



# PLANNING TRANSPORTATION TO MEET THE NEEDS OF AN AGING ILLINOIS: AN ASSESSMENT

JULY 2014



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- 2. Undertake technical assistance.*
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The Nathalie P. Voorhees Center for Neighborhood and Community Improvement (Voorhees Center) is an applied research and technical assistance unit in the College of Urban Planning and Public Affairs (CUPPA) at the University of Illinois at Chicago (UIC). The Voorhees Center is guided by the mission to improve the quality of life for all residents of the City of Chicago, the metropolitan area and nationally. It practices an interdisciplinary approach to community development, addressing quality of life issues that include housing, jobs, good schools, community safety, and transportation. UIC is the largest university in the Chicago area, fully accredited and known nationally and internationally for its research. CUPPA houses the largest graduate school in urban planning, and is a nationally recognized innovator in education, research, and engagement in support of the nation's cities and metropolitan areas.

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## INTRODUCTION

Illinois' older adult population is growing rapidly. Statewide, the 65+ population currently includes just more than one of eight Illinoisans, but by 2030 it will include one of every five Illinoisans. The sub-group of older adults 85 and older is the fastest growing segment of the older adult population, and this group's increasing housing, transportation and human and health care service needs will require even more detailed attention as Illinois plans for its future population.

While older adults in Illinois are living longer than in past decades, there are two distinct health-related trends at play. Many older adults are living longer and healthier lives, due in part to improved medical care, lifestyle choices made throughout their lives, and an increased focus on preventive health care and wellness. However, the numbers of older adults suffering from chronic diseases (both physical ones such as diabetes and obesity, as well as cognitive ones such as Alzheimer's Disease and dementia) are also growing substantially.

For a combination of reasons, including the recent shift towards home and community-based health care services, Illinois' future appears likely to include the need to recognize and support its older adult population successfully and healthily aging within their homes and communities. To successfully meet this future, Illinois and its regions and communities needs to address its transportation, housing, and human service challenges in an integrated manner.

States, regions and communities nationwide are grappling with variations on these challenges. In the realm of transportation, every geography is working on better coordinating its different service providers, as service is often inconsistent, limited by political or funding jurisdictions, financially challenging, poorly linked with health care and human service providers, and spatially inadequate for many potential users. In addition, potential users often have limited knowledge about, understanding of, or mastery with different potential transportation services.

Illinois has for over a decade specifically addressed the transportation needs of older adults as part of its required Human Services Transportation Plans (HSTP). The state's HST planning efforts in the 11 HSTP regions are intended to integrate with the ongoing work of the aging networks working in coordination with the state's 13 regional Area Agencies on Aging (AAAs).

This report represents a snapshot of the impact of the intended coordinated HST planning throughout Illinois to date, and discusses promising practices, enduring issues and challenges, and provides recommendations for potential enhancements.

This report is comprised of three sections. Section 1: Population Projections reviews the current and projected statewide populations, and provides projections for Illinois' HSTP Regions and AAA planning areas as a backdrop for future HST planning; Section 2: Demographic Characteristics of the Older Adult Population evaluates housing, transportation and mobility characteristics throughout Illinois to identify what older adults' needs are and where they will be most required; Section 3: Current Human Services Transportation Planning Practice in Illinois reviews focused conversations held with key HSTP and AAA stakeholders statewide, and offers a series of conclusions and recommendations for improvement.

## REPORT TERMINOLOGY

A variety of terms are used somewhat interchangeably in the literature on aging and communities. Terms used to describe the issue of developing and maintaining aging-supportive communities is called variously “aging-in-community”, “aging-in-place”, “successful aging”, “healthy aging”, “sustainable communities” and others. Terms describing communities that are said to be supportive of the ability of residents to age within a community rather than have to move at some point to a community more supportive of residents’ evolving needs include “age-friendly communities”, “lifelong communities”, “livable communities”, “lifespan communities”, “ageless communities”, “multigenerational communities” and others. Even how to refer to older individuals themselves is disputed amongst different stakeholders, with terms such as “senior citizens”, “elderly”, “older adults”, “elders,” “Baby Boomers,” and others used somewhat interchangeably.

For purposes of consistency and clarity, this report will primarily use the terms “older adults”, “aging-in-community” and “aging-supportive communities”. We will use “older adults” in part out of deference to those individuals who feel marginalized by some of the alternative terms. We will use “aging-supportive communities” in part because many of the alternative terms refer to specific community-focused programs or protocols, and our intent is to address the broader issue rather than focus on any particular programs. In general, as this report takes a community-based perspective, we will use the term “aging-in-community” rather than “aging-in-place” which to many connotes an emphasis on remaining in one’s current dwelling and is therefore often overly dwelling-centric rather than community-centric. The only exceptions to these nomenclature preferences are when specifically referencing existing programs or institutions.

## SECTION 1: POPULATION PROJECTIONS

The “Baby Boom” population refers to those born between 1946 and 1964. As of 2010 this group ranged in age from 46 to 64. This lump in the population distribution is a dominating factor on the American landscape in many ways. Moving forward to 2030 this dominance will present challenges to the private and public sector’s ability to provide older adult services. According to the most recent mid-range projections of the US Bureau of the Census (released December 12, 2012), the nation’s total population will increase by 16.1% between 2010 and 2030. Over the same span the population age 65 and older will grow by 80.7%. This population group’s share of the total will increase from 13.0% to 20.3%. While the shares and rates of growth are different, the same relative change is expected for Illinois. In exploring projected future changes in the population in Illinois, several alternatives were created. One of these, a reasonably conservative option identified herein as Alternative G, shows the total statewide growth will be 11.7% and the increase in the population age 65 and older will be 75.8%. The older adult population’s share will increase from 12.5% in 2010 to 19.7% in 2030. The growth in the older adult population from 2010 to 2030 accounts for 81.5% of the total Illinois increase of 1,496,685.

The older adult population is divided into three subgroups: 65-74 years of age (often referred to as the “young old”), 75-84 years of age (the “middle old”), and 85 years of age and older (the “old old”). In 2010 the baby boom group had not yet reached the youngest of these three groups. By 2030, this group will be entirely in the older adult years but will not yet have reached 85. During the projection period, therefore, we should expect to see first relative growth in the number of “young old” followed by large increases in the number of “middle old.” Very substantial growth in the “old old” group will not occur until after 2030. The relative sizes of these population are illustrated in the following chart.

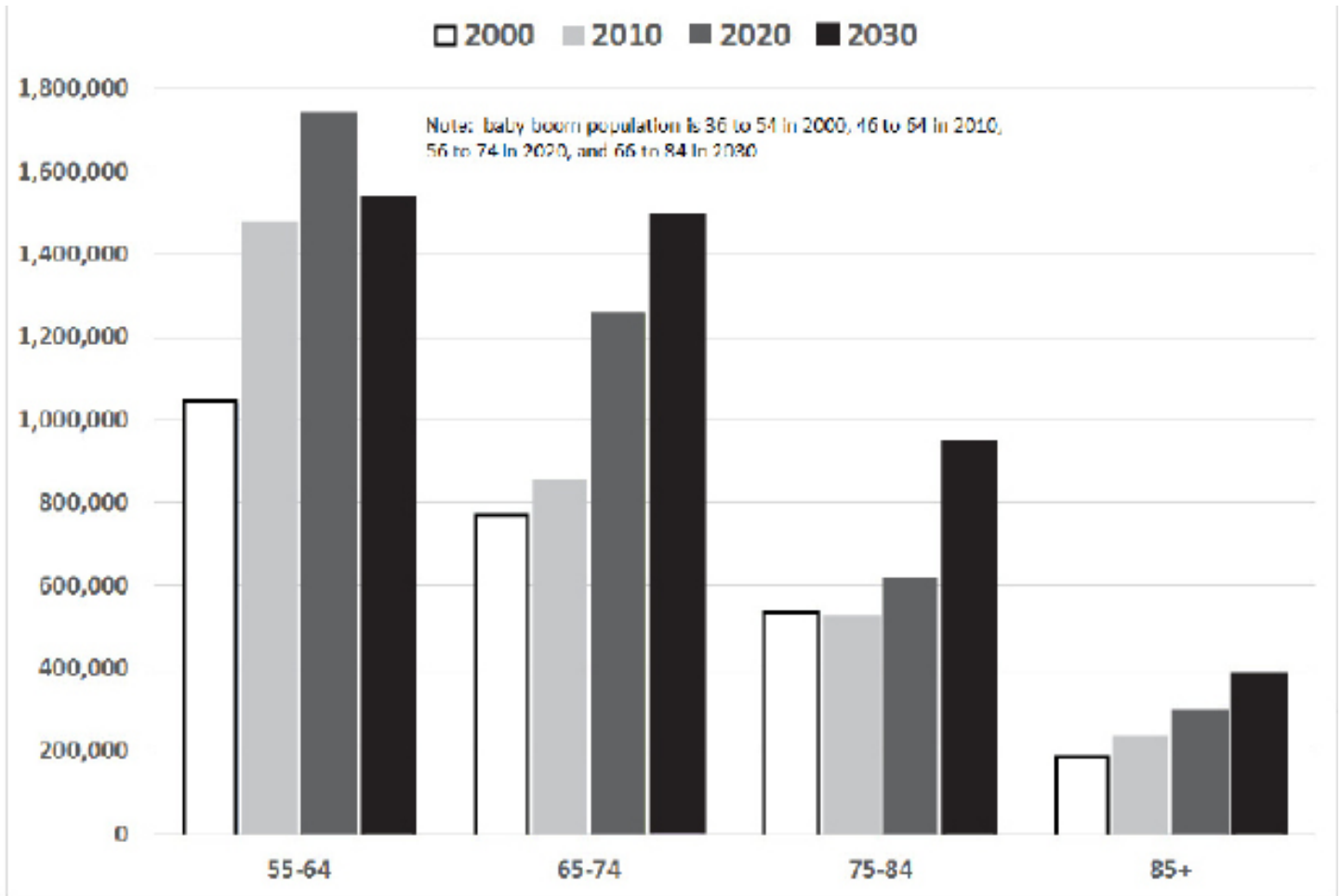
The growth in the number of older adults in Illinois and the United States up to 2030 should not be viewed as a onetime “pig in a python” phenomenon. For the US as a whole, as presented in the Census Bureau projections to 2060, a combination of increased lifespans, large post baby-boom generations, and immigration patterns will combine to produce continuing increases in the older adult population and a flattening of the peaks and valleys in the overall age distribution. Observed net out-migrations in the younger adult populations in Illinois and, especially, in many of its counties may dampen this growth somewhat.

Between 2010 and 2030 the State of Illinois will see a gain of 76.3% or 648,129 in the 65-74 population, a gain of 79.8% or 418,798 in the 75-84 population, and a gain of 65.1% or 152,866 in the 85+ population.

To explore the notion of cohort changes, the 55 to 64 age group is also shown in Figure 1. This group grows by only 4.3% in the projection period but this modest increase is the result of a 263,101 growth in 2010 to 2020 and a loss of 200,234 in the 2020 to 2030 span. Observe that the 55-64 cohort in 2010 (the light grey bar in the leftmost cluster) becomes the 65-74 year old group in 2020 (the dark grey bar in the second cluster) and the 75-84 year old group in 2030 (the black bar in the third cluster). By comparing the relative heights of these bars (light grey then dark grey then purple) the combined effect of the initial age distribution, ten year survival assumptions, and net migration on a cohort can be observed.

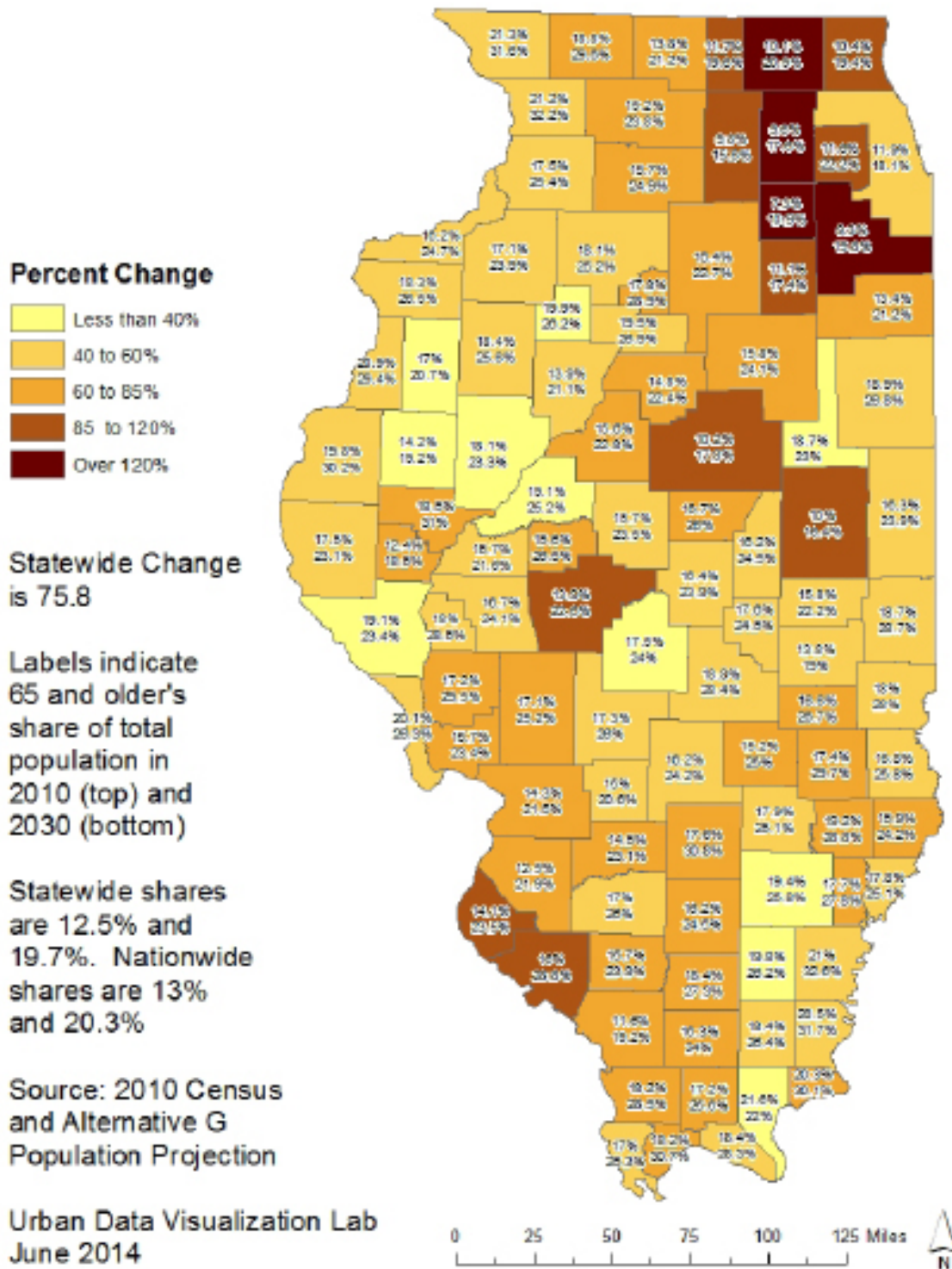


**Figure 1:** Population by Selected Age in Illinois, 2000 to 2030 (Alt G)

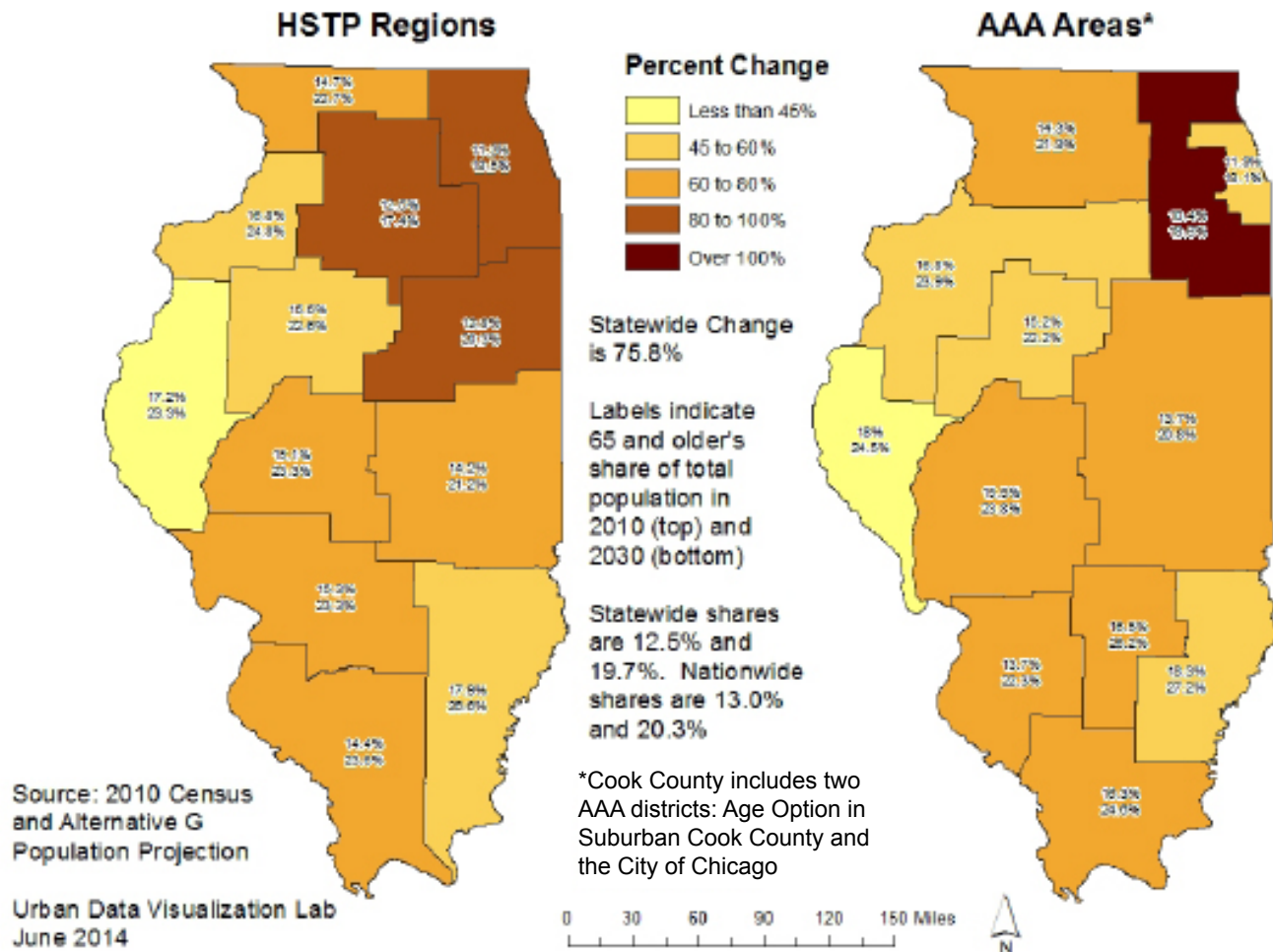


Figures 2 and 3 demonstrate rates of growth and older adult population shares for counties, HSTP regions, and Area Agency on Aging areas.

