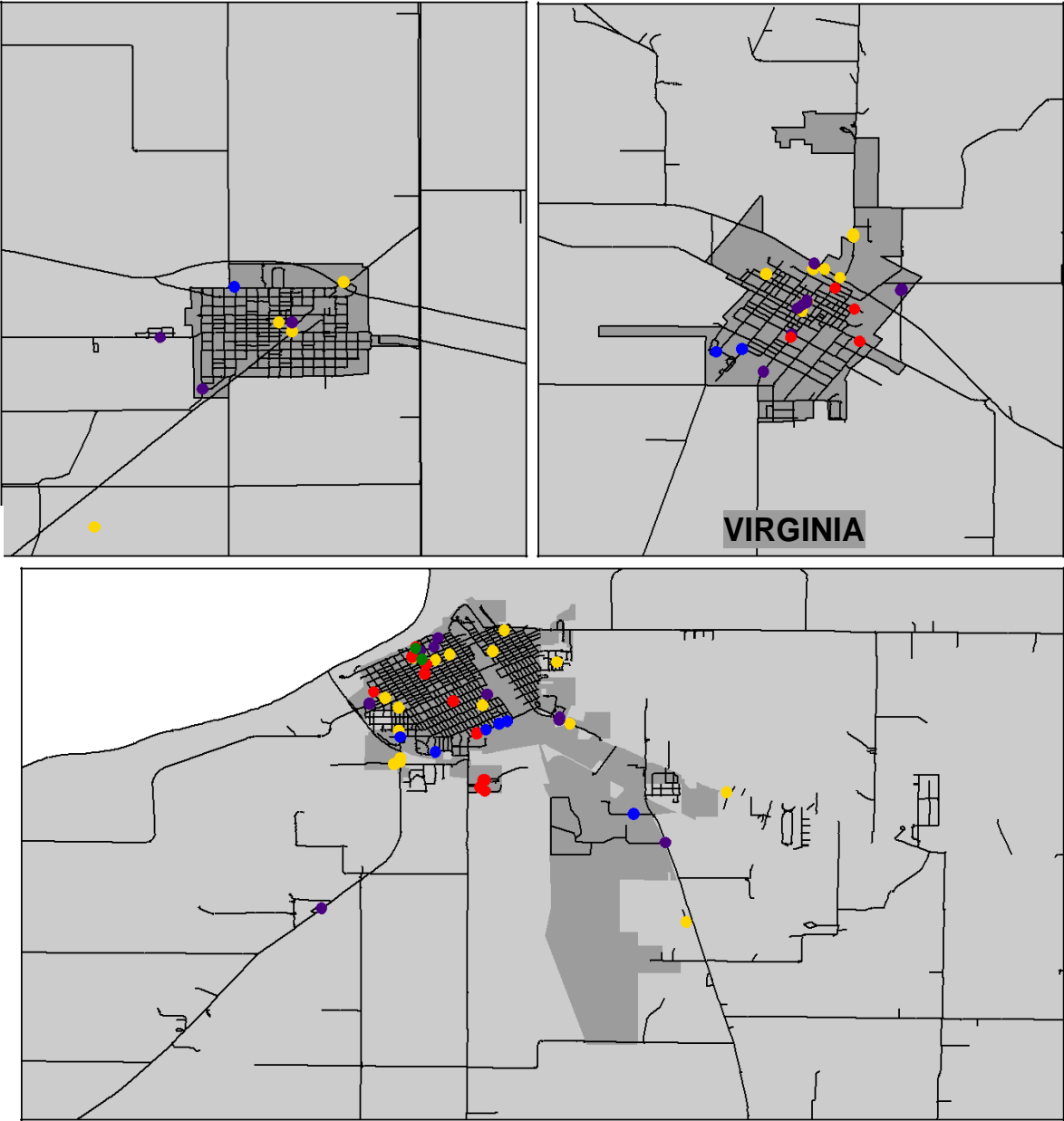
Map 74: Major Trip Generators - Region 7

Cass County

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



Western Illinois
Regional Council



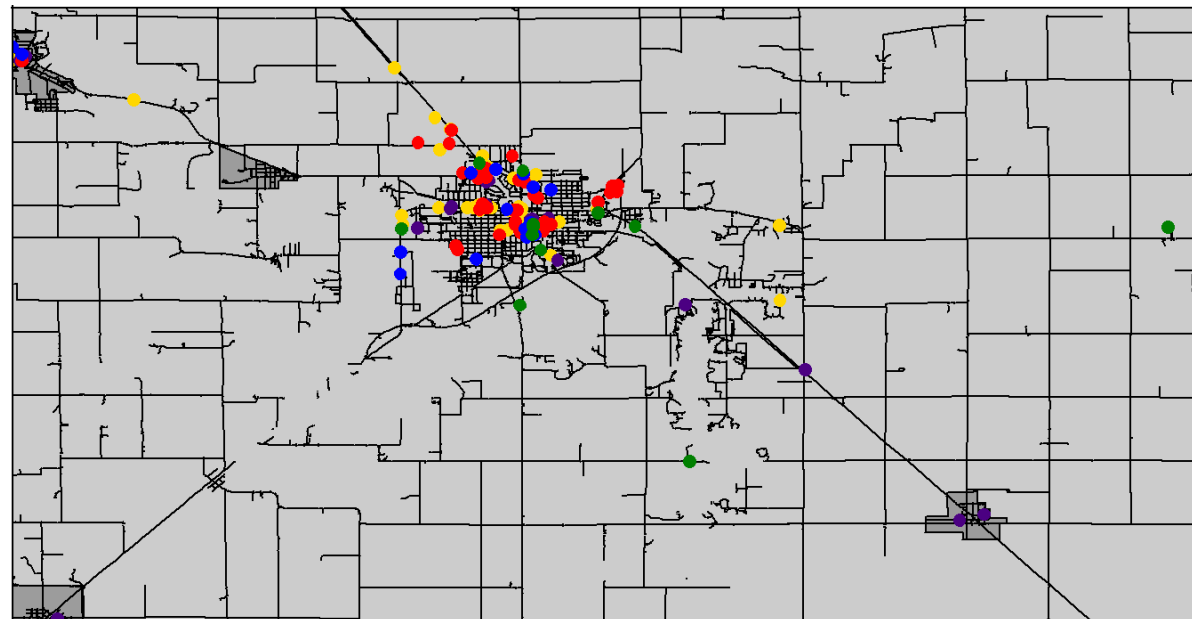
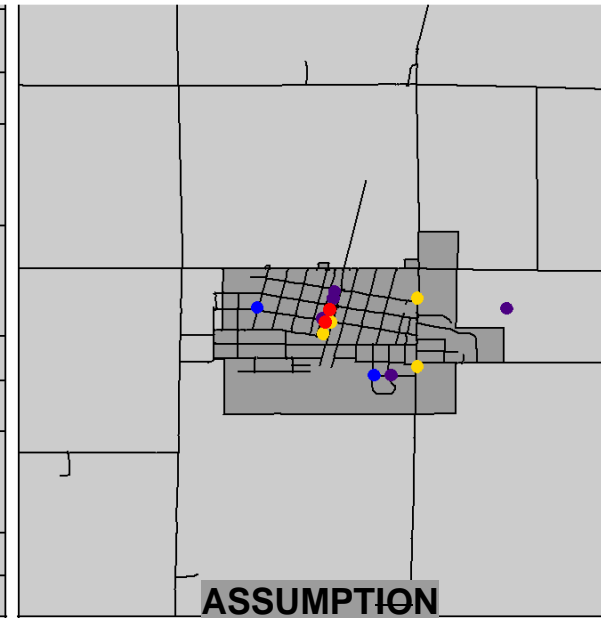
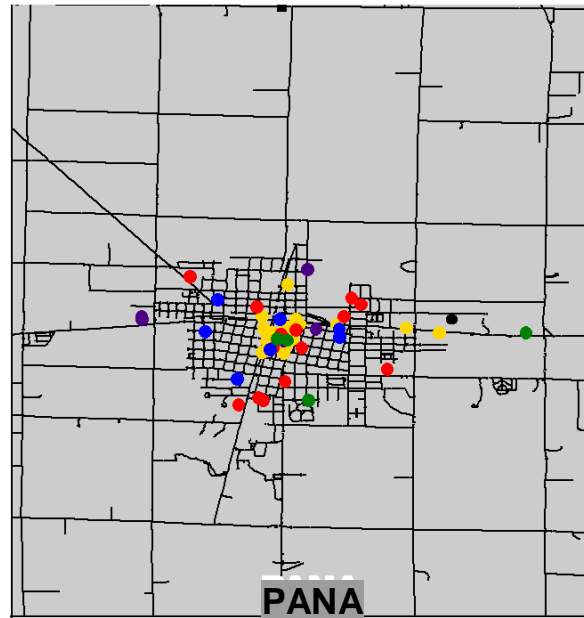
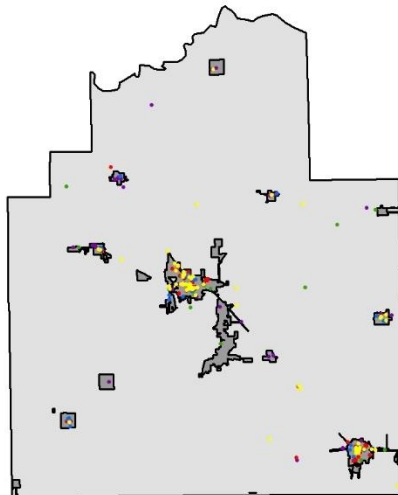
Map 75: Major Trip Generators - Cass County