**Figure 2:** Change in Population 65 and Older in Illinois Counties 2010 to 2030 (Alt G)



**Figure 3:** Change in HSTP Region and AAA Area Population 65 and Older in Illinois, 2010 to 2030 (Alt G)



Appendix A summarizes the change in the older adult populations for the fastest and slowest growing counties in Illinois. Appendix B and Appendix C provide the projected change in total and older adult population for HSTP regions and AAA areas.

Projections were also developed for population living in nursing homes, in other group quarters, in one person households, in other households, and for population in the labor force. These projections for the state as a whole are shown in Table 1 for the 65-74 year old age group and for population 75 and older. These rates of growth are comparable to the overall growth in the older adult population.

**Table 1:** Selected Population Characteristics

	Age	Population in Nursing Homes	Population in Other Group Quarters	Population in One Person Households	Population in Other Households	Population in Labor Force
<b>2010</b>	65-74	10,072	2,883	190,828	645,752	221,339
	75+	50,845	4,415	278,028	426,390	44,615
<b>2030 (G)</b>	65-74	17,264	4,970	331,625	1,143,805	393,853
	75+	86,375	7,533	483,703	753,729	78,934
<b>Change</b>	65-74	7,192	2,087	140,797	498,053	172,514
	75+	35,530	3,118	205,675	327,339	34,319
<b>Percent Change</b>	65-74	71.4%	72.4%	73.8%	77.1%	77.9%
	75+	69.9%	70.6%	74.0%	76.8%	76.9%

All 2010 data with the exception of the Population in Labor Force are derived from the 2010 Decennial Census. The Labor Force estimate is based upon participation rates estimated from the Census Bureau’s 2010 One Year American Community Survey

**SUMMARY OF METHODOLOGY**

**Development of State and County Total Population Projections.**

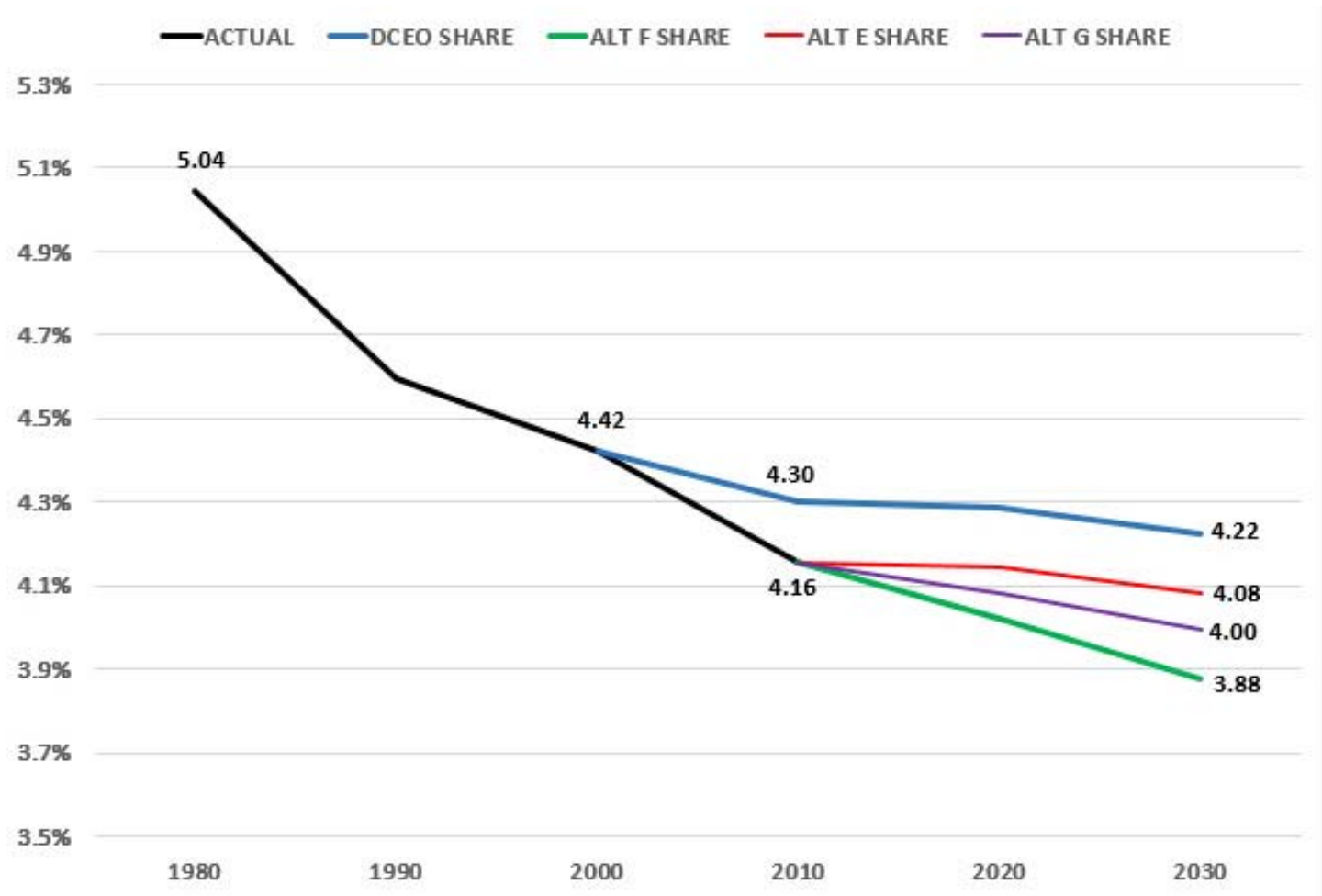
The initial step in the process was the evaluation of the official projections for the State of Illinois and its counties produced by the Department of Commerce and Economic Opportunity (DCEO) in 2005. These results projected population by age and sex, Hispanic origin, and selected race groups out to the year 2030. In the analysis conducted here, only results for total population by age for counties were evaluated. Central to the evaluation was the comparison of DCEO projections for 2010 against Decennial Census 2010 results. In general, the DCEO projections were significantly higher than the census enumerated populations. The projected 2010 total of 13,279,091 was 448,459 higher than the enumerated total of 12,830,632. The projected 2000 to 2010 rate of growth was shown as 6.7% compared to the actual change of 3.1%. The projected amount of growth overstated the actual growth by 115%. It is clear that without adjustment or complete revision, the DCEO results are not useful. A complete revision, to be done properly, would require the development of needed natural increase and migration baseline data for 102 Illinois counties. Unfortunately, some of the needed vital statistics data are not yet available so calibration of migration assumptions is not possible at this point. Additionally, the time and resources needed to prepare such a revision are beyond the scope of this project.

Instead, results for each county were developed by either using DCEO's projected rates of total population change for 2010 to 2020 and for 2020 to 2030 but applied to the correct 2010 base population or by adjusting these rates of change by factors related to the observed differences in the rates of change from 2000 to 2010. The basic operating assumption here is that DCEO's birth rate, life expectancy, and net migration assumptions for one county relative to the next were generally acceptable requiring adjustments reflecting observed but unmeasured differences in the 2000 to 2010 span.

Adams County provides an example of how this approach is applied. In this county, DCEO’s projected 2000 to 2010 growth was 2.66% compared to the actual rate of -1.88%, a difference of -4.54 percentage points. DCEO’s projected rates for the 2010 decade and the 2020 decade were 8.63% and 2.78%, respectively. Rates based on the observed differences were applied in different ways to produce the alternative. In one alternative (Alternative E), these DCEO rates were applied but starting with the accurate 2010 base. In another alternative (Alternative F) these rates were adjusted down by 4.54 percentage points, becoming 4.09% for the 2010 decade and -1.76% for the 2020 decade. In Alternative G, the 4.54 adjustment was revised to 2.27 (half) for the 2010 decade and 1.14 (half again) for the 2020 decade. This produced a 6.36 rate for the 2010 to 2020 span and 1.64% for the 2020 to 2030 span.

A similar procedure was applied to each county then results were totaled to produce alternative statewide totals. Figure 4 displays these statewide results in comparison with the DCEO projections. Alternatives F and G appear to be the best alternatives.

**Figure 4:** Illinois Population as Percent of US Total (2012 Census Projection)



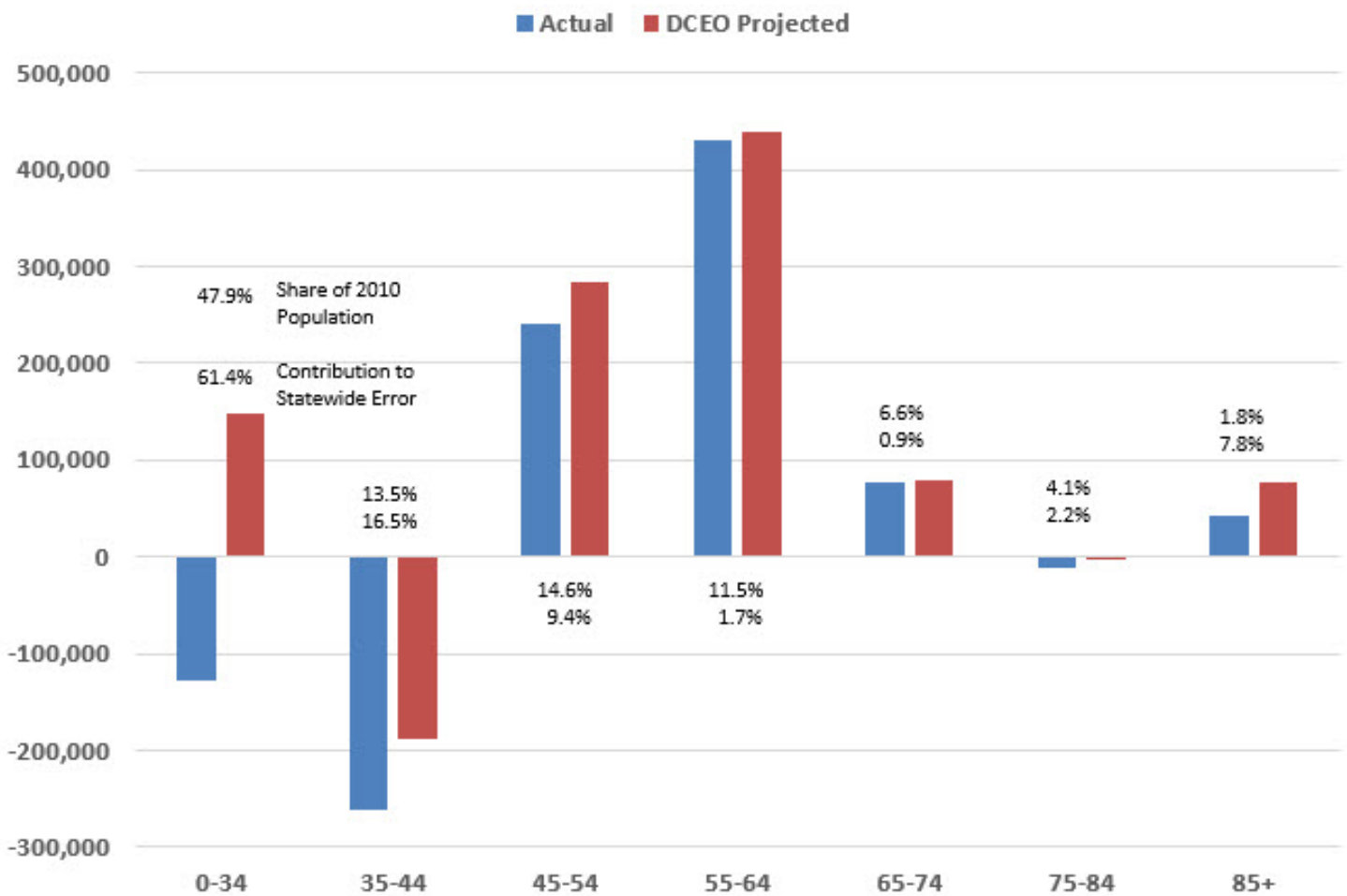
Another approach to evaluating the reasonableness of these results is to compare these totals against the current projections for the United States. These projections were provided by the Census Bureau in December 2012 and project out to the year 2060. Given the observed change in Illinois’ share of the total U.S. population between 1980 and 2010 as observed in Figure 4, Alternatives F and G appear to be the most reasonable.

Because Alternative F adjusted DCEO projected 2010 to 2030 per decade growth rates by the full size of the difference between actual and DCEO 2000 to 2010 rates of change, the results for counties with very large 2000 to 2010 differences in the growth rates were questionable. The Alternative G results, based on the modified rate differences, generated much more reasonable results at the county level, and was therefore used by the project team as the basis for its detailed projections.

**Development of Projections of the Older Adult Population for Illinois and Counties.** With the objective of producing alternative 2020 and 2030 projections for population aged 65-74, 75-84, and 85 and older, population totals in these three groups plus population 35-44, 45-54, and 55-64 were evaluated. As with the statewide analysis for total population, the initial step was to compare actual change with the DCEO projected change in the 2000 to 2010 span. Statewide, each age group appears to have contributed to the DCEO over-

projection. Note, however that the population under 45 years of age represented 60.4% of the State’s actual 2010 population, yet accounted for 77.9% of the difference between DCEO’s 2010 total statewide population and that as reported in the 2010 Decennial Census. Population in the 55 to 74 years of age group – the group of primary interest in developing the projections – accounted for 22.2% of the 2010 population, but only 4.8% of the error. Interestingly, the 85 and older population group contributed substantially more to the over-projection than would be expected based on their share of the total 2010 population. This is unlikely to be the result of underestimation in life expectancy since mortality rates do not change that rapidly under normal circumstances. Instead it is probably the result of an underestimate of in-migration and/or an overestimate of out-migration.

**Figure 5:** Population Change in Illinois, 2000 - 2010



The county alternatives were produced by first identifying the error at the county level for the cohorts noted above with the exception of the 0-34 year old group. As with the statewide total population projections, this error became the basis for adjustments to the DCEO projected rates of change for each of the target cohorts. Again, Adams County provides an example.

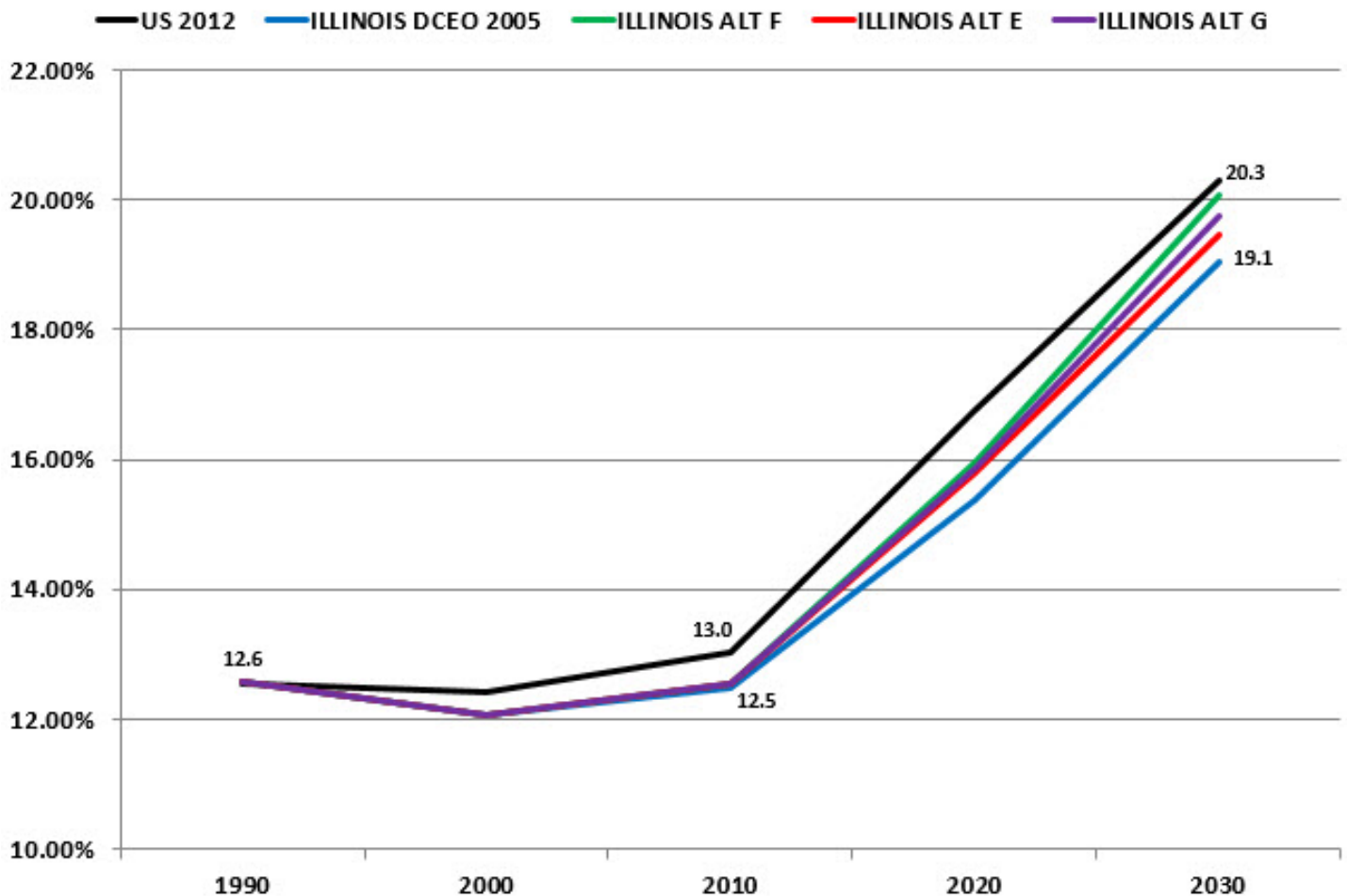
In 2000, the 45-54 population group in the County was 8,911. In 2010 this same cohort, now 55-64, had decreased to 8,419 – a drop of 5.52%. The DCEO projections reduced this group to 8,317 – a drop of 6.67%. The percentage point difference of +1.14 became the basis for adjusting DCEO's 2010 to 2020 and 2020 to 2030 projected change for each 45-54 to 55-64 change for Alternative F. For Alternative G, this adjustment factor was halved for 2010-2020 and halved again for 2020 to 2030. In Alternative E, the DCEO projected rates of change for the cohort were applied but starting with the actual 2010 population. Appendix D presents the full



calculations for Adams County. These calculations were applied to each of the target age groups in each county for the three alternatives. The State totals for the target age groups were the sum of the county results for each alternative.

Figure 6 summarizes the percent of the total population aged 65 and older for the Alternatives as well as for the US as a whole. The differences between Alternatives E, F, and G do not appear to be substantial.

**Figure 6:** Population 65 and Older as Percent of Total Population, 1990 to 2030



**Development of Projections for HSTP Regions and AAA Areas.** Totals for HSTP and AAA regions and areas were produced by aggregating county results. The county to HSTP region definitions were provided by the Urban Transportation Center at UIC. The county to AAA areas were based on definitions downloaded from the Illinois Department of Aging on March 25, 2014.

Development of Nursing Home, Group Quarters, One Person Households, Population in Multiple Person Households and Labor Force. 2010 Summary File 1 data for population in nursing homes by county and age was derived from Table PC05. 2010 Summary File 1 data for population in group quarters by county and age was derived from Table PC01. 2010 Summary File 1 data for population living alone by county and age was derived from Tables P25 and P26. Labor Force rates for population aged 65-74 and 75 and over were downloaded from the 5 year 2008-2012 American Community Survey by county. These rates were then applied to the 2010

Decennial data to estimate 2010 labor force at the county level. Older adult population residing in multiple person households was calculated by subtracting older adult population in group quarters and in single person households from the total older adult population. The projected values for all these characteristics of the older adult population were built by applying the 2010 actual or estimated rates to the changes in the age distribution by county. Results for the State, for HSTP regions, and AAA areas were then produced by aggregating county results. These statewide results, based on Alternative G, are summarized in Appendix E and F.

### **Understanding Population Projections**

The Alternative G projections show the greatest rates of older adult population growth from 2010 to 2030 are on the edges of the Chicago metropolitan area. An area containing Boone, DeKalb, Lake, McHenry, Kane, Kendall, and Will counties is projected to see a 132% growth in population 65 and older. This compares with a growth rate of 32% for the total population in the same counties. Cook and DuPage counties also gain a substantial number of older adults with a projected growth rate of 66%. Other counties showing substantial growth in the older adult population are those in the St. Louis metropolitan area and the counties containing Springfield, Bloomington-Normal, and Urbana-Champaign.

Counties with the slowest projected rates of growth in the older adult population are found in the western and southern regions of the state. In many of these counties, the older adult population is already a high proportion of the total population. These proportions will become even greater as it appears that the younger population is moving away.

## SECTION 2: DEMOGRAPHIC CHARACTERISTICS OF THE OLDER ADULT POPULATION

As Section 1 indicates, the Baby Boom generation marked an unprecedented upsurge in the US population. As this generation enters their older adult years, Illinois must plan for major shifts in required services, housing preferences, and mobility needs associated with older adults. In this section, we paint a demographic picture of the older Illinois population in order to understand what these needs are and where they will most be required. The demographic indicators we examine in this section fall under three categories: (1) Demographic Characteristics, (2) Housing Characteristics, and (3) Transportation and Mobility Characteristics. These three categories were identified as crucial to the needs of residents as they age. Through a detailed examination of conditions across the state, we seek to identify potential areas of need as well as areas that are conducive to aging-in-community.

The majority of the data used in this section are from the 2008-2012 Five-Year American Community Survey. The section that preceded used 2010 Census data for its population projections. Therefore, certain figures such as total population or age counts will differ, as the datasets cover different time periods, and the Census constitutes a theoretical survey of the entire population while the American Community Survey is just a sample. The reason for the use of different data sets is that many of the data indicators included in this section are not available from the 2010 Census.

### DEMOGRAPHIC CHARACTERISTICS

#### *Age Distribution*

According to the 2008-2012 American Community Survey, there are currently 1.6 million persons over the age of 65 living in the state of Illinois. This constitutes 12.6% of the total population. These figures are fairly consistent with national trends, which report 13.3% of the population aged 65 or older (the “young old”), 6.1% aged 75 or older (the “middle old”), and 1.8% aged 85 or older (the “old old”). (See Table 2).

**Table 2:** State of Illinois Older Adult Population Distribution

Age	Population	Percent of Total Population
65+	1,615,806	12.6%
75+	756,608	5.9%
85+	230,829	1.8%

*Data Source: 2008-2012 Five-Year American Community Survey*

Age distribution varies from county to county across Illinois. Counties with above-average concentrations of older adult residents tended to be clustered in four main areas within the state: (1) the northwest corner, east of Dubuque, IA, (2) mid-state north of Peoria, IL, (3) the western most portion of the state along the Mississippi River, and (4) the southeast corner of the state along the Illinois-Indiana border. Many of these counties are rural in character. Conversely, the counties with the lowest proportion of older adult residents tended to be located adjacent to Chicago including Kendall, Kane, and Will counties. (See Table 3 and Figures 7A, 7B, and 7C).

**Table 3:** Counties with the Highest Proportions of Older Adult Residents

**Residents Age 65+**

County	Number	Percent
Jo Daviess	4,873	21.5%
Hardin	923	21.4%
Carroll	3,282	21.4%
Henderson	1,542	21.2%
Gallatin	1,180	21.1%
Illinois	1,615,806	12.6%

**Residents Age 75+**

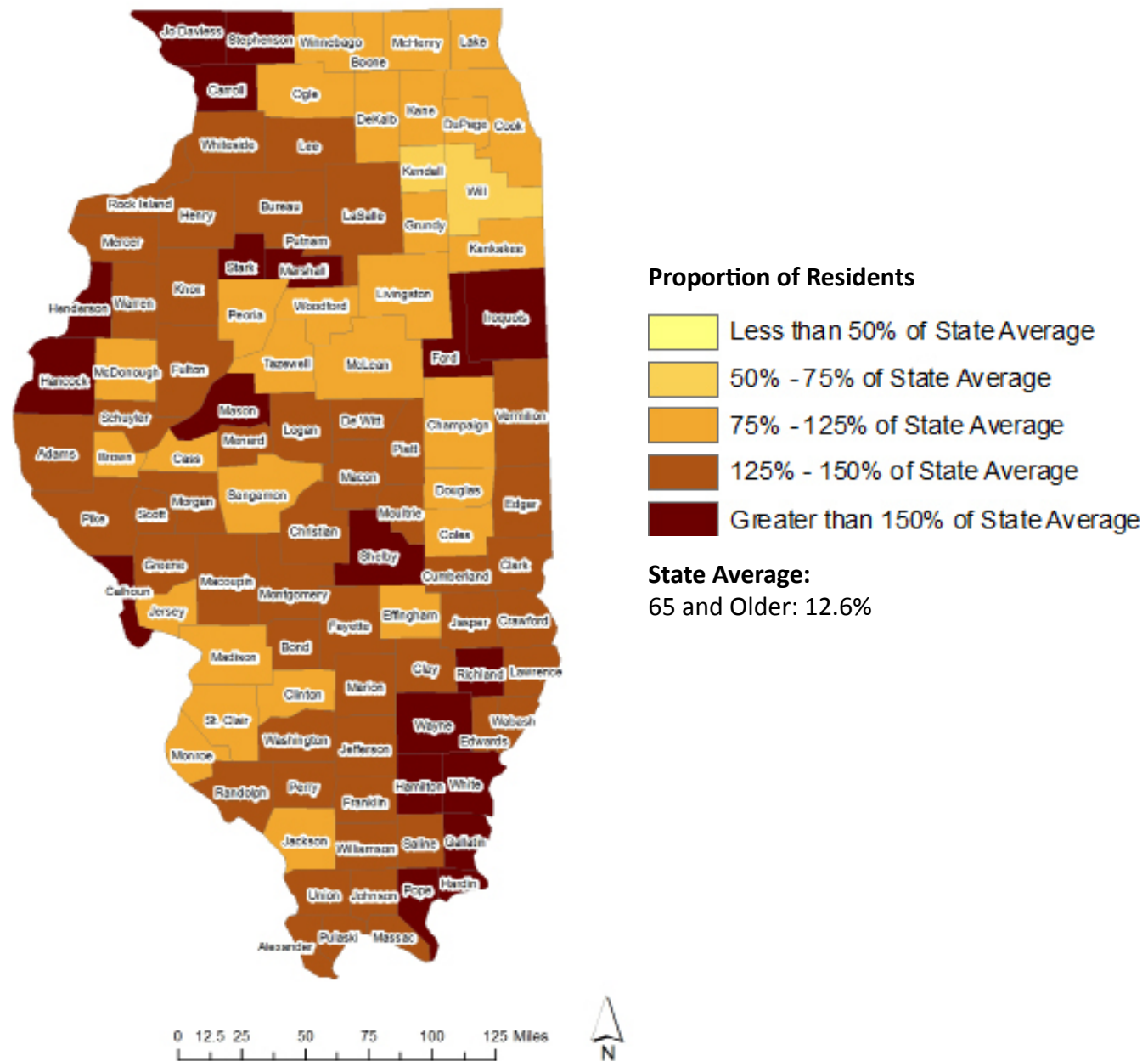
County	Number	Percent
White	1,557	10.6%
Ford	1,447	10.3%
Stark	604	10.1%
Carroll	1,534	10.0%
Marshall	1,257	10.0%
Illinois	756,608	5.9%

**Residents Age 85+**

County	Number	Percent
Ford	534	3.8%
Schuyler	285	3.8%
Stark	221	3.7%
Pike	592	3.6%
Marshall	427	3.4%
Illinois	230,829	1.8%

See Appendix K for figures for all counties.

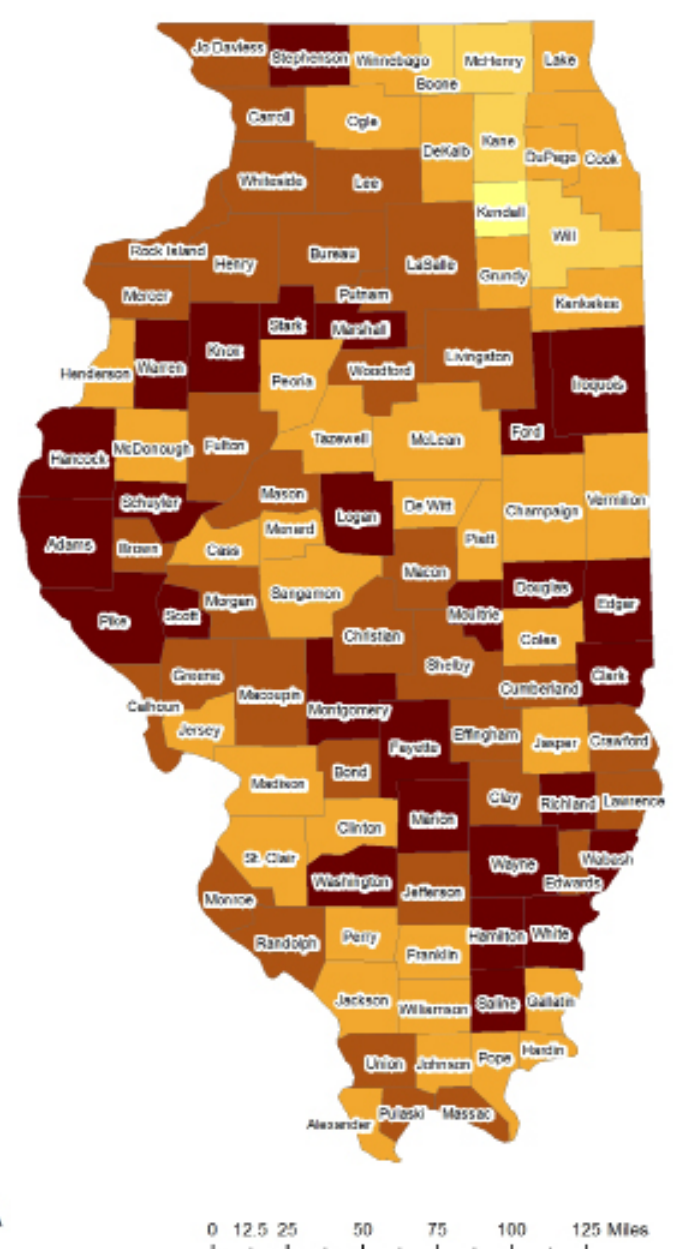
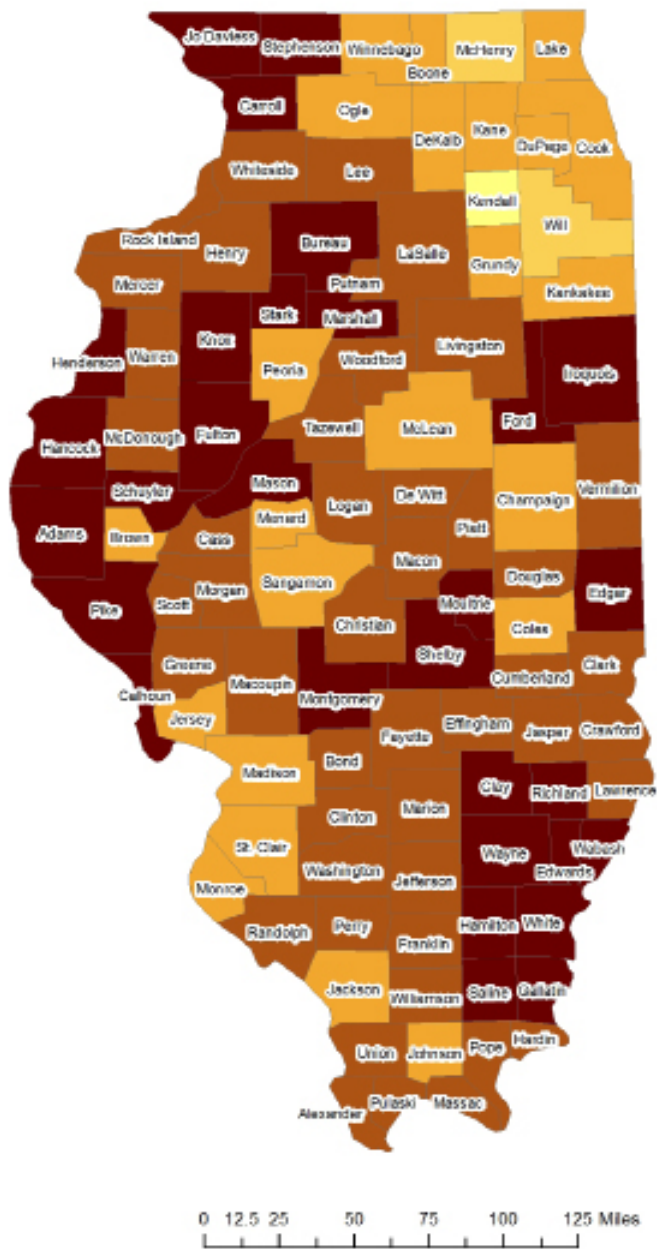
**Figure 7A:** Proportion of Residents Age 65+ by County



Data Source: 2008-2012 Five-Year American Community Survey

**Figure 7B:** Proportion of Residents Age 75+ by County

**Figure 7C:** Proportion of Residents Age 85+ by County



**Proportion of Residents**

- Less than 50% of State Average
- 50% - 75% of State Average
- 75% - 125% of State Average
- 125% - 150% of State Average
- Greater than 150% of State Average

**State Average:**

- 65 and Older: 12.6%
- 75 and Older: 5.9%
- 85 and Older: 1.8%

*Data Source: 2008-2012 Five-Year American Community Survey*



**Older Adults Living Alone**

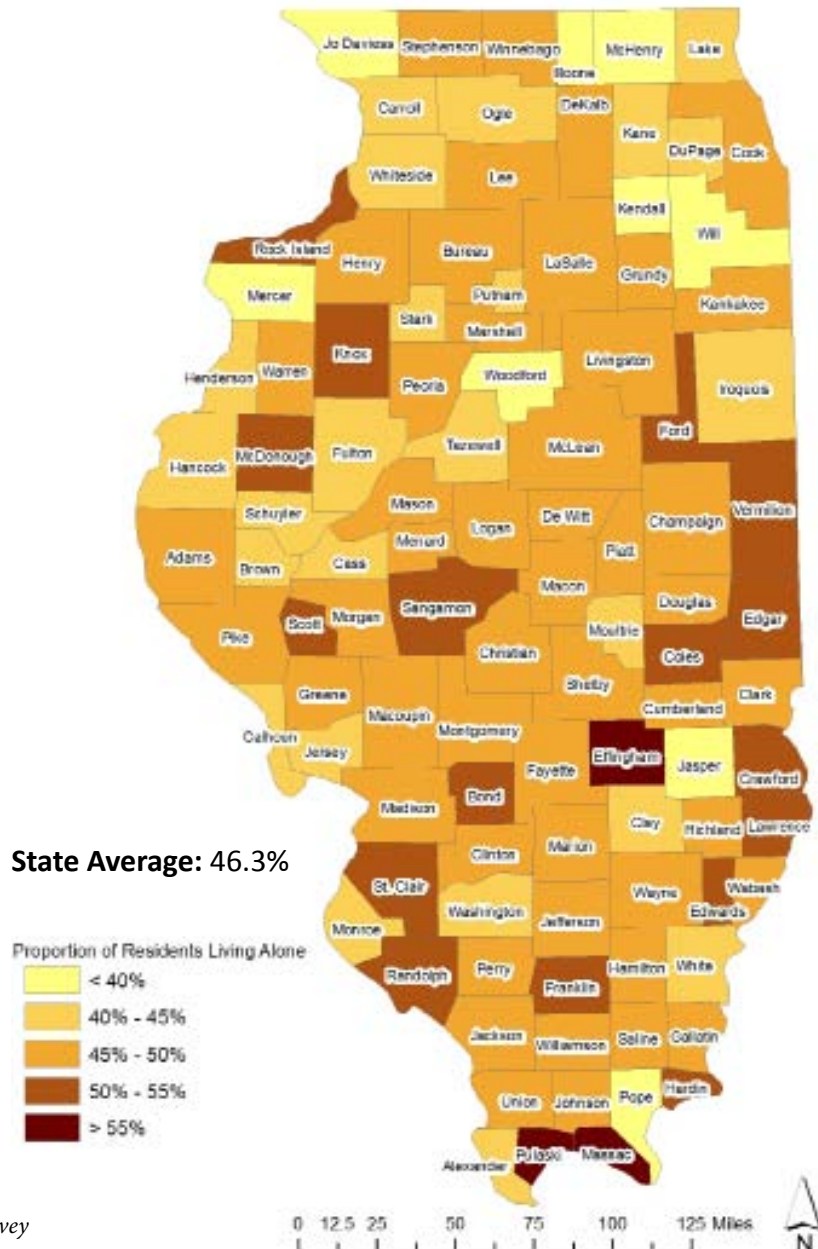
Independent living can become increasingly challenging as individuals age and may require additional assistance with daily life tasks. Older adults living alone that have limited mobility are at a higher risk of lacking basic access to needed medical services, grocery stores, and other amenities. In Illinois, 46.3% of residents aged 65 and older live alone. This number increases to 56.1% for the population aged 75 and older. Areas with large numbers of older adults living alone rather than with other individuals or family members may indicate a higher local need for human and transportation services. However, high rates of independent living could reflect local conditions that are favorable to aging-in-community such as good transit access, walkable communities, or an abundance of affordable housing located near shopping and other services. In Illinois, the counties with high proportions of older adult residents tended to be rural counties that experienced population loss over the past ten years. The high concentrations of older adults living alone in these counties likely reflects a less geographically mobile older adult population left behind in counties shrinking, in part due to economic conditions, rather than areas attracting new older adult residents drawn by amenities and housing availability. (See Table 4 and Figure 8).

**Table 4:** Counties with the Highest Proportions of those 65+ Living Alone

County	Number	Percent
Effingham	2,100	57.3%
Pulaski	450	57.2%
Massac	968	56.9%
Hardin	329	53.6%
Knox	3,524	53.6%
Illinois	474,036	46.3%

See Appendix L for figures for all counties.