Christian County

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



Western Illinois Regional Council



Map 76: Major Trip Generators - Christian County

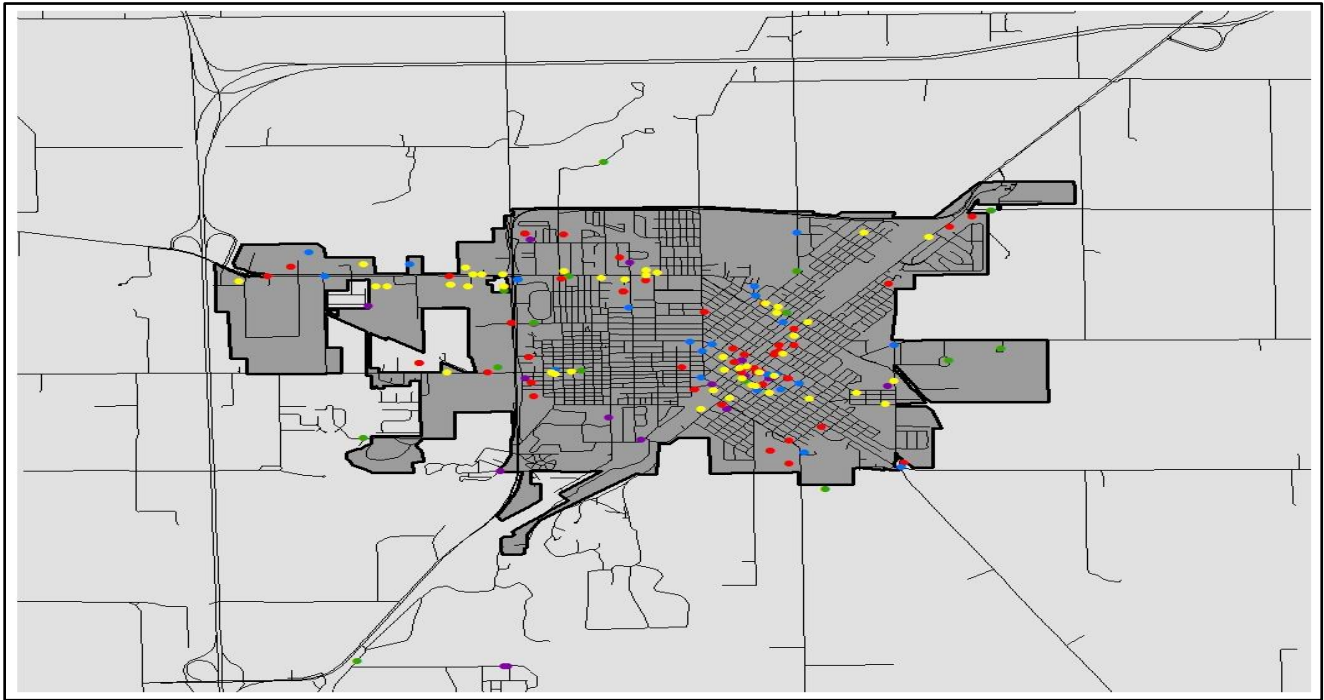
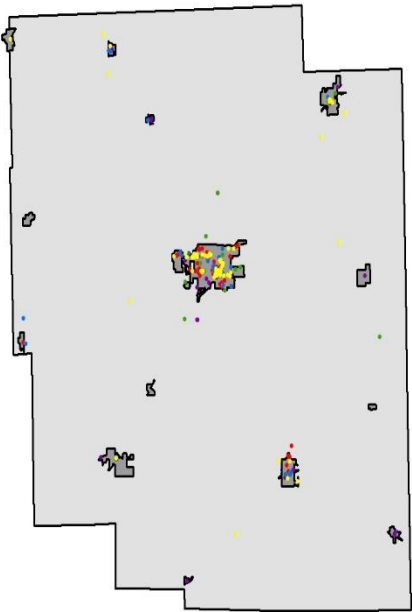
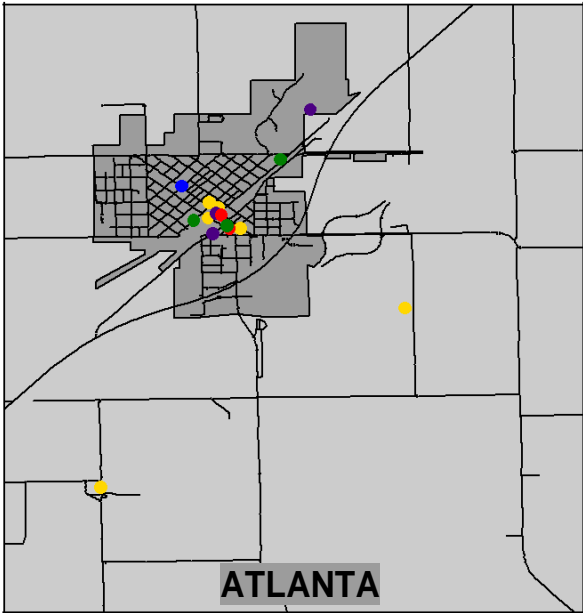
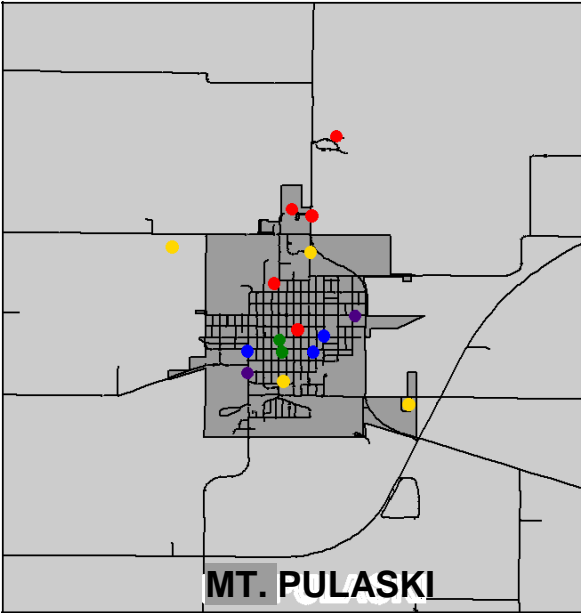
EXISTING CONDITIONS: MOBILITY TODAY