**Figure 8:** Proportion of Residents Age 65+ Living Alone



Data Source: 2008-2012 Five-Year American Community Survey



**Age & Disability**

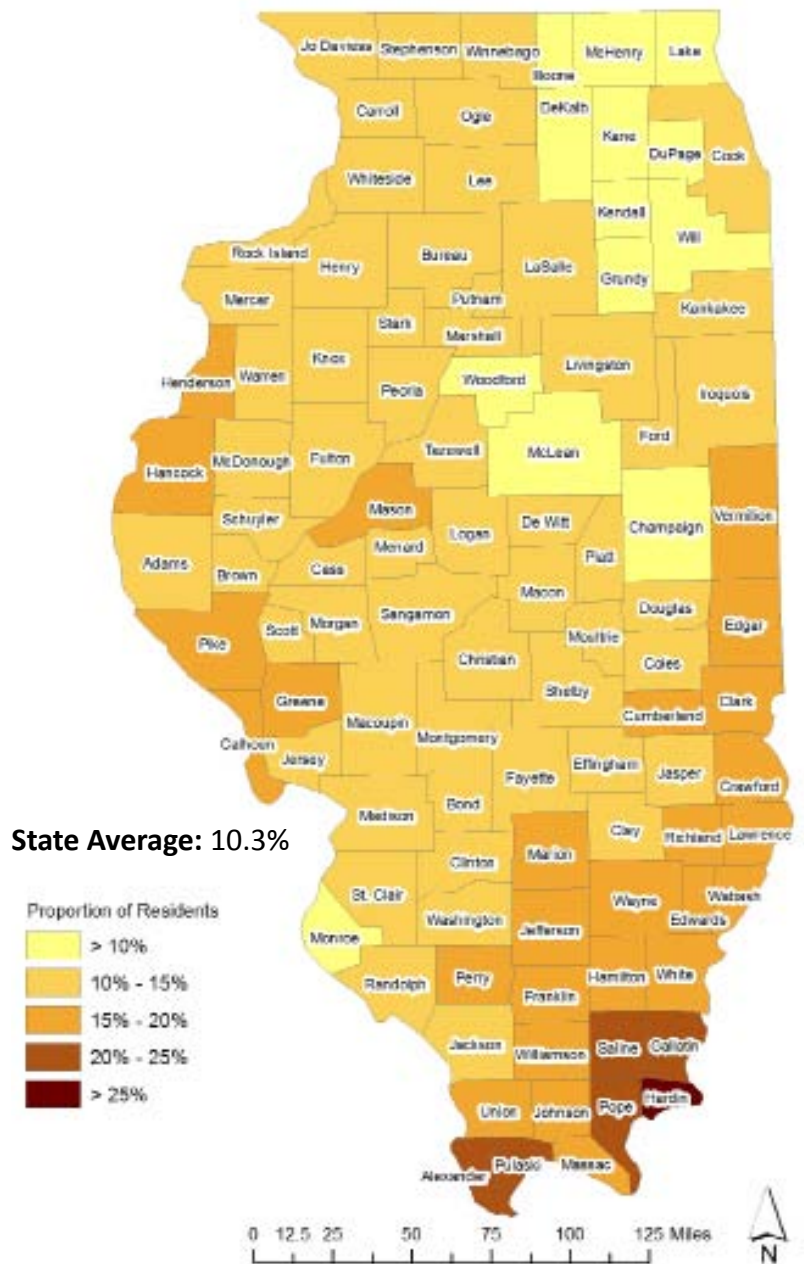
Disability and age are strongly related, as is one’s need for additional social services. 10.3% of the Illinois population reports having a physical, emotional, or mental disability. This number is higher among the older adult population, increasing to 35% of all those aged 65 and older, and 49% of all those 75 and older. Specific to one’s housing needs, 5% of the Illinois state population aged 18 and older reports having an independent living difficulty, meaning that due to a physical, mental, or emotional condition, they had difficulty “doing errands alone such as visiting a doctor’s office or shopping” (US Census Bureau). Much like other disability types, this figure increases dramatically for the older adult population. Sixteen percent of those aged 65 and older and 25% of those 75 and older in Illinois report an independent living difficulty. As the share of the older adult population grows, those requiring supportive living and transportation services will increase in tandem. (See Table 5 and Figure 9).

**Table 5:** Counties with the Highest Proportions of Residents with a Reported Disability

County	Number	Percent
Hardin	1,256	30%
Alexander	1,752	23%
Pope	927	22%
Gallatin	1,197	22%
Pulaski	1,200	20%
Illinois	1,301,381	10.3%

See Appendix M for figures for all counties.

**Figure 9:** Percent of Persons with a Disability by County



Data Source: 2008-2012 Five-Year American Community Survey

## HOUSING CHARACTERISTICS

Housing conditions and availability play a major role in both the quality of life and mobility of the older adult population. Housing often comprises the largest share of monthly household expenditure and can serve as a central financial asset. According to a 2014 AARP study of livability, the majority (87%) of individuals surveyed aged 65 and older would prefer to live in their current community as they age (Hammell et al, 2013). In order for older adult residents to age-in-community, local conditions must be conducive to supporting a population that will require additional services and mobility support.

### *Where do Illinois' Older Adults Live?*

Similar to the general Illinois population, the majority of Illinois residents aged 65 and older live in single family attached or detached homes. This is consistent with the national tendency for a very small fraction of older adults to live in housing specifically designed and operated as older adult housing. At 70.7%, the proportion of those 65 and older in single family homes is slightly higher than the total Illinois population at 66.8%. Older Illinois residents also outpace the general population in the proportion of householders in buildings containing 20 or more units. This likely reflects the shift toward extended residential care facilities as individuals age. (See Table 6).

**Table 6:** Housing Typologies

	<b>One-Unit Building (attached/detached)</b>	<b>2-19 Units in Build- ing</b>	<b>20+ Units in Build- ing</b>	<b>Mobile Home, RV, Boat, Van, Etc.</b>
<b>All Householders</b>	66.8%	21.3%	9.7%	2.5%
<b>Householders Aged 65+</b>	70.7%	13.4%	13.0%	2.8%

Data Source: 2008-2012 Five-Year American Community Survey

### *What Housing Options are Available to Older Adults?*

The type of housing available throughout Illinois varies from community to community. Urban Cook County contains fewer single family homes and more multi-family buildings compared to its more rural and suburban counterparts. Conversely, recently built-out areas on the rural-urban fringe such as Kendall County almost exclusively contain single family homes, while more rural parts of the state tend to have high proportions of mobile housing units. (See Tables and Figures 7A, 7B, and 7C). The availability of housing variety plays a role in the ability of older adults to stay in their communities as they age. Many older adults choose to downsize from their large single-family homes they lived in for decades out of a change in taste or inability to maintain a larger structure. The availability of smaller housing units such as accessory dwelling units (often referred to as “granny flats”), older adult apartments, or multi-family dwelling units will impact whether or not older adults must move outside of their current communities to find other housing options. Furthermore, a lack of housing options may serve to strand older adults in homes they otherwise can no longer maintain by themselves.

To understand the range of housing options available to older adults as they age, we examined data on the existing building stock in each county. Cook County contained the highest proportion of multifamily units, driven largely by high building density in Chicago. Many of the other counties with high proportions of multifamily units contained college campuses. Counties with high proportions of single family homes tended to be more suburban or rural in nature. The lack of smaller units may pose challenges as these communities age and households seek to downsize into smaller homes that are easier for older adults individuals to maintain.

**Table 7A:** Proportion of Single Unit Attached/Detached Homes

County	Number	Percent
Kendall	34,829	92.1%
Marshall	4,644	91.2%
Piatt	5,766	89.7%
Stark	2,175	89.2%
McHenry	96,857	88.9%
Illinois	1,478,794	31.0%

**Table 7B:** Proportion of Multi-Unit Homes (Two or More Units)

County	Number	Percent
Cook	991,973	51.3%
Champaign	26,872	33.9%
Jackson	6,884	29.3%
DeKalb	10,591	27.9%
McLean	17,074	26.8%
Illinois	3,176,592	66.5%

**Table 7C:** Proportion of Mobile Homes

County	Number	Percent
Johnson	1,290	23.3%
Wayne	1,844	23.1%
Pulaski	715	22.6%
Hardin	531	22.0%
Pope	526	20.5%
Illinois	140,402	2.7%

(Note that the remaining units in Illinois are classified as, boats, RVs, vans, and other units).

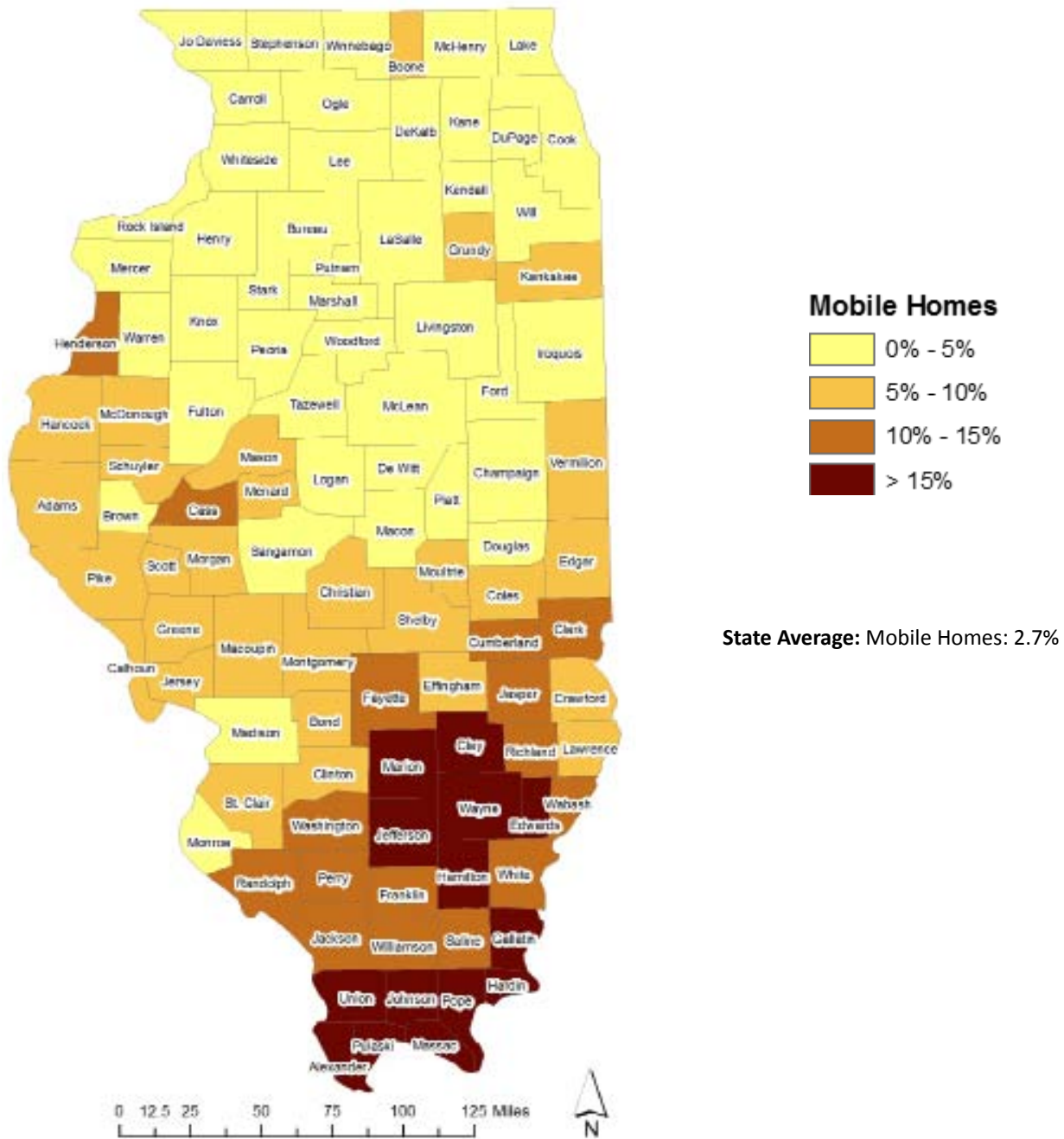
See Appendix N for figures for all counties.

*Data Source: 2008-2012 Five-Year American Community Survey*





**Figure 10C:** Proportion of Mobile Homes



Data Source: 2008-2012 Five-Year American Community Survey

***Do Older Adults Rent or Own?***

In Illinois, roughly 68% of householders own their homes, while 32% are renters. The proportion of homeowners is notably higher among the older adult population, where it reaches 79%. This likely reflects basic course-of-life trends. As people age, they accumulate more wealth which facilitates home buying. Where we do observe a significant shift in homeownership is among the population aged 85 or older. While over 80% of individuals aged 65 to 84 own their homes, this figure drops by 10% for the population aged 85 and older. This might reflect trends in home downsizing, sometimes preempted by the need for additional care. At this age, some older adults may sell the family home and downsize to a smaller apartment or into assisted living or another specifically older adult facility. Other older adults might at this age move in with children or other family members, thus making them part of those respective households rather than their own individual households as counted by the Census. (See Table 8).

**Table 8:** Older Adults & Housing Tenure

Age of Householder	Percent Homeowners	Percent Renters
65-74	81.6%	18.4%
75-84	80.1%	19.9%
85+	70.6%	29.4%
All ages	68.0%	32.0%

Data Source: 2008-2012 Five-Year American Community Survey

***Mortgage Status***

In Illinois, 69% of homeowners possess a mortgage on their homes while 31% own their homes outright. Not surprisingly, the proportion of homeowners that own their homes outright without a mortgage is significantly higher among the older adult population as households pay down the typical 30-year mortgage over time. (See Table 9).

**Table 9:** Older Adults & Mortgage Status

Age of Householder	With Mortgage	Without Mortgage
65-74	43.8%	56.2%
75+	18.3%	81.7%
All ages	68.9%	31.1%

Data Source: 2008-2012 Five-Year American Community Survey

***Is Housing Affordable to Older Adults?***

Housing constitutes a large if not the largest monthly expense among households of all ages. According to Department of Housing and Urban Development (HUD) thresholds, housing is deemed unaffordable if a household is devoting more than 30% of its income toward housing. In Illinois, older adult households exceeding the 30% threshold varied by location within the state and by housing tenure.

***Homeowners***

Among the 79% of older adult households that own their homes rather than rent, the proportion of cost-burdened households (those devoting 30% or more of household income to housing) was 30.1%, which is consistent with trends among households of all ages. (See Table 10). Cost-burdened households were located disproportionately in the northeastern corner of the state, which reflects the region’s high cost of living and real estate prices. McHenry and Lake Counties both reported a proportion of cost-burdened older adults that exceeded 125% of the state average. (See Figure 11).





*Renters*

Older adult households burdened by housing costs are much more prevalent among renters. In Illinois, 48% of all renters devote more than 30% of their income toward rent, and 40% devote more than 35%. These households are considered to be cost-burdened per HUD thresholds. The proportion of cost-burdened renters is higher among the older adult population, with 56% of those aged 65 or older devoting more than 30% of their income toward housing, and 46% devoting more than 35%. (See Table 12). This trend stems from a variety of factors including the high cost of assisted living facilities, the fixed incomes of retired individuals, and the propensity to sell one’s home and downsize later in life. It is important to note that there are fewer renters among the older adult population, as a higher proportion resided in owner-occupied homes (31% as compared to 79%).

**Table 12:** Rent-Burdened Households

Age of Householder	Percent of Income Devoted to Rent	
	30% or more	35% or more
65+	55.9%	46.4%
All ages	47.6%	39.5%

*Data Source: 2008-2012 Five-Year American Community Survey*

Patterns of rent-burdened older adults had much less of a geographic component when compared to cost-burdened households. Rent-burdened older adults still tended to be concentrated in the high-cost Chicago metropolitan region, but the disparities are less severe. The highest proportion of rent-burdened older adults was reported in Pulaski County. However, Pulaski County has a small population, and a very small population of older adult renters, which serves to increase margin of error and decrease the reliability of this figure. (See Table 13 and Figure 12).

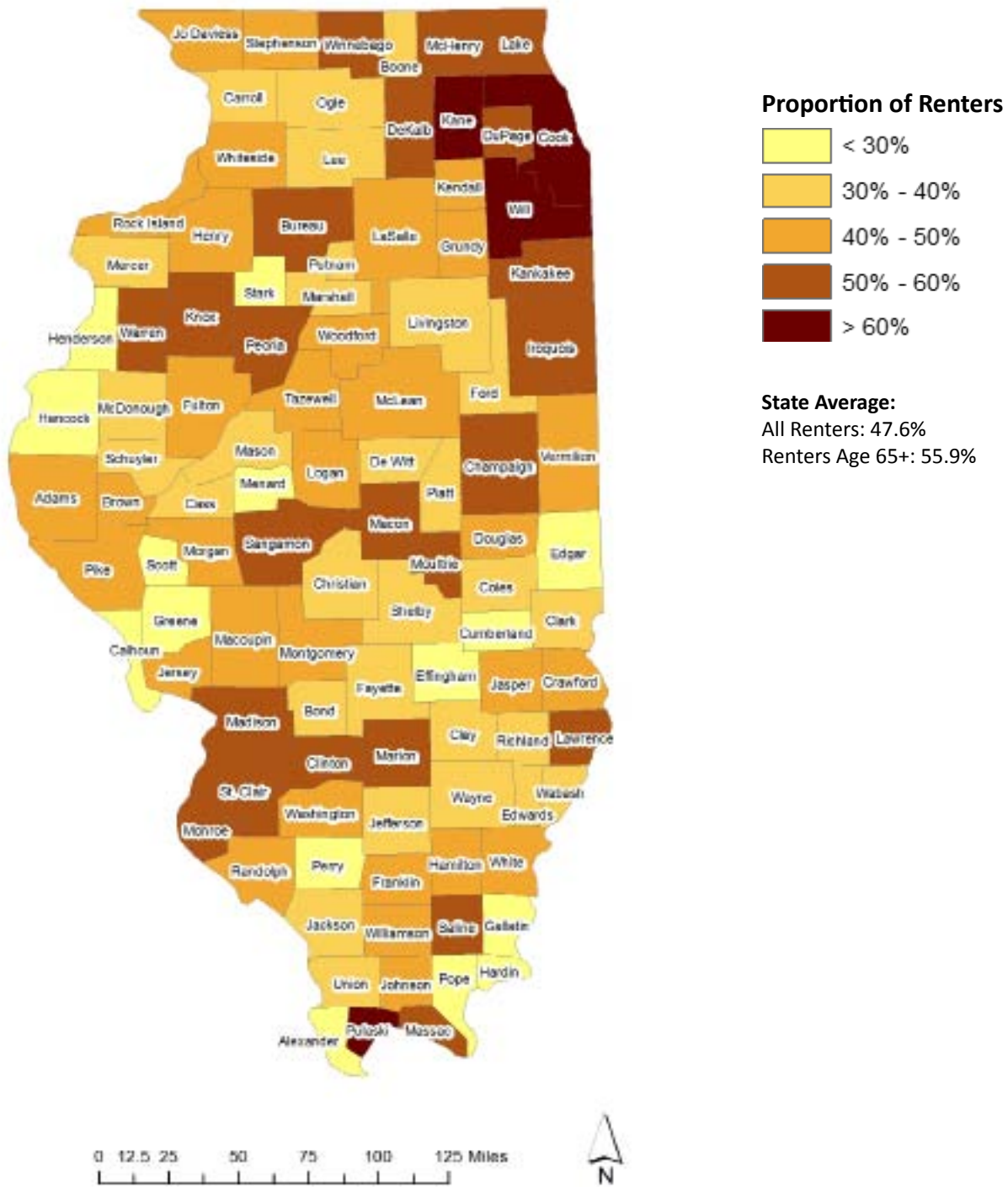
**Table 13:** Counties with the Highest Proportion of Burdened Renters Age 65+

County	Proportion of Residents Age 65+
Pulaski	72.5%
Kane	66.8%
Will	61.1%
Cook	60.8%
Lake	59.5%
Illinois	55.9%

*Data Source: 2008-2012 Five-Year American Community Survey*

See Appendix P for figures for all counties.