Logan County

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



Western Illinois
Regional Council



Map 77: Major Trip Generators - Logan County

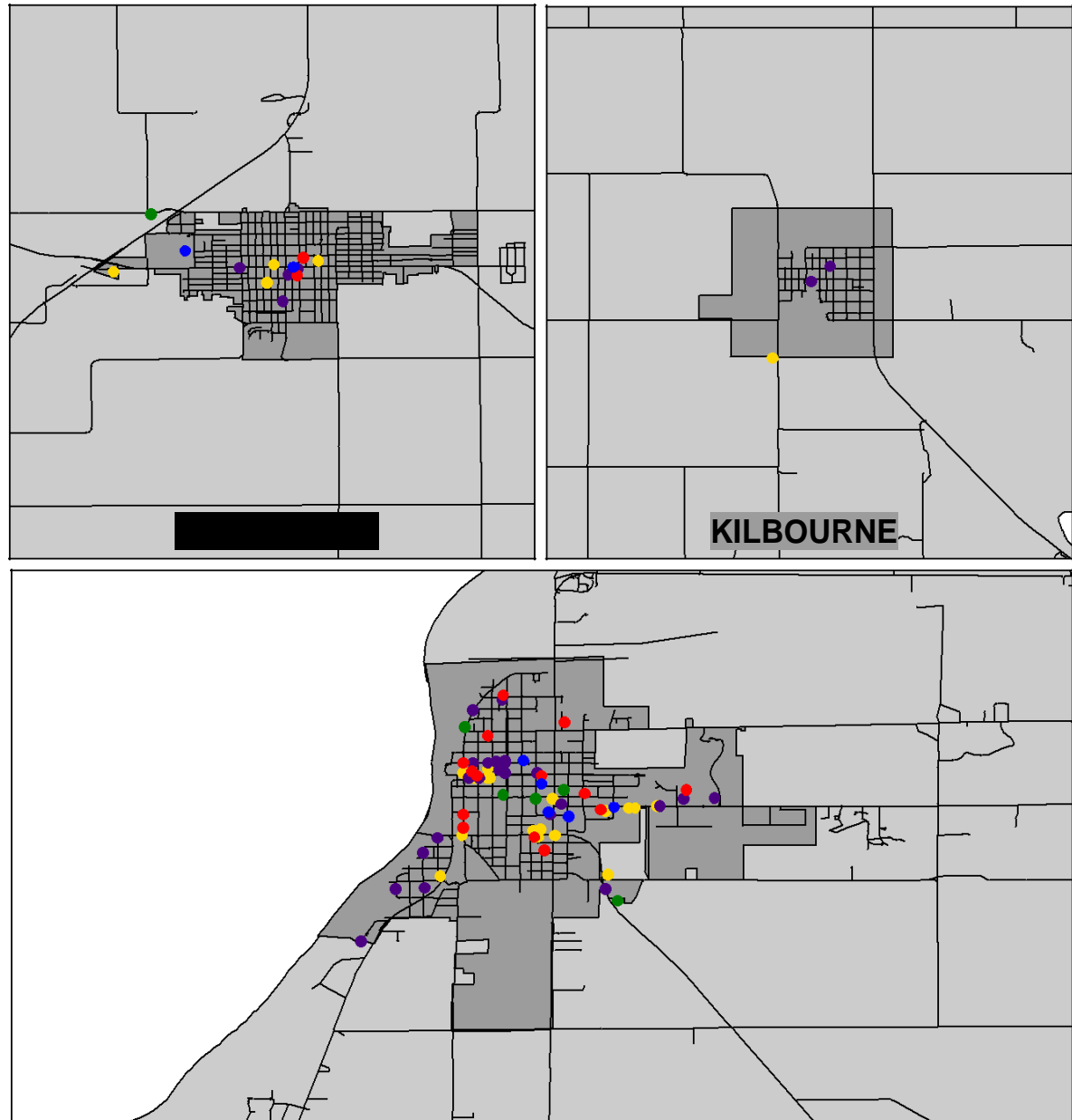
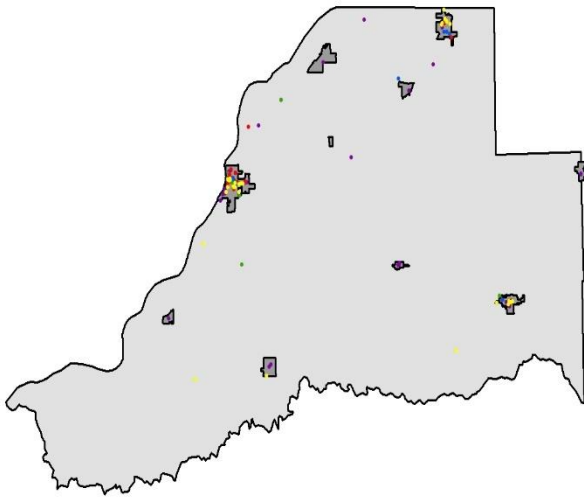
EXISTING CONDITIONS: MOBILITY TODAY

Mason County

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



Western Illinois
Regional Council



Map 78: Major Trip Generators - Mason County

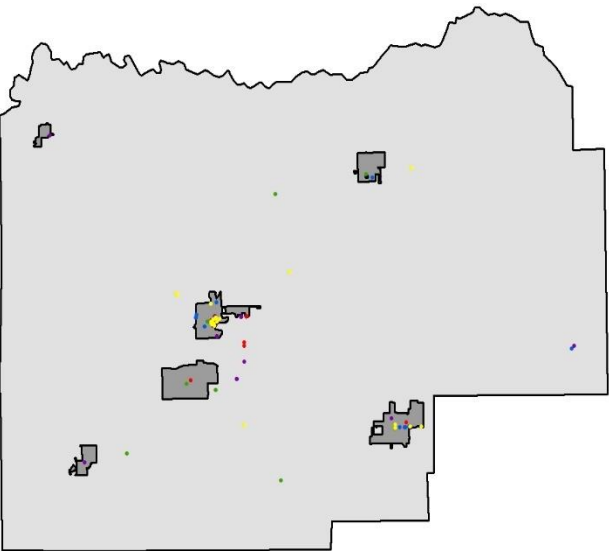
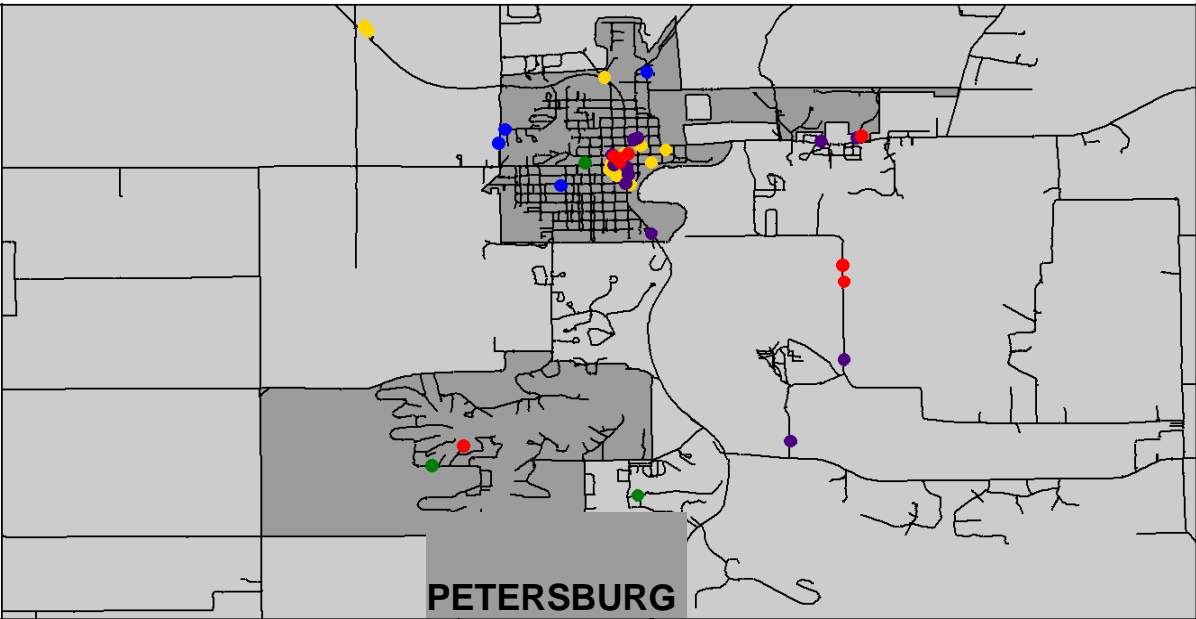
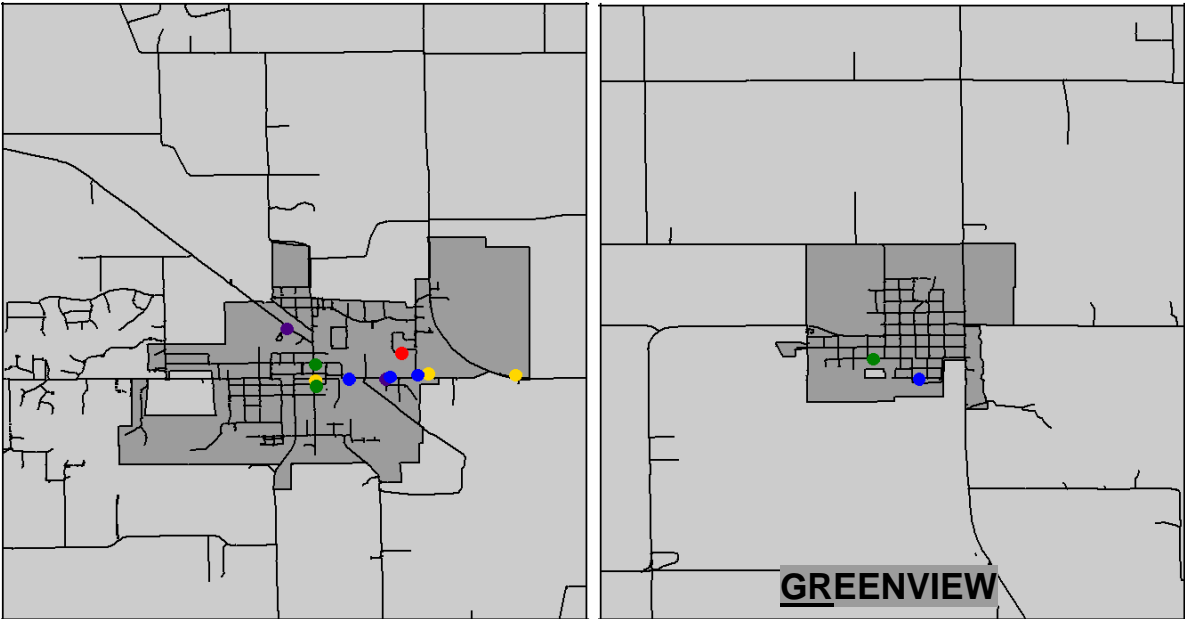
EXISTING CONDITIONS: MOBILITY TODAY