**Figure 12:** Proportion of Cost-Burdened Renters Age 65+



Data Source: 2008-2012 Five-Year American Community Survey

## TRANSPORTATION & MOBILITY CHARACTERISTICS

As the Baby Boom generation ages, older adults will constitute a greater share of Illinois drivers. Concurrently, a growing number of individuals are expected to outlive their ability to drive (by seven years for men and ten years for women on average) (Foley et al, 2002). According to the Insurance Institute for Highway Safety (IIHS), crash involvement, injuries, and fatalities have declined in recent years at a faster rate among the older adult population than those that are middle-aged — a trend largely attributed to improved vehicle safety and health among older adults. However, fatal crash involvements remained high for older adults when compared to middle-aged drivers, (1.117 per 100 million vehicle miles traveled for those age 35 to 54 compared to 2.691 for those 75-79, and 5.484 to those aged 80 and older) (IIHS, 2014). Given the number of older adults that may require alternative transportation, it is increasingly important to plan proactively for this fast-growing cohort. This will be particularly challenging in more rural and suburban regions of the state that lack the population density to support a fixed-route transit system.

### *Mode of Transportation*

In order to understand the current mobility trends by state geography and by age, we examined mode of transportation data produced by the American Community Survey. However, it is important to note that these data are only available for trips to work. Given that a large proportion of the older adult population is no longer in the workforce, these data do not necessarily reflect the travel behavior of non-working older adults. (16.2% of those age 65 and older are in the workforce compared to 64.5% of those age 16 or older according to 2008-2012 Five-Year American Community Survey Data). However, they do provide a good proxy for the types of transportation options that exist for area older adults.

The majority of work trips in Illinois were made by individuals driving alone. Individuals age 65 and older were less likely to commute via carpool or public transportation, but were more likely to work at home than the population as a whole. (See Table 14).

**Table 14:** Mode of Travel to Work by Age

	Drove Alone	Carpooled	Public Transportation	Walked	Taxi, Motorcycle, Bicycle, other	Worked at Home
All Commuters	73.5%	9.0%	8.7%	3.1%	1.6%	4.1%
Commuters Age 65+	73.9%	7.0%	6.2%	3.1%	1.3%	8.4%

*Data Source: 2008-2012 Five-Year American Community Survey*

### *Public Transportation Usage*

Public transportation usage is conditional upon the presence of a public transportation system. The majority of public transportation users are located in the Chicago metropolitan area where the majority of the state’s public transportation infrastructure and services are located. Champaign County also had a large proportion of public transportation riders, which again stems from the presence of transportation services as well as the built environment and high proportion of college students in the area.

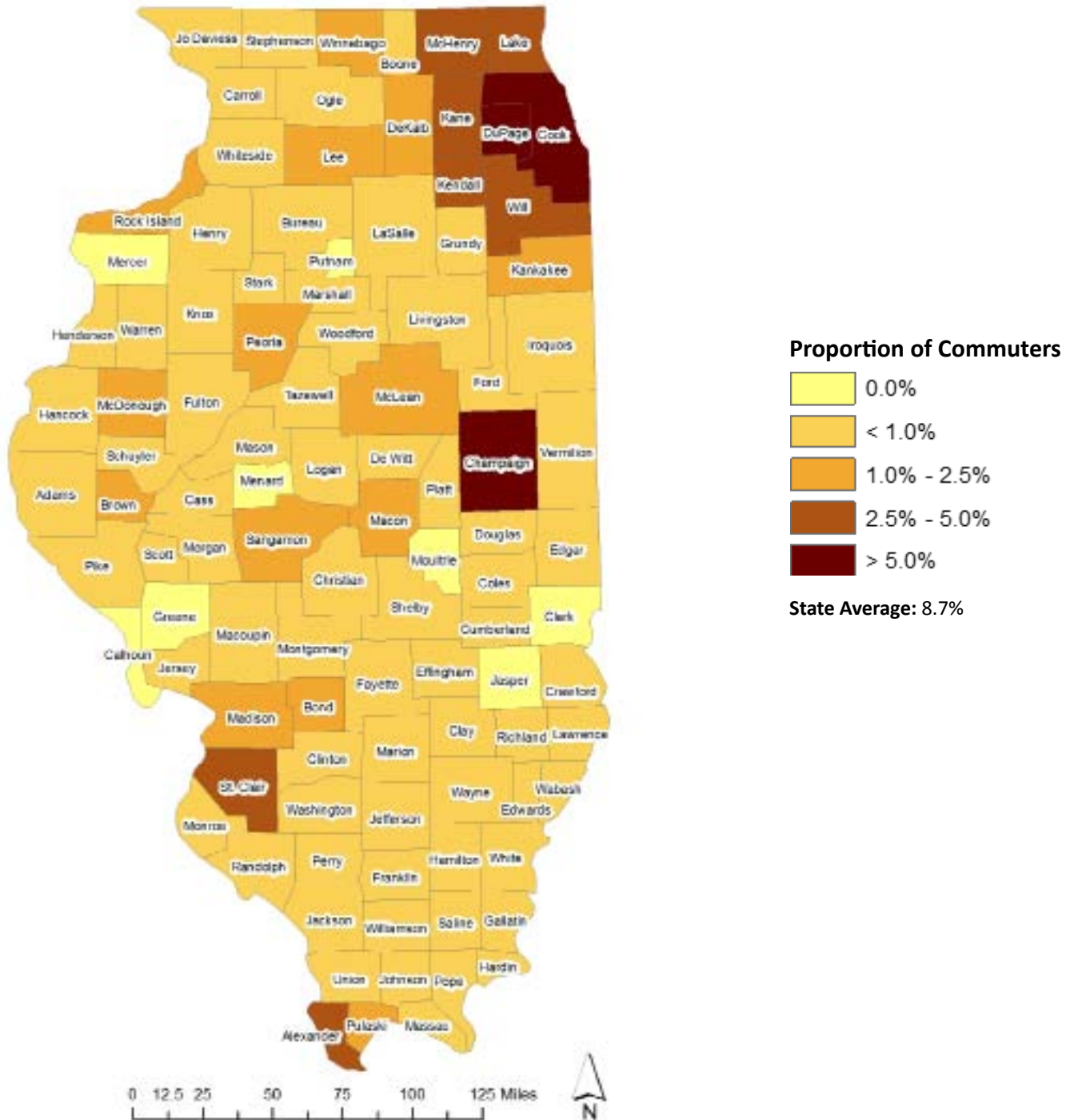
Low transit usage was reported in the state’s more rural and sparsely populated areas, which have few if any public transportation options. Eight counties reported no individuals commuting by public transportation: Calhoun, Clark, Greene, Jasper, Menard, Mercer, Moultrie, and Putnam Counties. (See Table 15 and Figure 13).

**Table 15:** Transit Usage

County	Number of Commuters	Percent of Commuters
Cook	420,010	17.7%
DuPage	29,668	6.4%
Champaign	5,997	6.1%
Lake	14,235	4.2%
Will	13,117	4.1%
Illinois	516,053	8.7%

See Appendix Q for figures for all counties.

**Figure 13:** Proportion of Commutes via Public Transportation



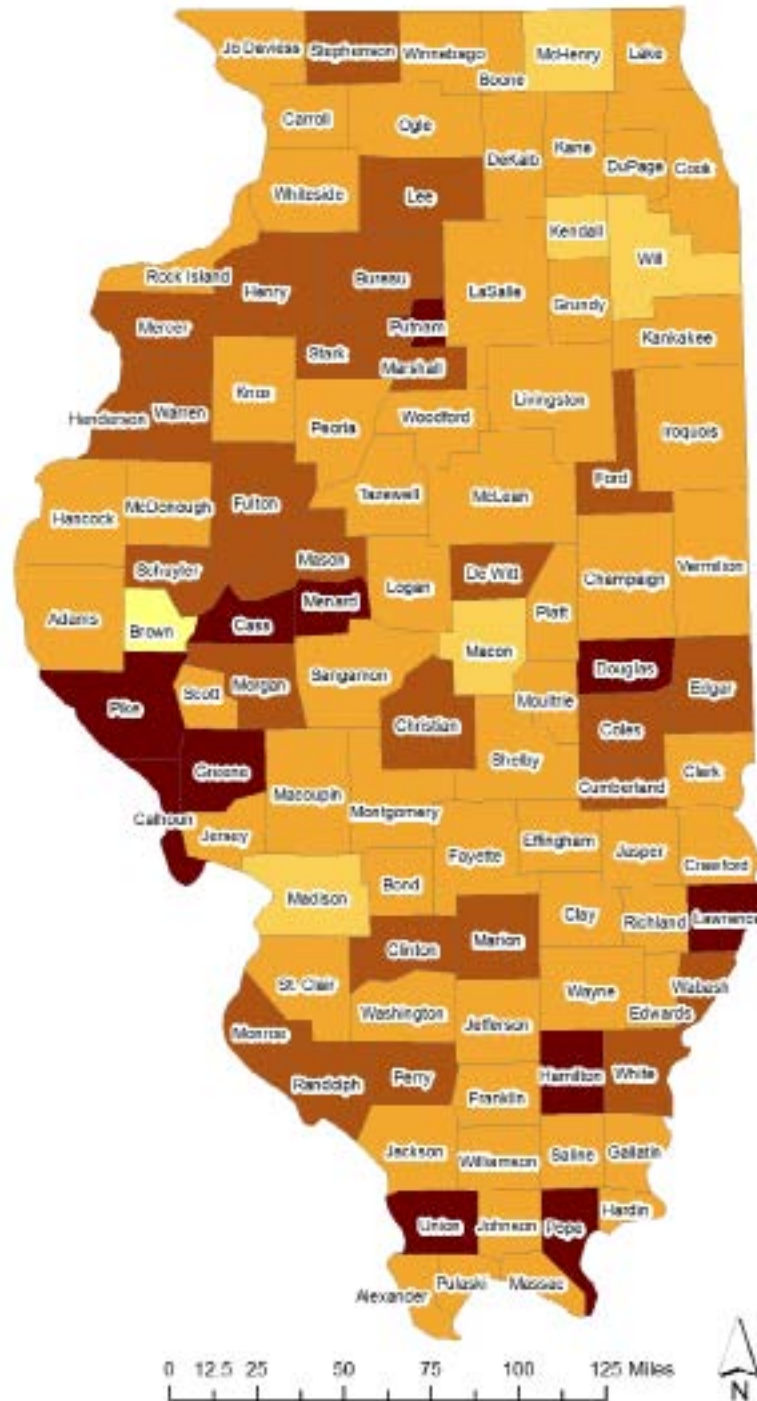
Data Source: 2008-2012 Five-Year American Community Survey



**Carpooling**

Carpooling is more prevalent in rural areas and counties that lack public transportation options. High rates of carpool commuting were clustered in the more rural counties north of St. Louis, which may represent a pattern of local residents banding together to cut down commuting costs to jobs in or outside of St. Louis. This propensity to carpool, whether formally or informally organized, may make ridesharing a viable option among older adults with limited mobility. (See Figure 14 and Table 16).

**Figure 14:** Proportion of Commutes via Carpool



**Table 16:** Proportion of Commutes via Carpool

County	Number of Commuters	Percent of Commuters
Calhoun	330	15.7%
Menard	981	15.3%
Greene	909	15.1%
Lawrence	812	14.8%
Pope	250	14.5%
Illinois	532,322	9.0%

Data Source: 2008-2012 Five-Year American Community Survey  
See Appendix Q for figures for all counties.

**Proportion of Commuters**

- < 5.0%
- 5.0% - 7.5%
- 7.5% - 10.0%
- 10.0% - 12.5%
- > 12.5%

**State Average: 9.0%**

Data Source: 2008-2012 Five-Year American Community Survey

**Vehicle Availability**

In many parts of Illinois, particularly in rural and suburban counties, the default method of transportation is driving. As noted above, older adults are expected to outlive their driving years by an average of seven to ten years. To understand where this trend is already occurring, we examined data on vehicle availability per household, specifically, the proportion of older adult households that do not have access to a vehicle. These figures paint a twofold picture. While many older adults may be forced to give up a car due to disability or the high costs of owning and insuring a car, not owning a vehicle also can reflect a lifestyle choice predicated on the ability to travel by other means such as public transportation or walking. Not surprisingly, the largest proportion of older adults without vehicle access are located in Cook County, which has the region’s most extensive public transportation system and high population density that places amenities like grocery stores within walking distance. (See Tables 17 and 18 and Figures 15A and 15B).

**Table 17:** Percent of All Households without a Vehicle

County	Number	Percent
Cook	264,943	17.7%
Alexander	299	14.7%
Pulaski	144	11.6%
Champaign	7,946	11.1%
Jackson	2,105	10.7%
Illinois	50,9523	10.7%

(Note that the state figures are skewed by the large number of non-drivers in Cook County).

*Data Source: 2008-2012 Five-Year American Community Survey*

See Appendix R for figures for all counties.

**Table 18:** Percent of Householders Age 65+ without a Vehicle

County	Number	Percent
Cook	97,870	24.6%
Pulaski	144	18.3%
Massac	290	17.0%
Rock Island	2,365	14.6%
St. Clair	3,142	14.0%
Illinois	166,497	16.3%

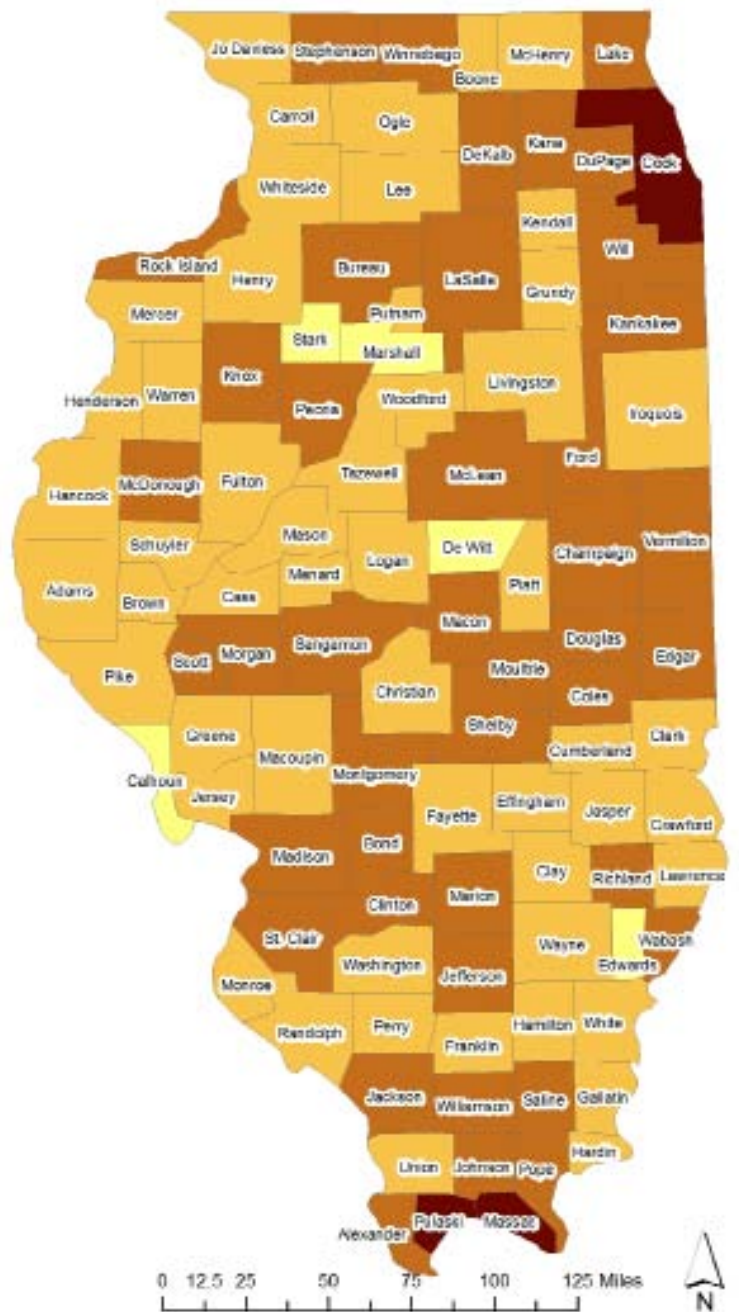
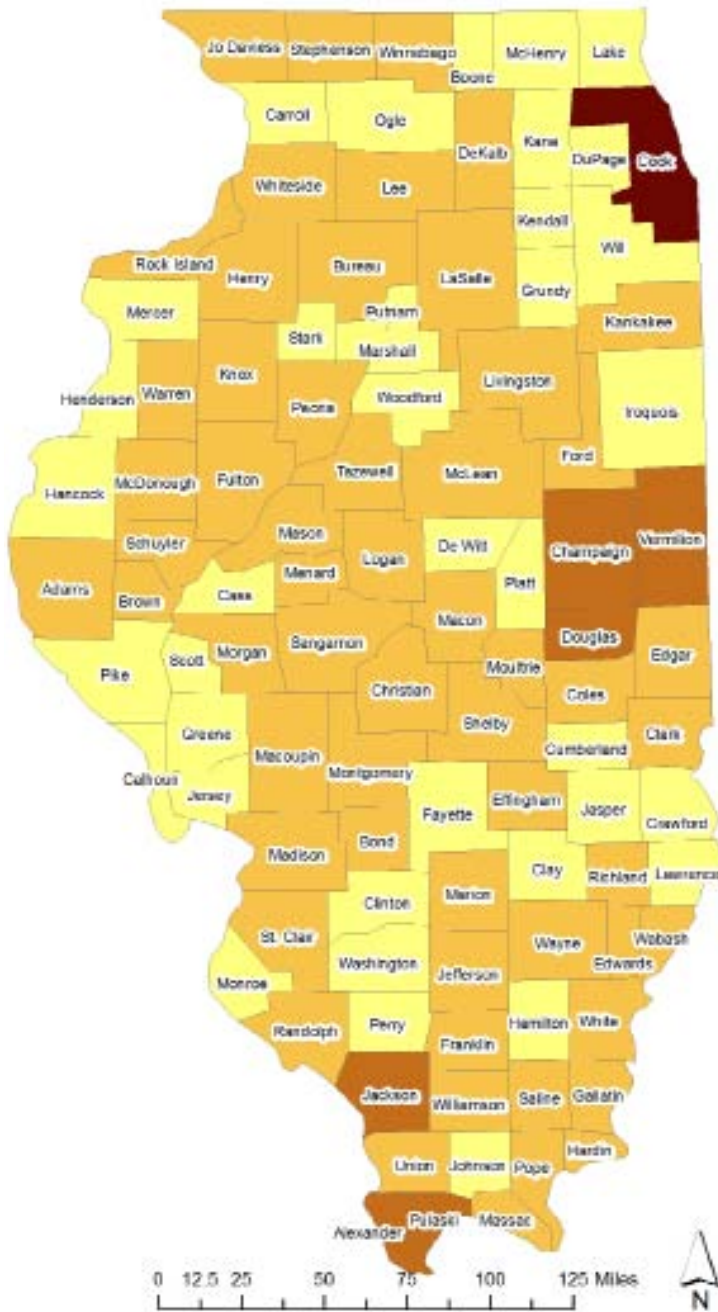
(Note that the state figures are skewed by the large number of non-drivers in Cook County).