Menard County

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



Western Illinois
Regional Council



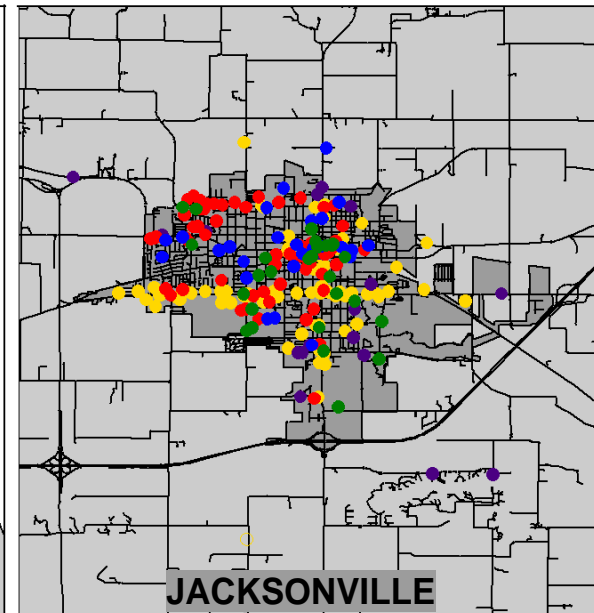
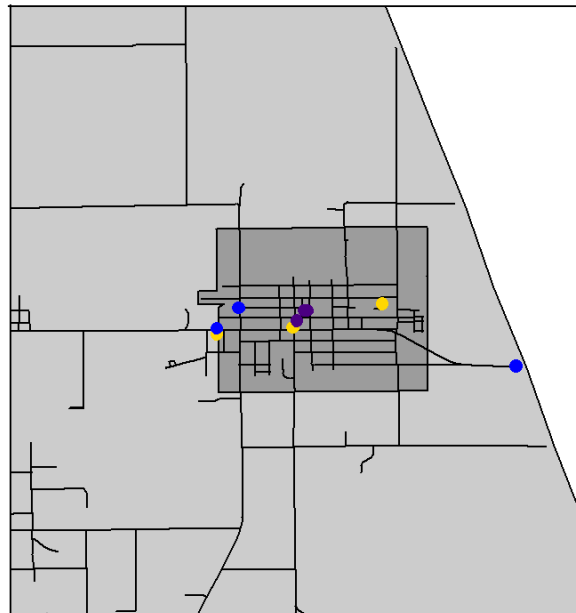
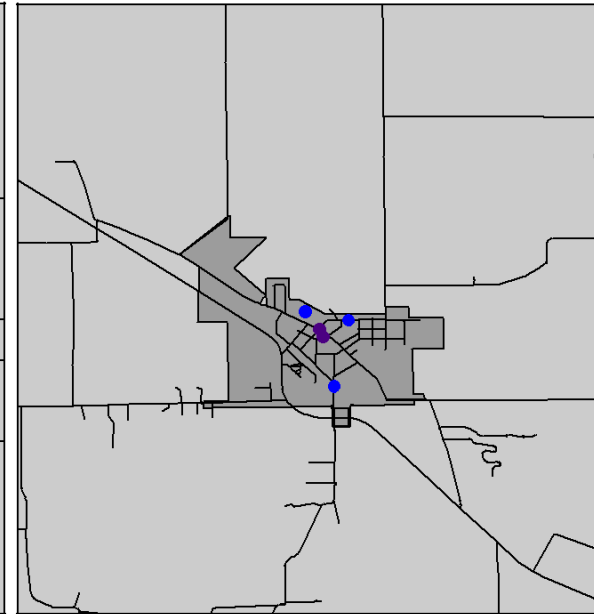
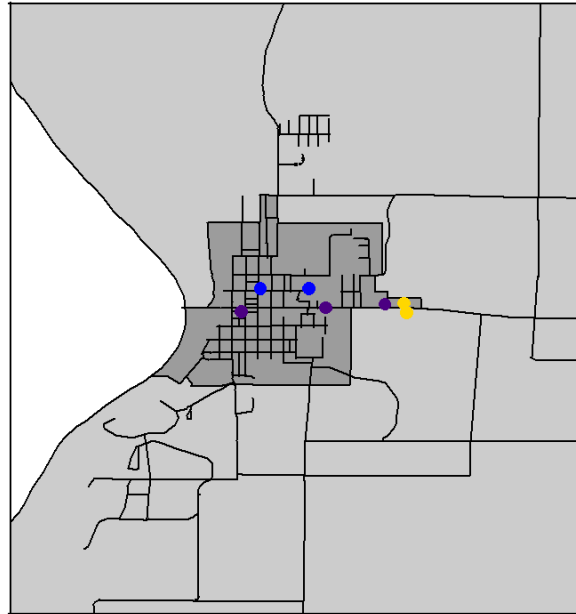
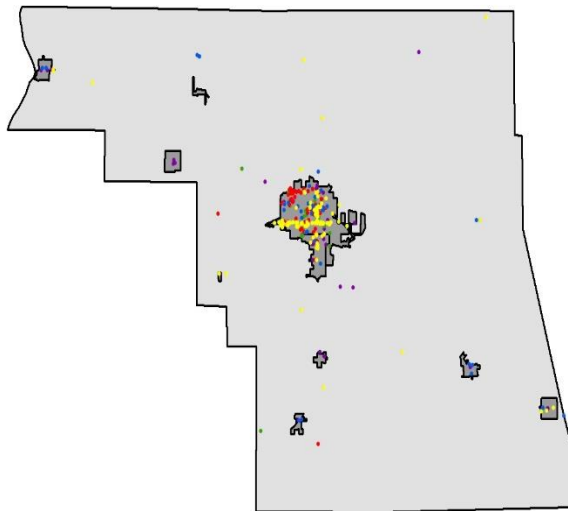
Map 79: Major Trip Generators - Menard County

Morgan County

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



Western Illinois
Regional Council



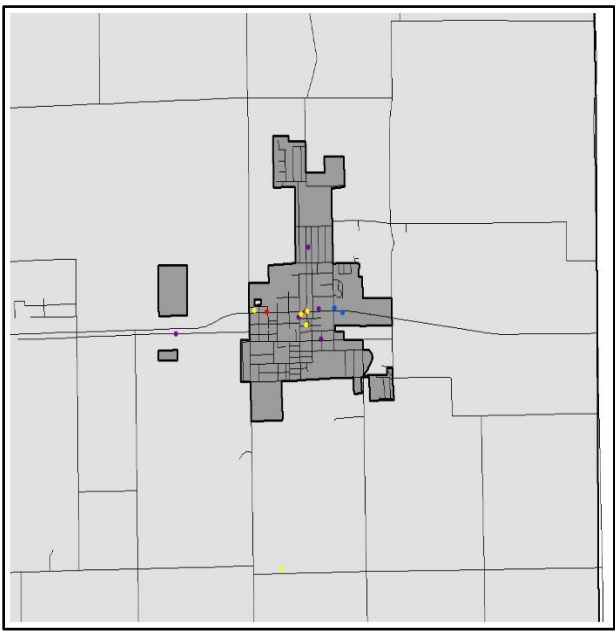
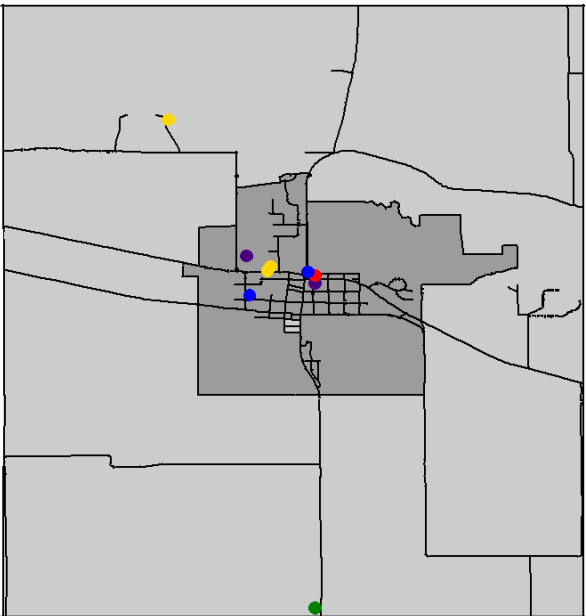
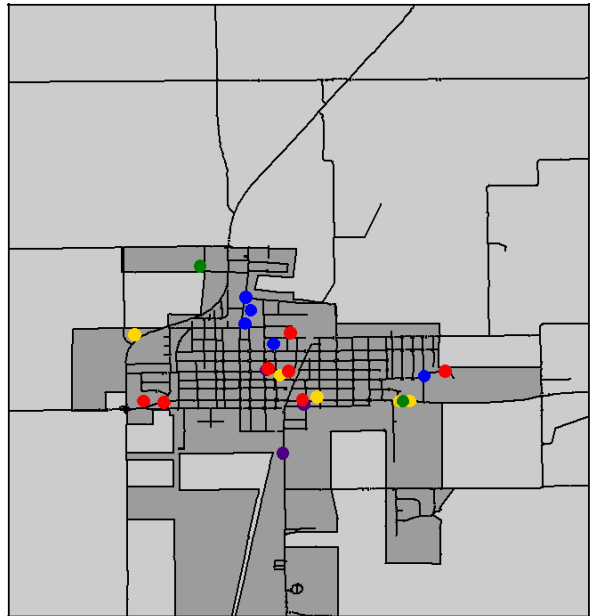
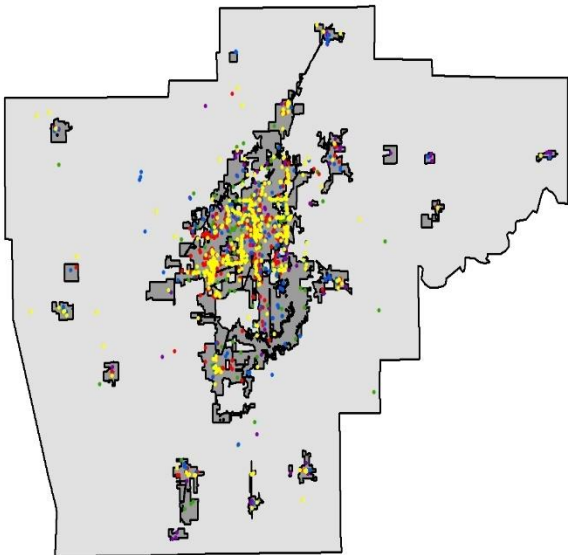
Map 80: Major Trip Generators - Morgan County