*Data Source: 2008-2012 Five-Year American Community Survey*

See Appendix R for figures for all counties.

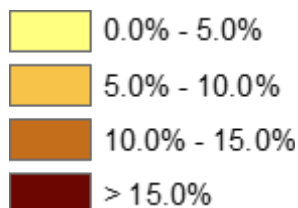
**Figure 15A:** Proportion of Households without a Vehicle, All Ages

**Figure 15B:** Proportion of Households without a Vehicle, Age 65+



Data Source: 2008-2012 Five-Year American Community Survey

**Proportion of Households**



**State Average:**  
 All Households: 10.7%  
 Age 65+: 16.3%





## SECTION 3: CURRENT HUMAN SERVICES TRANSPORTATION PLANNING PRACTICE IN ILLINOIS

With the backdrop of Section 1’s population projections, and Section 2’s analysis of statewide older adults’ housing, transportation and mobility characteristics, we will now look at the current state of HST planning in Illinois.

### HISTORY & DESCRIPTION

In 2003, Illinois’ governor and General Assembly created the Interagency Coordinating Committee on Transportation (ICCT) to help provide disadvantaged Illinois citizens (including older adults and disabled persons) with broader and better coordinated transportation services. ICCT’s mission paralleled several similar federal initiatives, including a 2004 Executive Order on Human Services Transportation that established the Federal Interagency Transportation Coordinating Council on Access and Mobility (CCAM) to simplify access to transportation for older adults, disabled persons, and low-income individuals. The CCAM launched the United We Ride initiative to help implement the Executive Order. Additionally, the federal transportation legislation, including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005 required that by the end of 2007 all state transportation programs incorporate regionally planned human services transportation in a Human Services Transportation Plan (HSTP). Illinois complied with this deadline by publishing a Human Services Transportation report as part of the Illinois State Transportation Plan published in June 2007 and revised in December 2007.

The ICCT was to serve in an advisory role to the HSTP program led by IDOT. The ICCT includes representatives from numerous state human services and related agencies – including the Illinois Department of Aging -- and other key stakeholder organizations. Illinois’ HSTP developed a framework for developing the plan and a process for human services transportation funding programs, providing for public involvement, and providing research and technical assistance for plan implementation. Much of this work was to be carried out by regional HSTP coordinators and regional HSTP planning organizations.

The statutorily required 2012 Illinois Long Range Transportation Plan reiterated “transportation for underserved populations such as the older adults, low-income and the persons with disabilities” (IDOT, 2012) as a policy factor to be considered in the development of the plan but without making any specific reference to human services transportation planning or the HSTP process established in 2007.

### CURRENT STATUS

A range of different types of transportation services for older adults is being provided throughout Illinois. While it is not a purpose of this report to focus on the details of these transportation services, a general description of the options helps to provide overall context. Generally speaking, larger fixed route-type services and larger vehicles are more appropriate to cities and areas with higher levels of population density, while rural areas and areas of lower population density more often support demand response-type services and smaller vehicles.

Typical transportation options for older adults include:

- **Public Transit/Fixed Route Service:** Public transit agencies provide bus and/or rail services along established routes with set schedules on a non-reservation basis — also referred to as “public transportation”



or “mass transit”. Reduced rate fares and additional transportation services are often available for older adults and persons with disabilities. Information about routes, schedules, fares, and special services are typically available through the public transit agencies.

- **Paratransit Service:** Public transit, human service (including older adult-serving) organizations, and private agencies provide door-to-door or curb-to-curb transportation using mini-buses or small vans. Paratransit service often requires users to make advanced reservations but still offers a degree of flexibility and personalization in scheduling. Curb-to-curb service provides for passenger pick-up and delivery at the curb or roadside; door-to-door service offers a higher level of assistance by picking up passengers at the door of their homes and delivering them to the doors of their destinations. Paratransit and van services generally offer reduced fares for older adults and persons with disabilities, and some providers operate on a donation basis.
- **Door-through-Door Service:** Some human service agencies provide drivers or escorts who offer personal, hands-on assistance by helping passengers through the doors of their residences and destinations, as needed. This type of service includes several levels of assistance from opening doors and providing verbal guidance, to physical support. Persons with severe physical or mental disabilities typically use this type of service.
- **Transportation Vouchers Programs:** AAAs and other human service organizations often provide fare assistance programs that enable qualified persons to purchase vouchers for transportation services at a reduced rate. The vouchers are then used to pay for services from a participating transportation provider that can include public transportation, volunteer programs, or taxis and other private companies. Applications for these programs are required. Participants are responsible for reserving and securing the services they need.
- **Taxi Service:** Passengers activate this service by calling a dispatcher to request a ride between locations of their choice. Trips usually can be scheduled in advance or on the spot. Some taxis are wheelchair accessible and meet ADA standards. Fares are charged on a per-mile or per-minute basis on top of a base charge for each trip.
- **Volunteer Driver Programs:** Local faith-based and nonprofit community-based organizations frequently have a network of volunteers who offer flexible transportation for shopping, medical appointments, recreation, and other activities. One-way, round-trip, and multi-stop rides are usually available; reservations are needed. These programs are typically provided free, on a donation basis, through membership dues, or for a minimal cost.
- **Private Automobiles:** It must be recognized that for many reasons – including but not limited to the availability or unavailability of viable options – many older adults rely on private automobiles (either self-driven or driven by a family member, a neighbor or friend, or a hired assistant) for many of their transportation needs.

In addition to the services described above, some regions or communities provide Mobility Management services to link individuals with available transportation resources and services. The National Center on Older adult Transportation defines two variations of mobility management:

- **Individual level** -- one-on-one or group education and counseling on transportation options and alternatives to driving, often referred to as “travel training”
- **Systems level** -- mobility management intended to facilitate coordination among transportation and human services providers and ensure the availability of a range of transportation options and modes to support older adults

Several regions and communities around the country are in the process of trying to develop “one-call, one-click” mobility management systems wherein individual consumers will be able to access through a single telephone call or web-based portal a network of transportation providers that might include public transit, volunteer drivers, private pay providers, shuttles, travel training programs, resources for older driver safety, and more. These systems are also intended to match travelers’ personal profiles with a service’s eligibility requirements and accommodations (vehicle with wheelchair lift, door-to-door service, etc.).

## STAKEHOLDER CONVERSATIONS

In order to get insights on the current state of coordinated HSTP in Illinois, the project team sent conversation requests to the HSTP coordinators who are responsible for all 11 of Illinois’ HSTP regions. Certain HSTP regions share a coordinator (one HSTP coordinator handles regions 1 and 3, another handles regions 4 and 7, and a third handles regions 9, 10 and 11) so there are a total of nine HSTP coordinators statewide. The project team held conversations with eight of these HSTP coordinators, representing a very high response rate of 88.9% (8/9).

The project team also sent conversation requests to the Executive Directors or other identified key or staff dealing with transportation at all 13 of Illinois’ AAA regions. The requests invited the recipient to forward the request to another staff person within the agency if that individual would be a better resource for the requested conversation. The project team held conversations with a key staff person at five of the 13 AAAs, representing a reasonable response rate of 38.5% (5/13). Although this response rate is well above the typical 15-25% range often predicted for general surveys, the project team believes that self-selection was involved in determining whether or not a specific AAA responded to the conversation request. Those AAAs who did respond to the conversation request had very specific perspectives and thoughts on coordinated transportation planning in Illinois that they freely shared; and the project team believes that the AAAs who did not respond to the conversation request may not have had as many transportation-related insights.

All of the identified key local, state and nation-wide stakeholders to whom the project team reached out agreed to have conversations. Several of the stakeholders to whom the project team reached out suggested additional stakeholders to whom the project team might also reach out. These conversations yielded a high degree of candor across the board. To a person, the stakeholders spoke very freely and, interestingly, many asked if the interviews were off-the-record (which they were assured they were) and whether their comments would be specifically attributed to them or their agencies (the project team indicated that while the names and affiliations of conversation-holders would be identified in the project report, no specific comments or quotes would be attributed to specific individuals.)

## KEY FINDINGS FROM STAKEHOLDER CONVERSATIONS

Key themes that permeated the conversations with the HSTP regional coordinators included:

- *The Coordination Process* – Most HSTP coordinators (some of whom work part-time on HSTP, while others work full-time on it) feel good about the HSTP process and their roles in it. But all feel that the coordination process as it currently exists is definitely sub-optimal, should not be seen as “all things for all people all the time,” and could be improved upon in different ways. Some stakeholders went as far to say that coordination in Illinois was “dead” while others felt that it had evolved to a second phase more of compliance than enhanced coordination. To a person, the HSTP coordinators feel that the Illinois HSTP coordination process has yielded significant benefits to the state’s underserved population, particularly in rural areas, many of which did not have public transportation until the coordination process over the past decade brought public transportation to their areas.

- *Shared Transportation Services* – Many HSTP coordinators indicated that the human service agencies in their regions (including but not limited to agencies serving older adults) are very amenable to shared services, wherein different types of riders with different travel needs and destinations are all accommodated in a shared vehicle. Some stakeholders indicated that this acceptance initially took awhile in areas where the shared service supplanted specific human service agency-supplied transportation services.
- *Human Service Agency Coordination* – The HSTP coordinators all feel that there was adequate outreach to and participation by human service agencies (including those serving older adults) in their regions. There is, however, an underlying feeling held by many of the HSTP coordinators that many of the human service agencies in their regions want in concept to coordinate, but that the agencies’ actual involvement with coordination that would require compromise by their agency or their clients is much less widespread.
- *Transportation Planners/Human Service Agencies* – Most (although not all) HSTP coordinators and other key stakeholders feel that there is a fundamental mismatch in the goals and success definitions between most transportation planners and providers and human service agencies. Transportation planners and providers’ goals and success metrics deal more with system-wide efficiency and performance; while human service agencies’ goals and success metrics deal more with addressing individual client needs, even if doing so does not enhance system-wide efficiencies. Several HSTP coordinators and other key stakeholders feel that this mismatch limits realistic expectations of coordinated HSTP success.
- *Public Satisfaction with Public Transportation* – It seems clear from conversations with the HSTP coordinators and other stakeholders that clients in areas of Illinois with newer public transportation service are generally more satisfied than clients in areas where public transportation services grew from transportation services previously provided by human service agencies. This is likely due to “not as good as it used to be” type complaints leveled by clients of a transportation service who had been users of the prior service (regardless of the actual efficiency or fiscal sustainability of that service).
- *Local Political Support and Understanding* – The HSTP coordinators as a group feel that local political understanding about the complicated issues involved in coordinated HST planning is in very short supply. More importantly, they feel that this lack of real understanding often leads to a lack of local political support, which is seen as a major challenge.
- *Transportation Service Demand Levels* – The HSTP coordinators focus on trying to provide adequate transportation services to meet the current demand level within their regions, which is usually defined as a slight increase over the previous year’s number of provided rides. They rely on the transportation providers, the human service agencies or others to provide data as to potential future service demand levels. However, a number of HSTP coordinators did specifically point out their observations of increasing demand levels among dialysis patients and veterans in their regions.
- *Communications* – Many HSTP coordinators mentioned communications as a challenge, although in different respects. Several mentioned the intermittent nature and perceived inadequacy of HSTP coordination guidance communication from the state level. Others mentioned the perceived difficulty that the public and potential users of transportation have accessing comprehensive and useable information about transportation services in their area. In most cases, the HSTP coordinators are left to hope that some combination of transportation providers or human service agencies provides transportation service information to potential users, and they have little real sense as to the effectiveness of this public communication.

- *Mobility Management* – Several HSTP coordinators and other key stakeholders have some personal familiarity with mobility management efforts, and see it as an important missing component of Illinois’ HSTP coordination. Those familiar with mobility management strongly feel that it should be implemented at a regional or local level.
- *System Compliance and Oversight* – A number of HSTP coordinators and other key stakeholders brought up concerns about the state’s compliance of the overall coordinated system, and referenced concerns over instances of alleged funding and vehicle use abuses. IDOT’s recently rolled-out Program Compliance Oversight Monitor (PCOM) program is seen as an improvement that will help bring compliance, but several HSTP coordinators mentioned local reluctance to incur the additional costs of implementing PCOM.
- *Funding* – Every single HSTP coordinator indicated the major challenge of trying to maintain current levels of coordinated HST service at current funding levels. Most are truly concerned about trying to maintain even current transportation service levels in the future – let alone providing potentially increased services needed to meet perceived heightened future demand due to demographic shifts – without a significant increase in transportation funding.

Key themes that permeated the conversations with key AAA staff persons who deal with transportation included:

- *The Coordination Process* – There was significant variance between AAAs as to their participation with regional HSTP coordination efforts. Some AAAs have been significantly involved over the past decade, while other AAAs were not even aware of ongoing regional HSTP planning efforts in their area. Most AAA staff persons did feel, however, that transportation services had improved in their regions since the onset of Illinois’ HSTP process, particularly in those rural areas which did not have public transportation until recently.
- *AAA Involvement in HSTP Coordination* – The fact that the defined HSTP regions vary significantly from most of the AAA planning and service areas -- with portions of a single AAA included within up to four separate HSTP regions -- makes active AAA participation in regular planning or committee meetings a challenge which is not always seen as worthwhile when making staff time allocation decisions. Most AAAs leave actual coordinated HSTP involvement to their human service or transportation service grantees within a local area.
- *Shared Transportation Services* – Several key AAA staff persons indicated that they feel that certain (non-older adult-serving) human service agencies have not participated well in coordination efforts due to their agencies’ or clients’ fears of relinquishing control or funding over existing transportation services.
- *AAA-funded Transportation Services* – Despite some participation with regional HSTP coordination efforts, most AAAs and their grantees still provide their own agency-specific transportation services above and beyond the officially coordinated regional transportation services. While several AAA staff persons indicated that this was due to program or data requirements, or pricing or funding differences, it still points to the ongoing challenges to providing truly coordinated transportation. In addition to AAA-funded services, AAA staff was often aware of other local community-based transportation services such as volunteer driver programs, about which most HSTP coordinators were unaware.

- *Transportation Planners/Human Service Agencies* – Most key AAA staff persons agree with most HSTP coordinators and other key stakeholders that there is a fundamental mismatch in the goals and success definitions between most transportation planners and providers (efficiency-centered) and human service (individual client-centered) agencies, and that this mismatch limits realistic expectations of coordinated HSTP success.
- *Transportation Service Demand Levels* – Unlike most HSTP coordinators, the AAA key staff persons were keenly aware of increasing future demand for transportation services, and they are deeply concerned about not only maximizing the impact of current transportation services benefitting their clients, but also how they will be able to scale up to meet future demand.
- *Communications* – Most AAA staff persons agree with those HSTP coordinators who mentioned public knowledge of available transportation services as a challenge. While the AAAs do provide some information to potential transportation service users, they -- like the HSTP coordinators -- are generally left to hope that the transportation providers provide transportation service information to the public and potential users, and they have little real sense as to the effectiveness of this communication.
- *Mobility Management* – Those key AAA staff persons with familiarity with mobility management agree with the HSTP coordinators who see it as an important missing component of Illinois’ HSTP coordination, and agree that it should be implemented at a regional or local level. Several AAA staff persons pointed out that mobility management is already provided to some extent by other older adult-serving programs such as the Aging and Disability Resource Centers (ADRCs) that are information programs provided by certain AAAs or counties.
- *Funding* – Just as with the conversations with HSTP coordinators, every AAA staff person indicated the major challenge of trying to maintain current levels of transportation (and other) services at current funding levels. Most are truly concerned about trying to maintain even current transportation service levels in the future – let alone providing potentially increased services needed to meet the known heightened future demand due to demographic shifts – without a significant increase in transportation funding.

## KEY CURRENT ILLINOIS HSTP PRACTICE FINDINGS

Taking into consideration both the HSTP coordinators and key AAA staff input, a number of general and specific findings on the state of Illinois HSTP as currently practiced come to the forefront:

- *State HSTP Coordination Process* – The decade-long coordination process has yielded real and enduring benefits, particularly in rural and lower density areas of the state which did not previously have public transportation service. That said, true leadership from the state appears to have waned, and the process evidences a widespread tired and cynical nature.
- *Regional HSTP Coordination Efforts* – A number of regional coordination efforts are still ongoing and enjoy widespread human service agency participation, while others have considerably become more a matter of service maintenance and compliance rather than creative problem-solving.
- *AAA or Aging Network Participation* – Most HSTP regions enjoy at least some AAA or localized aging network participation, although in a number of regions the AAA participation has diminished over time do to the feeling of minimal input compared to extensive staff time commitment due to the distance to the multiple meetings, often in multiple HSTP regions.



- *Future Service Demand* – Neither the HSTP coordinators nor the AAAs have a real handle on the potential demand level for transportation services.
- *Information Dissemination/Public Awareness* – Most HSTP coordinators and AAA staff feel that the level of public information about available transportation services is inadequate in their regions.
- *Mobility Management* – Those HSTP coordinators and AAA staff familiar with mobility management strongly suggest that it should be incorporated into HSTP coordination efforts going forward, and see it as potentially greatly improving the public’s information about available transportation services.
- *Multi-Modal HST Practices* – Coordinated HSTP in Illinois only goes so far, and there are numerous examples of older adult-serving and other human service agencies simultaneously participating in coordination efforts while still maintaining their own agency-serving transportation services. In addition, no regional HSTP effort appears to go granular enough to include volunteer driver and similar community-based programs.
- *Political Sponsorship* – All stakeholders feel that state and local level political sponsorship is important to effective regional coordinated HSTP, and that in a number of areas, political understanding and sponsorship is viewed as inadequate.
- *Funding* – Nearly all stakeholders feel that imperiled funding impedes current coordination efforts, and that lacking greater and more reliable funding in the future, the availability to serve higher demand levels will be difficult to impossible.
- *Northeast Illinois “Region 0”* – While transportation providers RTA and Pace are doing a good and sincere job serving as transportation planners for the metropolitan Chicago region in northeast Illinois, the shortage of AAA involvement, the absence of CMAP’s multi-sectoral perspective and leadership, and pervasive regional political and turf challenges limits overall regional HSTP coordination.

## NOTABLE HSTP PRACTICES IN ILLINOIS

The project team asked stakeholders in all conversations to identify notable coordinated HSTP practices from their own regions or with which they were familiar. While many stakeholders did not identify any notable programs in their regions, several notable programs were identified, and in some cases by numerous stakeholders. The identified programs are briefly highlighted below, along with other notable HSTP programs identified by the project team, with key program components indicated. No attempt was made to provide a detailed focus on major operational aspects such as vehicle types, driver training, funding, or other program components.

While the examples of notable HSTP is not an exhaustive list, and no single program from one location is likely to be exactly replicable in another location, these short program sketches serve to point out promising program elements that may well offer enhancement potential to programs in other areas.

### ***Rides Mass Transit District (RMTD or “Rides”)***

Since 1977, Rides has been providing convenient, affordable and accessible public transportation throughout southeastern Illinois. Rides was nationally recognized in 2000 as the Transit System of the Year by the Community Transportation Association of America (CTAA) and in 2005 received the United We Ride Award.