Sangamon County

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



Western Illinois
Regional Council



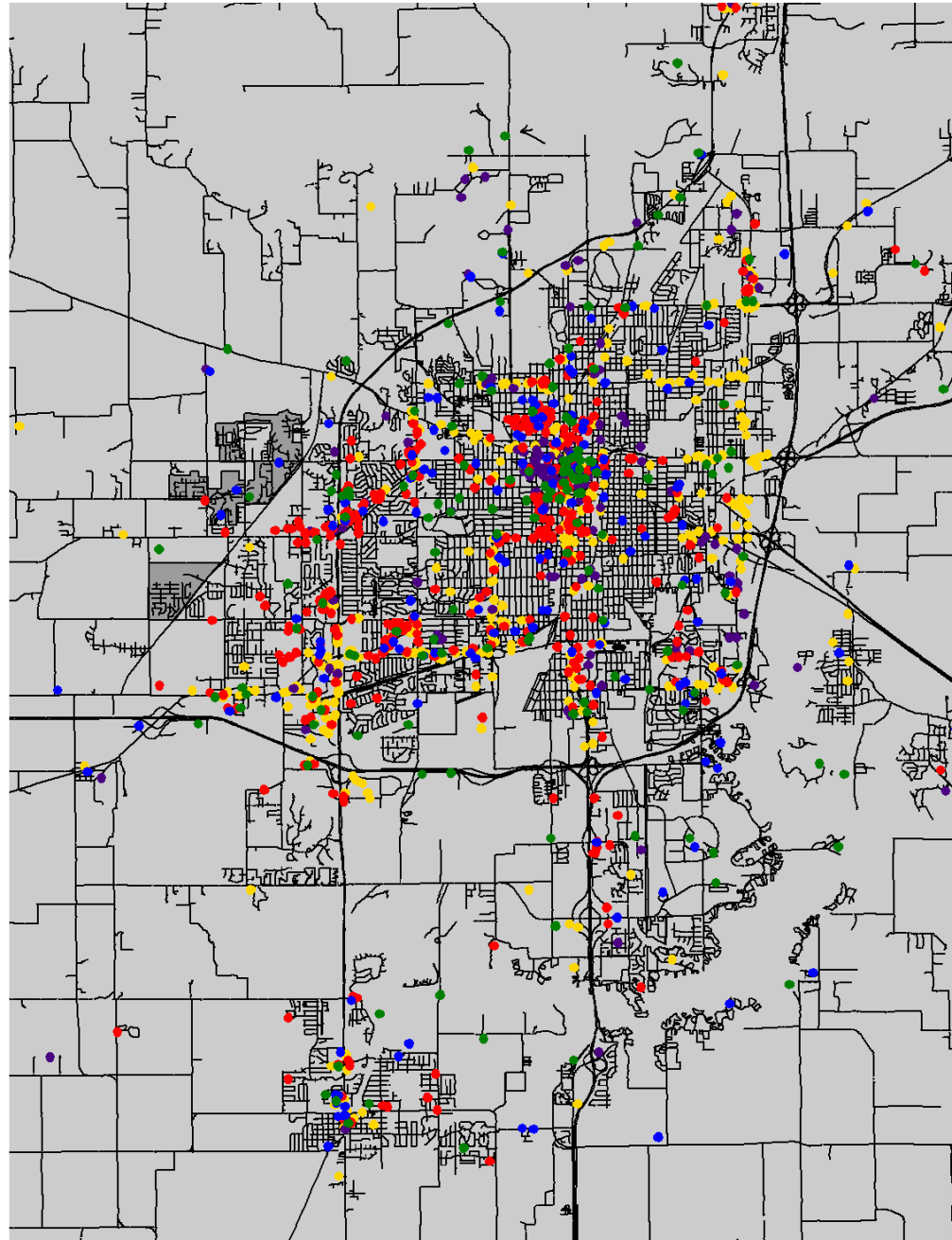
Map 81: Major Trip Generators - Sangamon County