Service is available to anyone needing transportation. Rides provides door-to-door and fixed route service. Rides' fully accessible fleet consists of lift-equipped and ramped vehicles. In addition to its local residential and in-district scheduled route services, Rides schedules out-of-district trips to enable passenger access to major medical facilities, shopping centers, employment sites and educational centers throughout Illinois, and the neighboring states of Indiana, Kentucky, and Missouri.

Agencies negotiate contracts with RMTD to provide transportation to their customers. Rides leases passenger space (but not exclusive use) of its fleet on all routes to provide more efficient service to a broad range of riders. Users know that when they ride a Rides vehicle, service is open to a wide range of individuals, and the rules of the service are made by Rides to accommodate the range of participating agencies and user needs.

Rides' philosophy is that HSTP coordination is not rocket science, and that the only way to build success as a coordinated HST service provider is to combine funding streams. According to Rides, true coordinated HSTP requires persistence, performance and commitment, as opposed to simply attending coordination meetings.

### ***Township Ridership Initiative Pilot (TRIP)***

TRIP is a state-funded program operated by Schaumburg Township in metropolitan Cook County near Chicago that provides inter-township transportation services for older adults and people with disabilities. Pace is the service provider, and provides accessible vans or small buses.

Users of TRIP can reside in one of four townships (Schaumburg, Elk Grove, Palatine, and Hanover Townships), and the service area extends to seven townships plus three regional hospitals beyond the seven counties.

According to key stakeholders, the development of TRIP to provide coordinated HST is a case study that proves that strong local political leadership and sponsorship can overcome jurisdictional, institutional, and programmatic barriers. TRIP was initially developed by the townships in response to local transportation needs and travel patterns, gained the sponsorship of local elected officials, and has now become part of the region's official HSTP.

### ***SHOW BUS***

SHOW BUS has been providing public transportation to residents of rural central Illinois since 1979. Its services are available to all residents of rural DeWitt, Ford, Iroquois, Kankakee, Livingston, Macon, and McLean counties. SHOW BUS has two types of scheduled routes: limited stop (fixed-route) service and door-to-door (deviated route) service. For limited stop service, the schedule has specific high demand pickup/drop-off locations indicated within or between individual counties. For door-to-door service, the schedule indicates a general geographic area.

When SHOW BUS' scheduled routes don't fit individual transportation needs, it provides Special Routes that are tailored to meet individual needs. Because of limited resources, SHOW BUS places a limit on how many Special Service Routes it can provide, but they attempt to provide individual transportation assistance as best as possible.

SHOW BUS assists with non-emergency medical transportation including hospital discharges, emergency room discharges or medical appointments. Medicaid recipients ride for free with prior approval.

SHOW BUS works with numerous human service agencies by offering service contracts that can provide all of the transportation for an agency, provide supplemental transportation for an agency, or a way to provide

discounted transportation for an agency’s clients on an as-needed basis. SHOW BUS’ voucher program reimburses human service agencies that assist individuals with especially difficult mobility obstacles, such as assisting with payment for travel assistants.

***Ride In Kane***

Ride In Kane is a transportation program through a partnership of Pace Suburban Bus and Kane County government entities to provide transportation for older adult, disabled, and low-income individuals in Kane County. Service is provided within Kane County only, and is provided with taxis, PACE lift-equipped buses, or mini-vans for demand response.

All riders must be registered through a participating human service agency, and approved rides must be scheduled through the agency. Ride service is curb-to-curb including residential or business locations. Drivers do not assist riders in and out of buildings but attempt to assist riders into and out of vehicles. When a rider’s needs are beyond the responsibility of the driver, a travel assistant is required and rides at no charge.

***Ride DuPage***

Similar to Ride In Kane, Ride DuPage is a transportation service that operates seven days per week, 24-hours a day. Organizations such as municipalities, townships, social service organizations, and employers can participate by subsidizing transportation for their clients or constituents.

Sponsoring agencies determine the eligibility for their riders. For example, a municipality may wish to establish eligibility based on age or disability, while a social service organizations may establish eligibility based on income.

Many riders can book service directly with Ride DuPage, although older adult riders sponsored by DuPage County Older adult Services are required to book their rides through DuPage County Older adult Services.

***Fulton County Volunteer Drivers Program***

A number of small community-based agencies in Fulton County in west central Illinois all offer some type of successful volunteer driver program. They got together to provide a coordinated (“Super Saturday”) training program, which was established by a rural transportation funding grantee, and received the support of both the HSTP committee and the RTAC.

**NOTABLE HSTP PRACTICES AROUND THE COUNTRY**

For benchmarking purposes, the project team identified and investigated several notable examples of coordinated transportation programs in a variety of settings around the United States. Available documents were reviewed, and in several instances, conversations were held with key program stakeholders in order to gain further insights on their programmatic experiences. While all programs are location-specific and reflect unique local conditions and stakeholders, and no single program can be wholly duplicated in another location, there may be generalized approaches and findings from one program that may be applicable to others. Brief highlights of promising coordinated HSTP practices from elsewhere around the country are featured below, along with key points for potential replication.

### ***Coordinated Transportation Networks***

#### *Maricopa County, Arizona -- Maricopa Association of Governments (MAG) Municipal Aging Services Project*

MAG is the Phoenix region's Council of Governments (COG) and its MPO and regional HSTP coordinator, and plays a broader role as the leader of a regional age-friendly network that promotes community-specific housing and transportation plans. MAG coordinates closely with the regional transportation service provider and the state DOT. A key to MAG's success over a very large and diverse region is "balanced power" in which the regions mayors work well together at the regional council level.

MAG coordinates much of the region's federal transportation funding, and this allows it to force area human service agencies to coordinate and share vehicles as appropriate and efficient. MAG coordinates a full range of coordinated HST services, including buses, vans, and private automobiles providing fixed route, demand response, and deviated fixed route services. Community-based not-for-profit organizations that run small scale transportation services such as volunteer driver programs are actively involved in MAG. With nine local transportation agencies, however, paratransit vans crossing jurisdictional boundaries is sometimes still an issue. MAG runs the region's Transportation Ambassador Program (TAP) whose goal is to create a network of people informed about the most current HST information and resources in to better service the community. TAP has 400 organizational and individual members, and meets quarterly to discuss ongoing regional coordinated HST issues.

MAG also coordinates the regions three working and one planned mobility management programs that are run by different area not-for-profit agencies. These mobility management programs foster HSTP coordination and provide consumer information, but have not yet achieved true "1 call/1 click" service as it is seen as very costly and challenging.

#### *San Diego, California -- On the Go Transportation Solutions for Older Adults*

On the Go is run by the Jewish Family Service of San Diego (JFSSD), which has been a leading transportation planner and provider for many years. On the Go provides a range of transportation services from donation-based volunteer driver-provided rides to fee-based medical, educational, shopping and recreational shuttles, and a premium fee-based personalized service.

While SANDAG is the region's MPO and leads coordinated planning efforts, SANDAG, the area AAA, the county and the city of San Diego come to JFSSD to help solve transportation challenges, including fixing failed small-scale transportation programs begun by various community-based organizations.

Believing that "nothing will kill a volunteer driving program without public relations and knowledge about it" On the Go set up and runs the San Diego Volunteer Driving Coalition that brings together numerous community-based stakeholders regularly, and discussed innovative transportation ideas beyond volunteer driving. On the Go sees the key to successful coordinated HSTP as "getting non-aligned parties to all see reasons to support programs" and "sit down up front to buy into the program in order for it to work" and that you "need a plan of attack" to develop popular support to help ensure program sustainability.

#### *Florida -- Commission for the Transportation Disadvantaged (CTD)*

Florida's well-established, multi-level coordination system is often cited as a successful example of coordinated HST. Recognized by the Departments of Transportation and Health and Human Services as a "best practice"

model, it has won awards from the Federal Transit Administration (FTA) and the CTAA. Florida's system is intended to balance local flexibility with comprehensive state planning, policy and oversight, and the law clearly defines the roles of state, regional and local entities. At the state level, the CTD was created by the Legislature as an independent state agency in 1989 and by law includes at least five voting members with business experience, two with disabilities, and one over age 65, plus ex officio advisors from the state agencies for Children and Families, Elder Affairs, Health Care Administration, Persons with Disabilities, Transportation, Veterans Affairs and Workforce Innovation.

The CTD is responsible for statewide coordination of transportation services for transportation disadvantaged people, defined as those who, "because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation" or children who are "handicapped, high-risk or at-risk. The system also includes local designated planning agencies; local coordinating boards that act as advisory bodies in their service areas; and community transportation coordinators (CTCs) that provide, contract for or broker transportation services in each county. State agencies that fund transportation services either purchase trips from a CTC or are billed directly by service operators. The CTD now is adding mobility managers in each county within the CTCs.

*Knoxville/Knox County, TN -- Volunteer Assisted Transportation (VAT)*

The VAT program utilizes trained volunteers to drive an agency-owned fleet of hybrid automobiles and wheelchair minivans. Originally developed in 2008-2009, the program has utilized mostly federal funds to pay for vehicles. The VAT program is funded under an agreement with the Federal Transit Administration and the Tennessee Department of Transportation and is administered by the Knoxville Regional Transportation Planning Organization, with partners including the National Center on Older adult Transportation, the local AAA, and other local health care and business community partners. Since VAT's launch in March 2009, 93 individual volunteers have traveled over 200,000 miles, providing 17,500+ trips to more than 500 older adults and people with disabilities.

***Mobility Management***

*Dallas, Texas -- MY RIDE Program*

MY RIDE is a program of the Community Transportation Network, a coalition of more than 150 individual partners representing 90+ organizations and businesses that works to improve access to community transportation for older adults and people with disabilities in Dallas County. The Community Transportation Network, set up in 2009 by the Community Council of Greater Dallas and the Dallas AAA, with support from the North Central Texas Council of Governments, meets as a coalition every other month, with work teams meeting monthly.

MY RIDE is envisioned as a one-stop mobility management resource. MY RIDE's annually-updated Get a Ride Guide has transportation options for residents of Dallas County, especially for people with disabilities and older adults. The Guide is 36 pages long, and can be downloaded from the MY RIDE Dallas website in English and Spanish.

There is close coordination between the Community Council's 2-1-1 Call Center/Aging Information Office and the MY RIDE program. A referral process is in place: 2-1-1 call specialists offer the MY RIDE telephone number



to all adults age 60 and over and callers who self-identify as having a disability. In addition, 2-1-1 data is used to monthly evaluate consistency in the quality of service/opportunities, and to refine the resource database and update working knowledge of 2-1-1 staff.

*Tompkins County, NY -- Consolidated Area Transit (TCAT)*

Tompkins Consolidated Area Transit, Inc. (TCAT), Ithaca, NY, has been recognized as one of the best transit system of its size in North America. Over the past several years, TCAT has taken great strides in ridership growth, safety practices, workforce training, community outreach and environmental sustainability.

TCAT's service area covers a semi-rural population of 102,000 in Tompkins County. TCAT's 33 bus routes transport both out-of-county and in-county residents to and from Cornell University, Ithaca College, Tompkins Cortland Community College as well as retail, entertainment, commercial, residential and professional centers. TCAT operates 22 hours a day, seven days a week and 360 days a year.

Tompkins County has improved transportation equity and sustainability aspects for all residents through its Way2Go mobility management program that is guided jointly by the county Department of Social Services and the Ithaca Tompkins County Transportation Council (the regional MPO) and was developed and is implemented by Cornell Cooperative Extension Tompkins County. Way2Go coordinates an integrated series of bus services, paratransit services, volunteer driver, car sharing, ridesharing incentives, and related programs.

Way2Go offers a free "Retiring from Driving: It Isn't the End!" workshop that focuses on driving alternatives and strategies to transition from driving. Presenters provide information on several alternatives to driving, such as:

- Transit
- Paratransit
- Volunteer driver programs
- Taxi and car services
- Zimride Tompkins, a localized carpool tool to find rides or riders to share driving and costs of trips
- Ithaca Carshare, which offers members hourly access to cars across Ithaca, and runs the Easy Access Plan for income-qualified members
  
- Gadabout, which offers inexpensive rides by reservation for people 60 and over, or people with disabilities

*Rural Washington and Idaho -- COAST*

The Council on Aging & Human Services (CoA&HS) is a nonprofit social service agency in eastern Washington near the Washington-Idaho border, where it covers a 22,000 square mile rural service area. COAST is the transportation program of CoA&HS, but its services are not limited to older adults and individuals with special needs. COAST provides specialized and public transportation services to residents of eight counties, three in Washington and five in Idaho. In rural areas, COAST provides public and specialized transportation services; in small urban areas it offers services that are not offered by public transit providers operating there.

COAST operates vehicles, serves as a broker for transportation services, operated a vehicle insurance pool, acquires and loans vehicles, operates vanpools, supports carpools, provides training services, maintains vehicles, operates an eight-county Information and Referral service, and dispatches rides throughout the region. COAST operates with both paid and volunteer drivers; some of its trips cover very large distances: for example, one-way trips between Clarkston and Spokane cover a distance of 120 miles.

Two features of COAST’s approach to mobility management are its mission toward mobility and its customer orientation. Since 1984, COAST has been guided by the vision that mobility should not depend on individual circumstances of income, age, disability, or other characteristics. COAST has been actively involved in legislative processes to change eligibility criteria and funding sources of transportation programs, and helped persuade the State of Washington to implement a unique funding program for riders with special needs. It also played a key role in the formation in 1998 of Washington’s state level Agency Council on Coordinated Transportation whose mission is to coordinate affordable and accessible transportation choices for people with special needs, in collaboration with state and local agencies and organizations.

COAST’s mobility management services extend to the general public, older adults, school children, commuters, persons with physical, mental, and developmental disabilities, low income persons, Medicaid recipients, veterans, and many others. COAST has agreements with a wide range of agencies and service providers, including public transit operators, private for profit providers, area agencies on aging, schools, sheltered workshops, hospitals, Head Start programs, and many others. COAST brokers or provides shared vehicle services at night or during weekends when such services are not offered by other public transportation providers or to destinations not otherwise served.

### ***Key Findings from Notable Practices around the Country***

The project team has distilled a number of key findings from the notable coordinated HSTP practices around the country that it evaluated. The project team believes that most of these key findings are applicable and could be incorporated into efforts to further enhance coordinated HSTP around Illinois going forward.

1. ***Political champions*** – at the state, regional and community levels – are critical. Political leadership, especially amongst key elected officials, is absolutely necessary to influence funding and operational decisions to provide coordinated HSTP. Political championship can be nurtured by educating elected officials on the needs and benefits of coordinated HSTP in their municipalities and regions.
2. Sustained, ***all-inclusive regional leadership***, elected officials, transportation planners and providers, human service agencies, community-based organizations, and others is critical. If leadership does not exist, it is unreasonable to expect for citizens to promote and sustain coordinated HSTP in their areas.
3. Because of their unique perspectives and positions to balance transportation, land use, human services and other types of planning, ***MPOs need to function as critical champions of HSTP***. The most effective MPOs serve as committed champions of coordinated transportation planning by leveraging their trust-based working relationships across multiple silos, including with community-based and not-for-profit organizations. Regions that do not enjoy strong MPOs that function as coordinated HSTP champions demonstrate less broad-based coordinated involvement efforts.
4. ***Regular convening of all coordinated transportation players*** – including transportation agencies & providers, human service agencies, funders, politicians and other stakeholders -- is invaluable. Convening stakeholders merely to update the existing HSTP at required points is a much valuable substitute and isn’t likely to provide the types of community-building, problem-solving and knowledge-sharing benefits of regular and sincere stakeholder meetings.
5. ***Mobility management is most effective when it encompasses all types of transportation*** (public, private,

multi-modal), provides “1-call or 1-click” service, and includes travel training and other client services. Although costly and difficult to establish and maintain, mobility management holds great promise to better inform potential users of transportation services of their options in real time. The more comprehensive the mobility management program, the more likely it will be to meet widespread client needs.

6. Mobility management and “*1-call or 1-click*” *type call centers work best at the regional level*, as too geographically limited services will generally not align with travel needs, and too broad services will be overly complicated to keep current. Also, as building a comprehensive transportation service database, training staff, and developing procedures require lots of time, it is important to be patient when developing a mobility management program.

## SECTION 4: CONCLUSIONS & RECOMMENDATIONS

Building upon all three sections of this report, the project team has developed the following set of overall conclusions and policy recommendations that suggest ways to facilitate aging-in-community and enhance coordinated HSTP at the federal, state and regional levels. The United States overall, and Illinois in particular, has made significant strides in supporting coordinated HSTP and aging-supportive communities, but much more work needs to be done.

### FACILITATING AGING-IN-COMMUNITY

1. ***Plan for a variety of housing typologies*** – With the oncoming wave of Baby Boomers, an unprecedented number of households will be looking to downsize and move into smaller homes. Data shows that while many older Illinois residents continue to live in single family homes at age 65, this figure drops off significantly by age 75. Many communities currently do not have the variety or availability of smaller housing stock to accommodate this shift in preferences and needs. Recommendations on the local level that can help communities prepare for this shift in housing needs include modifying zoning codes to allow for more multi-family or smaller lot construction, and allowing for accessory dwelling unit “granny flat” housing.
2. ***Better accommodate home and community accessibility*** – As the population ages, a growing number of older adults will face challenges associated with disability and limited physical mobility which will require additional housing modifications and transportation accommodations. A large part of one’s ability to remain in one’s home and community hinges on the availability of these accommodations. Supporting the conversion of homes and construction of accessible units, in combination with other community-scale modifications, will make it easier for older adults with a disability to stay in their homes and communities.
3. ***Recognize rural needs*** – In absolute numbers, the greatest growth in the older adult population will likely occur in and around the Chicago metropolitan area. However, most of the areas of Illinois that have the highest concentrations of older adults relative to their total populations are in rural parts of the state. The aging of rural counties comes with its own set of unique challenges to which state and local planners and elected public officials must be sensitive. Older adults in rural areas are more geographically isolated than their urban counterparts and further from healthcare and other services. As they continue to age, they will retire, which has implications for the local workforce and tax base. Furthermore, rural counties that are losing younger residents for economic reasons may have additional challenges when it comes to the availability of caregivers for older residents. Rural areas should proactively plan for this increasing concentration of older adults and lay the groundwork for added transportation, healthcare, and social services. Planning for increased need and capacity goes hand-in-hand with strategies to educate older adults on the availability and use of these services.

### ENHANCING HSTP COORDINATION IN ILLINOIS

1. ***Provide more commitment to and leadership on coordinated HSTP at the state, regional and local levels*** – HSTP coordination is not a goal that can be achieved and the process ended, it needs to be an ongoing commitment and effort to reach current goals and demand levels while anticipating future ones. Key HSTP stakeholders should meet regionally on an ongoing (rather than on just a compliance or plan update) basis.
2. ***Focus on comprehensive multi-sector HSTP coordination rather than just on compliance with current***

**service levels** – The focus of the ongoing HSTP coordination efforts throughout the state should be on filling the remaining service gaps, eliminating the still-existing service overlaps, and reaching greater operational efficiencies, rather than merely on acceptance and compliance with where we are currently at.

3. **Work to replace agency-specific transportation services wherever possible with more efficient shared services** – Maintaining the current system of numerous officially ‘coordinated’ augmented by numerous additional agency-specific services indicates that true coordination has not been achieved.

4. **Aspire to true comprehensive multi-modal regional HSTPs** – Some of the agency-specific augmented transportation services include small scale or community-based services such as volunteer driver or taxi voucher programs that ideally should be incorporated into the regional HSTPs.