City of Springfield

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



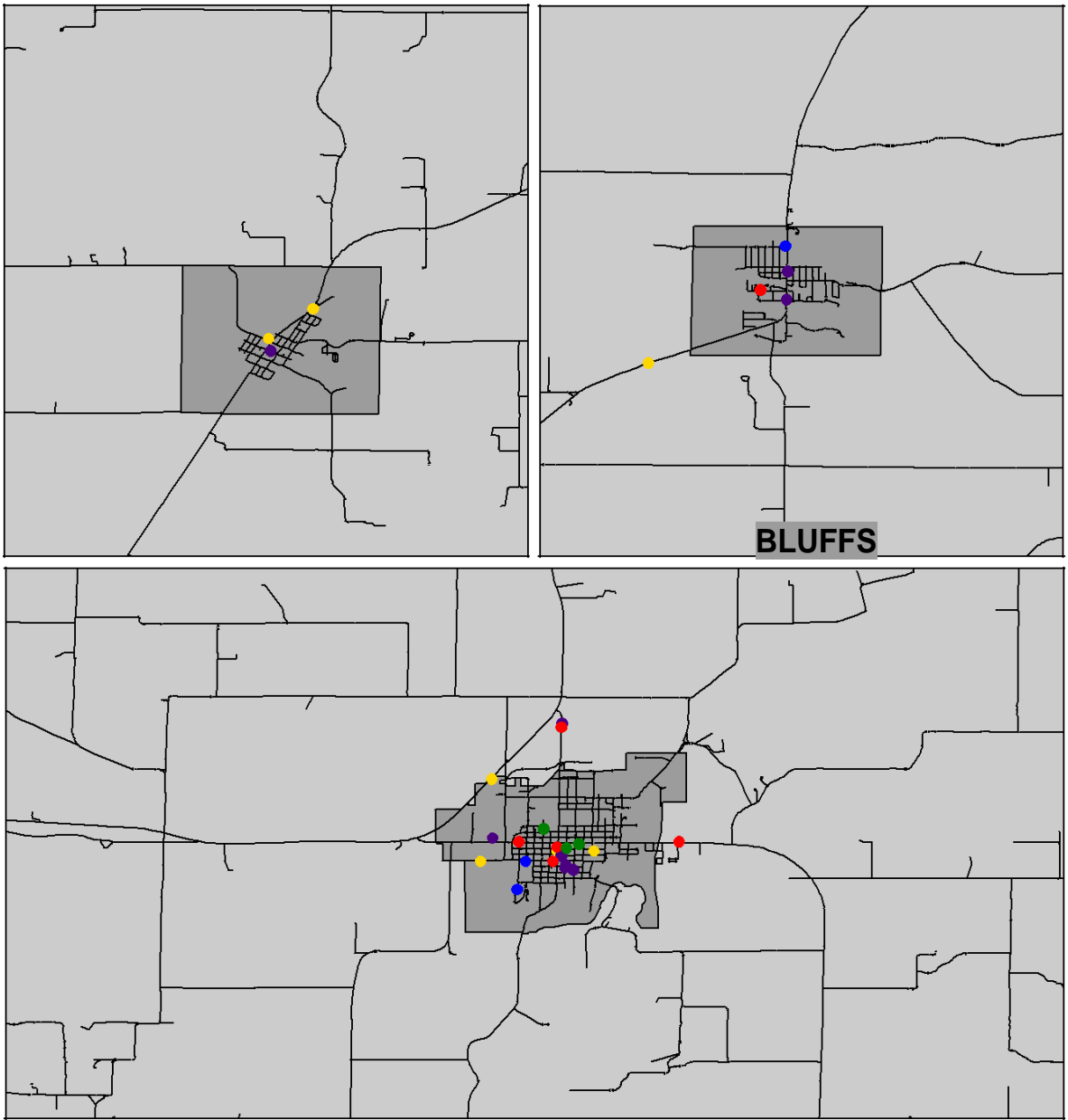
Western Illinois
Regional Council



Map 82: Major Trip Generators - City of Springfield

Scott County

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



Map 83: Major Trip Generators - Scott County

Major Employers

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

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

Table 2-25: Region 7 Major Employers by County

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

EXISTING CONDITIONS: MOBILITY TODAY

Existing Transportation Services

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

Rural Public Transportation

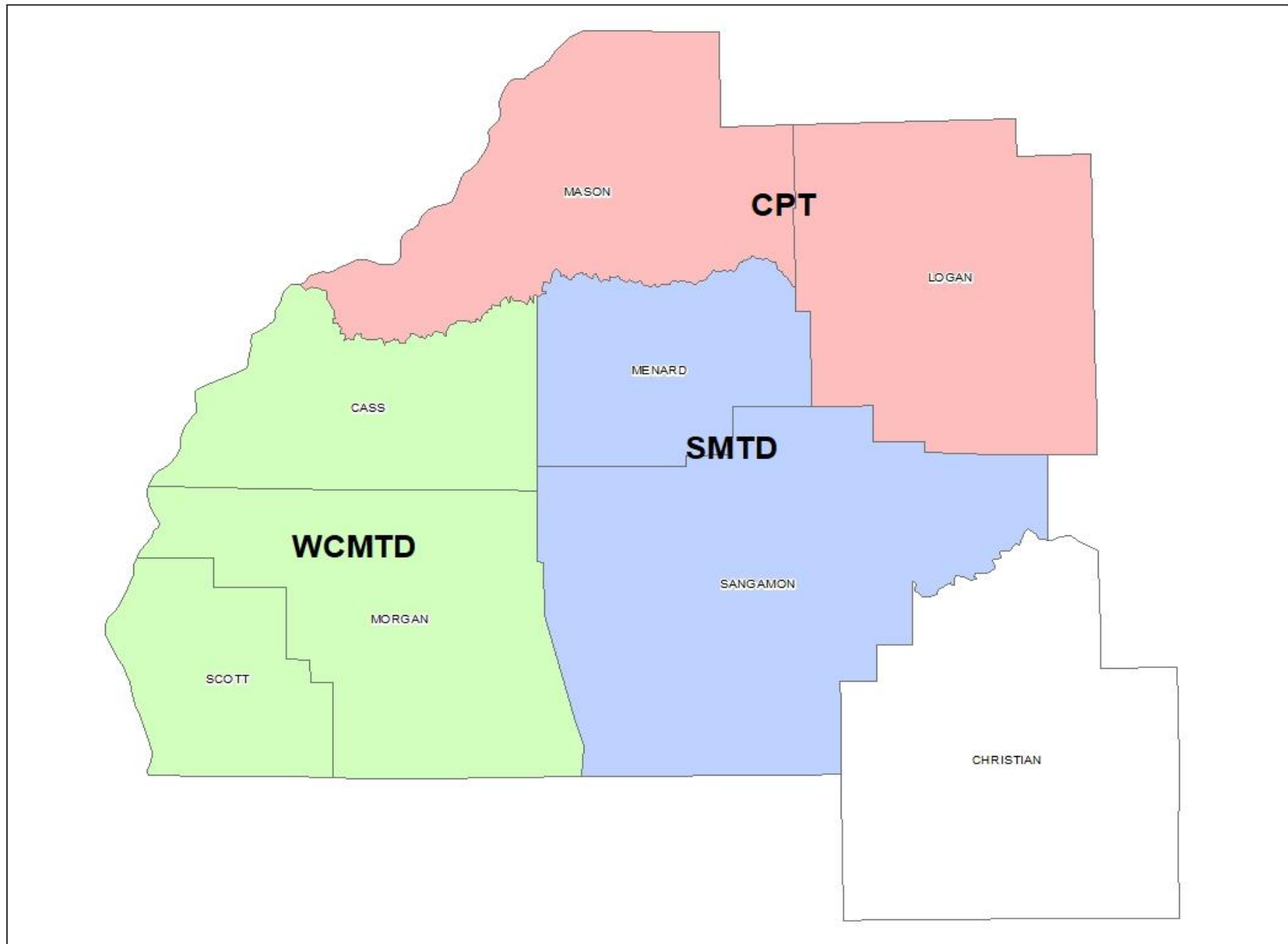
Region 7 is currently served by five rural public transportation entities. Logan County Public Transportation (Logan), Menard County Public Transportation (MCPT), Quincy Transit Lines (Quincy), Scott Achievement Center (Monmouth), and West Central Mass Transit District (Christian, Morgan, and Sangamon).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

Human Service Transportation Programs

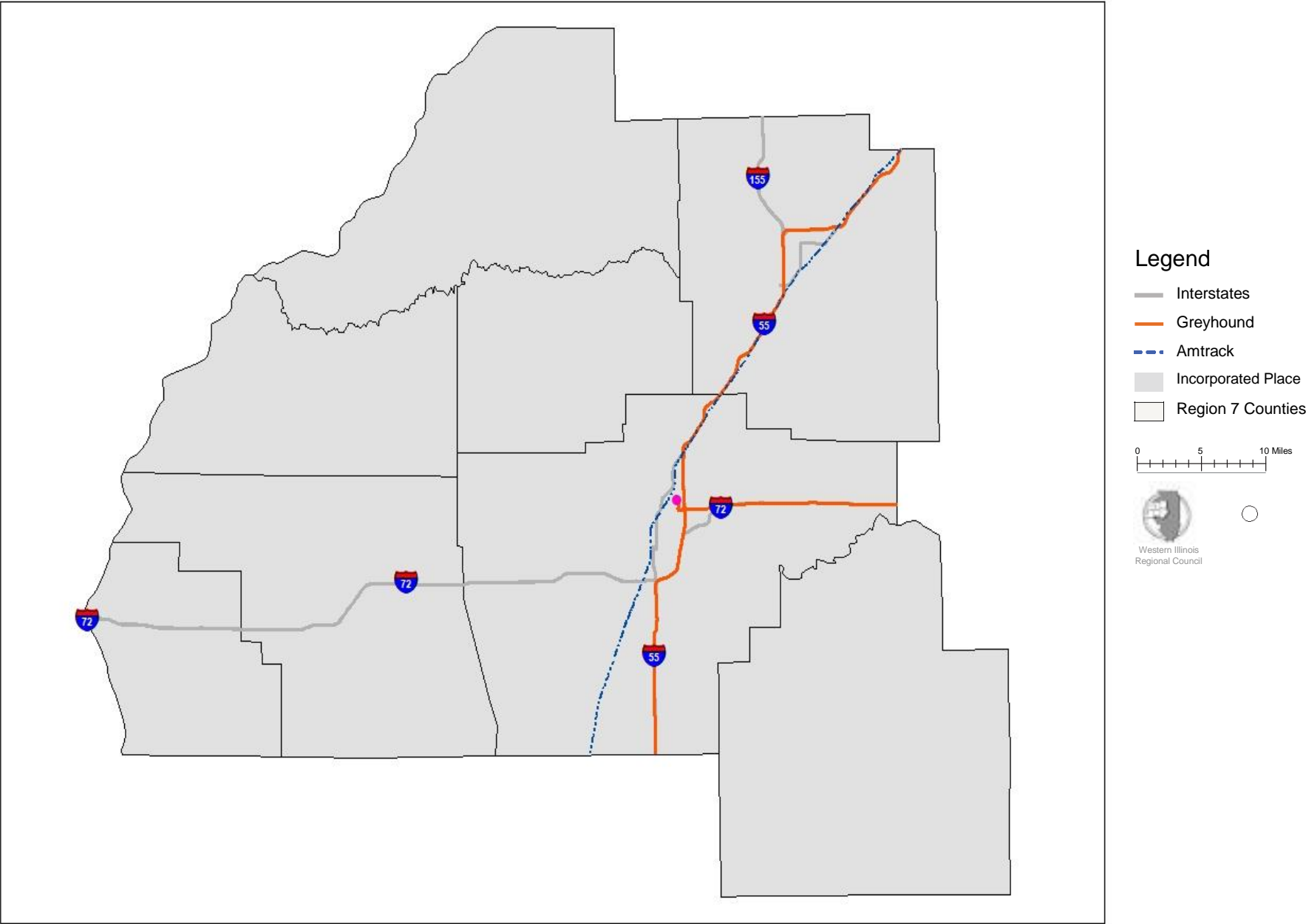
Region 7 has a diverse network of non-profit organizations that provide transportation as a secondary service for consumers who participate in their human or social service programs for a variety of purposes. These services are specifically shaped by consumers' transportation needs that public and private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

Private and Other Transportation

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



Map 84: Region 7 Rural Transit Service Areas



Map 85: Private Intercity Transportation

Table 2-26: Contracted K-12 Transportation

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

EXISTING CONDITIONS: MOBILITY TODAY

Table 2-27: Transportation Options for Higher Education

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

Coordination & Successes

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

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

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

Cass County

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

Christian County

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

Logan County

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

Mason County

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

Menard County

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

Morgan County

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

Sangamon County

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

Scott County

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

EXISTING CONDITIONS: MOBILITY TODAY

Region Program of Projects (RPOP)

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

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

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

Concerns & Opportunities

Historical Survey Results

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

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

Needs, Gaps, and Duplications

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

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

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

Cass County

- Gaps mainly relate to those that are most common;

Christian County

- Gaps mainly relate to those that are most common;

Logan County

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

Mason County

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

Menard County

- Gaps mainly relate to those that are most common;

EXISTING CONDITIONS: CONCERNS & OPPORTUNITIES

Morgan County

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

Sangamon County

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

Scott County

- Gaps mainly relate to those that are most common.

3 **Future Conditions**

Mobility Tomorrow

Goals, Objectives, & Strategies

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

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

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

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

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

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

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

FUTURE CONDITIONS

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

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

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

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



Community Survey

Question 1:

For what purpose do you use transportation services?

The majority of consumers, who uses transportation services to travel to work. The second most use of transportation is to reach school and for medical appointments as well. Furthermore, consumers want to use public transportation for short travel as well.

Question 2:

How often do you use transportation services?

Approximately consumer survey respondents reported that they use transportation services every day. Additionally, transportation services are used for two to three days a week. According, to the survey results, everyday transportation services are expected to be provided for their generic needs.

Question 3:

What prevents you from using transportation services more often?

Hours of operation, or advanced reservations needed were the two main reasons that the majority of the respondents indicated a limitation. Also, consumers are facing obstacles when they want to travel from one county to another for their specific needs. Respondents did not have any obstacles to using transportation services more often.

Question 4:

How could transportation coordination be better in your community?

Within the limited number of recommendations, the top concerns were to extend the service hours to include weekend and longer weekday hours with increase number of destinations or locations. Also, to avoid longer wait times for getting rides when they want to travel from one county to another.

B Transportation Provider Survey

Questions and Results

Question 1:

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

They are having shortage for drivers. Increase in salary with the market competition is a challenge that they are facing currently. Also, dispatcher is one of the problems as well because it plays a significant role in transportation services. Need more volunteers.

Question 2:

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

Servicing more clients.

Question 3:

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

More volunteers.

Question 4:

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

More attention should be paid to the convenience and comfort of public transportation. To add more backcountry routes because they travel to lot of places. To increase the number of buses. To increase bus stops. Reduce costs. More affordable.



Agency Survey

Question 1:

Types of services your organization provides:

Senior, disability, counseling, and housing.

Question 2:

Does your organization provide client transportation in any following ways?

Firstly, operating transportation vehicles directly is one of the of the most way organization provided. Secondly, staff or volunteers provide client transportation.

Question 3:

How current public transportation service could be improved?

Expanded hours of operation. So, consumers can get more rides available. Expanded service outside of town as with this, it will be easy and more rides will be available for the consumers.

Question 4:

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

Rates include \$2 and \$3. Also, cost includes at least \$5 as gas prices increased.

Question 4:

When do your clients need public transportation?

Consumers wants extended hours of operation. For instance, weekdays from 7:00 am to 5:00 pm and before 7:00 am as well. Also, including weekends from 7:00 am to 5:00 pm. Lastly, the timings include in weekends from 5:00 pm to 10:00 pm.

Question 5:

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

Curb-to-curb demand response service meaning to call ahead for scheduled pick-up. Also, door-to-door demand response where to call ahead for scheduled pick-up for elderly or persons with disabilities.



Rider Survey

Question 1:

For which purposes you use public transportation?

Consumers use public transportation for several reasons. For instance, medical appointments, work, shopping, and to travel for short distances. Also, consumers prefer to use public transportation for social and recreational activities as well.

Question 2:

How often do you use public transportation services?

Consumers often use public transportation. Overall, they use around twice a day, twice to thrice a week, four times a week, once a month, and most of the percentage uses every day.

Question 3:

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

APPENDIX A: RIDER SURVEY

Consumers are having hard time to coordinate their medical appointments with the current transportation schedule. They have lack of information about different services which are available for them to use. Consumers struggle to give advance notice for requesting a ride when they needed. One of the greatest barrier includes hours of operation which restricts number of rides that they can receive.

Question 4:

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

Consumers are expecting to have more bus stops and increase in rides. Due to increasing population, they want to add more seats in buses. Many want to reduce increasing crowding by adding more buses on line.

Question 5:

Please rate your overall experience with the transportation issues?

It is hard for the consumers to connect to transit agencies and arrange their rides. They would like to get easy access for timings.

C **List of Acronyms**

Table C-1: Acronyms

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

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