5. **Achieve true regional mobility management and “1-click/1-call” services throughout state** – Coordinated HSTP without adequate and easy public and potential client knowledge and access would constitute a hollow and partial success. We need to develop true “1-click/1-call” services that allow users to schedule transportation services, or, at a minimum provide “warm referrals” the connect users to a person who can schedule them.

6. **Face the realities of increased future demand** – while not under appreciating the critical importance of providing adequate HSTP at today’s funding and need levels, too little attention appears to be on projecting and anticipating obvious growth in critical human service populations including older adults, dialysis patients, and veterans.

#### ENHANCING HSTP COORDINATION AT THE FEDERAL LEVEL

1. **Provide truly committed leadership and funding at federal level** – Nearly a half century of calls for better coordination transportation planning – including HSTP – at the federal level have proven woefully inadequate. Bi-partisan political leadership and increased and stabilized funding levels are absolutely critical.

2. **Demonstrate that it won’t take a real crisis to address future transportation coordination challenges** – A component of true political courage is to not require high-profile tragedies to force our national leadership to address the transportation needs of the most transportation-disadvantaged components of our country.

3. **Focus on true inter-departmental coordination instead of intermittent appearances of participation** – The complexities of the existing federal transportation funding program requires true across-the-board coordination commitment, which is certainly not currently the case, as a number of departments are still doing their transportation planning in their traditional silos.

4. **Get serious about the business of eliminating federal barriers to true transportation coordination** – Decades of calls for and alleged commitments to eliminating federal programmatic and funding barriers to coordination have yielded very little progress. Strong leadership, public mandates and commitments, and implementation deadlines and penalties are absolutely necessary, regardless of the fiefdoms that would be challenged.

5. **Consider a complete game-changing consolidation of all federal transportation programs to increase efficiency, and give states, regions and communities more flexibility to achieve planned goals** – There should be serious consideration of a complete reconstruction of how the federal government plans, funds and operates transportation. Models that could be considered for replication or expansion include:



o The Community Development Block Grant (CDBG) Program -- Authorized under Title I of the Housing and Community Development Act of 1974, as amended, the stated goals of the CDBG Program are “To develop viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income.” The CDBG program was intended to enable communities to define and address their community needs at the local level under the governance of local elected officials, and flexibly utilize available community development funds to address these locally-defined needs, rather than having to follow the detailed programmatic rules and guidelines of various federal programs.

Prior to the creation of the CDBG Program in 1974, there were numerous federal programs which addressed community development issues, and CDBG grew out of the consolidation of eight categorical programs under which communities competed nationally for funds. The consolidated programs included:

- Open Space
- Urban Renewal
- Neighborhood Development Program grants
- Historic Preservation grants
- Model Cities supplemental grants
- Public Facilities loans
- Neighborhood Facilities grants
- Water and Sewer grants

While there is ongoing concern over declining CDBG funding levels and outdated CDBG funding formulas, there is also widespread appreciation that CDBG has been successful in terms of its flexibility, and its support for balanced regional planning and community-based strategies. A similar approach might yield similar success with transportation programs.

o Transportation Investments Generating Economic Recovery (TIGER) Grants -- TIGER was first launched as part of the 2009 economic stimulus bill. The concept was to help communities move projects that do not fit neatly into the highway or transit funding programs. The emphasis is on competition, innovation and fiscal impact.

The response has been outstanding, in number and in the breadth and range of projects. In the first year, 1,400 communities applied for a total \$60 billion, and 51 ended up splitting the \$1.5 billion available. It has been estimated that about 20 percent of each round's submissions were strong, well-conceived projects with local matching funds and were worthy of a grant, but only about five percent could be funded.

Notable TIGER-funded projects have been very diverse, including: a systematic effort to reduce bottlenecks that hamper freight and commuters alike in Chicago, the nation's busiest rail hub; a job-creating and private investment-spurring transit service extension in post-Katrina New Orleans; a multimodal station that became the busy center of what had been a moribund small city downtown; the rebuilding of crumbling bridges that made new connections and safe crossings for bicyclists and pedestrians; and economic development-enhancing access improvements to numerous ports and freight terminals.

All of these funded examples addressed multiple problems at once, and almost none would have been funded within existing transportation funding silos. The key lesson learned is that competition spurs innovation that formula funding seldom will. As a result, federal dollars are made to go farther, more non-federal funds are brought in from both public and private sources, and funding is targeted to accomplish multiple goals.

Competitive TIGER grants have opened a door for local elected officials, civic groups, institutions, and employers to engage for the economic benefit of their community, connecting federal transportation funding to communities in creative problem-solving ways. Future transportation funding authorizations could build on this success, and shift more emphasis to funding projects that local states, regions, and communities have determined are most beneficial and necessary.

**Appendix A:** Alternative G Summary for Fastest and Slowest Changing Counties in Illinois, 2010 - 2030

Change for 65+ Population				Change for Total Population			
	Most		Least		Most		Least (Loss)
Cook	371,467	Pope	63	Will	334,787	Rock Island	-2,502
DuPage	110,192	Stark	471	Cook	282,861	Hancock	-1,098
Will	97,191	Calhoun	476	Kane	160,206	Mason	-848
Lake	73,382	Gallatin	492	Kendall	117,965	Gallatin	-421
Kane	68,944	Scott	514	McHenry	69,545	Pulaski	-279
McHenry	47,627	Hardin	527	DuPage	57,871	Saline	-257
Winnebago	30,395	Brown	538	Lake	50,374	Greene	-231
Madison	26,012	Hamilton	655	Winnebago	40,218	Christian	-162
St. Clair	25,474	Mason	674	McLean	31,541	Scott	-161
Sangamon	24,009	Pulaski	681	Madison	30,319	Edgar	-128
Percent Change for 65+ Population				Percent Change for Total Population			
	Most		Least		Most		Least (Loss)
Kendall	202.8%	Pope	6.5%	Kendall	102.8%	Gallatin	-7.5%
Will	154.7%	Warren	23.8%	Will	49.4%	Mason	-5.8%
McHenry	152.1%	Mason	24.0%	Grundy	40.0%	Hancock	-5.7%
Kane	138.7%	Ford	30.0%	Boone	31.9%	Pulaski	-4.5%
Boone	119.5%	Pike	31.9%	Kane	31.1%	Scott	-3.0%
Grundy	119.4%	Wayne	33.8%	Monroe	31.1%	Rock Island	-1.7%
Monroe	117.8%	Fulton	36.0%	DeKalb	25.3%	Greene	-1.7%
McLean	106.5%	Christian	36.6%	McHenry	22.5%	Saline	-1.0%
DuPage	103.6%	Hamilton	39.2%	Jersey	22.5%	Edgar	-0.7%
Lake	100.4%	McDonough	39.3%	Williamson	19.9%	Clark	-0.6%

**Appendix B:** Summary of Alternative G Projection by HSTP Regions

HSTP Region	Total Population 65+				2010-2030 Change	
	2000	2010	2020	2030	Total	Percent
0	872,087	943,644	1,285,527	1,712,447	768,803	81.5%
1	55,243	64,131	88,025	113,057	48,926	76.3%
2	43,423	45,753	57,789	68,639	22,886	50.0%
3	55,749	64,104	89,926	123,702	59,598	93.0%
4	30,454	30,118	36,589	42,542	12,424	41.3%
5	70,860	72,940	94,572	114,537	41,597	57.0%
6	42,772	46,979	64,978	85,616	38,637	82.2%
7	49,575	52,044	69,306	87,341	35,297	67.8%
8	78,894	82,679	108,256	134,305	51,626	62.4%
9	75,631	77,447	100,547	129,579	52,132	67.3%
10	38,116	37,382	46,257	57,370	19,988	53.5%
11	89,746	91,992	123,282	159,869	67,877	73.8%
<b>Total</b>	<b>1,502,550</b>	<b>1,609,213</b>	<b>2,165,055</b>	<b>2,829,004</b>	<b>1,219,791</b>	<b>75.8%</b>

HSTP Region	Total Population				2010-2030 Change	
	2000	2010	2020	2030	Total	Percent
0	8,106,464	8,316,650	8,803,924	9,272,295	955,645	11.5%
1	408,841	435,207	468,920	498,537	63,330	14.6%
2	278,487	272,964	276,967	276,699	3,735	1.4%
3	421,934	514,395	623,363	710,860	196,465	38.2%
4	180,059	174,768	180,991	182,830	8,062	4.6%
5	461,239	469,174	492,888	506,540	37,366	8.0%
6	340,107	365,770	398,019	420,840	55,070	15.1%
7	340,458	344,485	363,034	375,579	31,094	9.0%
8	570,716	583,785	613,084	633,472	49,687	8.5%
9	497,635	506,218	535,711	555,409	49,191	9.7%
10	214,789	208,480	211,948	215,521	7,041	3.4%
11	620,117	638,736	668,412	678,733	39,997	6.3%
<b>Total</b>	<b>12,440,846</b>	<b>12,830,632</b>	<b>13,637,262</b>	<b>14,327,317</b>	<b>1,496,685</b>	<b>11.7%</b>

**Appendix B, Continued:** Summary of Alternative G Projection by HSTP Regions

<b>Total Population 65 as Percent of Total Population</b>				
<b>HSTP Region</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
<b>0</b>	10.8%	11.3%	14.6%	18.5%
<b>1</b>	13.5%	14.7%	18.8%	22.7%
<b>2</b>	15.6%	16.8%	20.9%	24.8%
<b>3</b>	13.2%	12.5%	14.4%	17.4%
<b>4</b>	16.9%	17.2%	20.2%	23.3%
<b>5</b>	15.4%	15.5%	19.2%	22.6%
<b>6</b>	12.6%	12.8%	16.3%	20.3%
<b>7</b>	14.6%	15.1%	19.1%	23.3%
<b>8</b>	13.8%	14.2%	17.7%	21.2%
<b>9</b>	15.2%	15.3%	18.8%	23.3%
<b>10</b>	17.7%	17.9%	21.8%	26.6%
<b>11</b>	14.5%	14.4%	18.4%	23.6%
<b>Total</b>	12.1%	12.5%	15.9%	19.7%



**Appendix C:** Summary of Alternative G Projection by AAA Areas

AAA Area	Total Population 65+				2010-2030 Change	
	2000	2010	2020	2030	Total	Percent
Northwestern	85,893	98,481	134,167	173,172	74,691	75.8%
Northeastern	263,566	352,480	549,246	786,248	433,768	123.1%
Western	78,161	80,533	101,189	121,252	40,719	50.6%
Central	61,063	63,178	82,310	100,417	37,239	58.9%
East Central	108,060	114,421	151,890	191,874	77,453	67.7%
West Central	22,329	21,950	26,720	31,584	9,634	43.9%
Lincolnland	69,099	71,407	94,341	119,568	48,161	67.4%
Southwestern	90,040	92,868	122,825	161,288	68,420	73.7%
Midland	24,120	24,455	32,620	41,234	16,779	68.6%
Southeastern	22,620	22,145	27,184	34,104	11,959	54.0%
Egyptian	46,214	46,966	61,211	76,465	29,499	62.8%
Chicago, Age Options	631,385	620,329	781,354	991,796	371,467	59.9%
<b>Total</b>	<b>1,502,550</b>	<b>1,609,213</b>	<b>2,165,055</b>	<b>2,829,004</b>	<b>1,219,791</b>	<b>75.8%</b>

AAA Area	Total Population				2010-2030 Change	
	2000	2010	2020	2030	Total	Percent
Northwestern	645,951	688,393	743,772	790,477	102,084	14.8%
Northeastern	2,916,033	3,400,223	3,885,452	4,229,713	829,490	24.4%
Western	486,962	479,943	496,459	507,345	27,402	5.7%
Central	405,311	416,255	439,305	451,397	35,142	8.4%
East Central	806,813	836,106	886,910	922,172	86,066	10.3%
West Central	125,188	122,207	127,425	129,141	6,934	5.7%
Lincolnland	456,762	459,225	484,158	502,235	43,010	9.4%
Southwestern	645,976	676,017	712,777	723,914	47,897	7.1%
Midland	152,619	148,461	152,805	157,133	8,672	5.8%
Southeastern	123,441	121,131	123,570	125,582	4,451	3.7%
Egyptian	289,117	287,996	300,425	310,671	22,675	7.9%
Chicago, Age Options	5,386,673	5,194,675	5,284,203	5,477,536	282,861	5.4%
<b>Total</b>	<b>12,440,846</b>	<b>12,830,632</b>	<b>13,637,262</b>	<b>14,327,317</b>	<b>1,496,685</b>	<b>11.7%</b>

**Appendix C, Continued:** Summary of Alternative G Projection by AAA Areas

<b>65+ as Percent of Total Population</b>				
<b>AAA Area</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
<b>Northwestern</b>	13.3%	14.3%	18.0%	21.9%
<b>Northeastern</b>	9.0%	10.4%	14.1%	18.6%
<b>Western</b>	16.1%	16.8%	20.4%	23.9%
<b>Central</b>	15.1%	15.2%	18.7%	22.2%
<b>East Central</b>	13.4%	13.7%	17.1%	20.8%
<b>West Central</b>	17.8%	18.0%	21.0%	24.5%
<b>Lincolnland</b>	15.1%	15.5%	19.5%	23.8%
<b>Southwestern</b>	13.9%	13.7%	17.2%	22.3%
<b>Midland</b>	15.8%	16.5%	21.3%	26.2%
<b>Southeastern</b>	18.3%	18.3%	22.0%	27.2%
<b>Egyptian</b>	16.0%	16.3%	20.4%	24.6%
<b>Chicago, Age Options</b>	11.7%	11.9%	14.8%	18.1%
<b>Total</b>	12.1%	12.5%	15.9%	19.7%

**Appendix D:** Population in Adams County

<b>Age</b>	<b>35-44</b>	<b>45-54</b>	<b>55-64</b>	<b>65-74</b>	<b>75-84</b>	<b>85+</b>
<b>2000</b>	10,044	8,911	6,379	5,608	4,519	1,919
<b>2010</b>	7,916	9,822	8,419	5,650	4,074	2,023
<b>DCEO Projections</b>						
<b>DCEO 2010</b>	8,082	9,931	8,317	5,640	3,937	2,277
<b>DCEO 2020</b>	8,823	8,223	9,498	7,586	4,254	2,412
<b>DCEO 2030</b>	9,067	8,599	7,589	8,477	5,628	2,555
<b>2000-2010 Cohort Rate of Change</b>						
<b>Actual Rate</b>		-2.21%	-5.52%	-11.43%	-27.35%	-55.23%
<b>DCEO Rate</b>		-1.13%	-6.67%	-11.58%	-29.80%	-49.61%
<b>cohort difference</b>		-1.09%	1.14%	0.16%	2.44%	-5.62%
<b>half difference</b>		-0.54%	0.57%	0.08%	1.22%	-2.81%
<b>quarter difference</b>		-0.27%	0.29%	0.04%	0.61%	-1.41%
<b>DCEO Rates of Change</b>						
<b>2010-2020</b>		1.74%	-4.36%	-8.79%	-24.57%	-38.74%
<b>2020-2030</b>		-2.54%	-7.71%	-10.75%	-25.81%	-39.94%
<b>ALTERNATIVE E</b>						
<b>2020 Population</b>		8,054	9,394	7,679	4,262	2,496
<b>2030 Population</b>			7,433	8,384	5,697	2,560
<b>ALTERNATIVE F</b>						
<b>2010-2020 Rate of Change</b>		0.66%	-3.22%	-8.63%	-22.13%	-44.36%
<b>2020 Population</b>		7,968	9,506	7,692	4,400	2,267
<b>2020-2030 Rate of Change</b>		-3.62%	-6.57%	-10.59%	-23.37%	-45.56%
<b>2030 Population</b>			7,445	8,499	5,895	2,395
<b>ALTERNATIVE G</b>						
<b>2010-2020 Rate of Change</b>		1.20%	-3.79%	-8.71%	-23.35%	-41.55%
<b>2020 Population</b>		8,011	9,450	7,686	4,331	2,381
<b>2020-2030 Rate of Change</b>		-2.81%	-7.42%	-10.71%	-25.20%	-41.34%
<b>2030 Population</b>			7,416	8,438	5,749	2,540

**Appendix E:** Projected Senior Population in Nursing Homes, Group Quarters, Living Alone, Living in Multiple Person Households, and Participating in the Labor Force for HSTP Regions (Alt G)

HSTP Region	Age	Population in Nursing Homes			Population in Group Quarters			One Person Households		
		2010	2020	2030	2010	2020	2030	2010	2020	2030
<b>0</b>	<b>65-74</b>	6,018	8,873	10,614	7,570	11,174	13,385	114,238	169,843	204,507
<b>1</b>	<b>65-74</b>	345	504	581	399	583	671	7,244	10,545	12,131
<b>2</b>	<b>65-74</b>	265	365	383	284	391	411	5,232	7,193	7,551
<b>3</b>	<b>65-74</b>	308	459	569	477	711	873	6,957	10,635	13,541
<b>4</b>	<b>65-74</b>	197	265	286	285	385	421	3,234	4,316	4,574
<b>5</b>	<b>65-74</b>	489	697	736	590	838	884	8,168	11,723	12,357
<b>6</b>	<b>65-74</b>	327	492	591	475	714	856	5,325	8,185	9,867
<b>7</b>	<b>65-74</b>	293	430	482	430	637	715	6,569	9,847	11,080
<b>8</b>	<b>65-74</b>	501	719	787	602	869	949	9,625	14,025	15,428
<b>9</b>	<b>65-74</b>	482	678	812	616	869	1,041	8,619	12,193	14,654
<b>10</b>	<b>65-74</b>	232	302	358	327	427	501	4,331	5,640	6,551
<b>11</b>	<b>65-74</b>	615	900	1,065	900	1,306	1,527	11,286	16,440	19,387
<b>Total</b>		10,072	14,684	17,264	12,955	18,905	22,234	190,828	280,584	331,625
<b>0</b>	<b>75+</b>	24,150	29,307	42,147	26,726	32,383	46,610	154,962	184,696	276,483
<b>1</b>	<b>75+</b>	2,138	2,854	4,088	2,190	2,920	4,182	11,115	14,163	20,561
<b>2</b>	<b>75+</b>	1,516	1,774	2,343	1,557	1,823	2,408	8,950	10,266	13,955
<b>3</b>	<b>75+</b>	2,409	2,844	3,968	2,661	3,126	4,344	11,083	13,616	20,213
<b>4</b>	<b>75+</b>	1,722	1,919	2,319	1,822	2,027	2,455	5,834	6,412	8,253
<b>5</b>	<b>75+</b>	3,212	3,807	5,158	3,351	3,978	5,391	13,413	15,429	21,713
<b>6</b>	<b>75+</b>	2,264	2,839	3,880	2,392	3,002	4,124	8,659	10,594	15,545
<b>7</b>	<b>75+</b>	2,232	2,586	3,518	2,459	2,861	3,926	9,748	11,329	16,374
<b>8</b>	<b>75+</b>	3,175	3,765	5,104	3,362	3,980	5,401	15,712	18,227	25,926
<b>9</b>	<b>75+</b>	3,124	3,930	5,300	3,247	4,074	5,497	14,484	17,044	23,842
<b>10</b>	<b>75+</b>	1,405	1,756	2,252	1,526	1,893	2,431	7,378	8,594	11,423
<b>11</b>	<b>75+</b>	3,498	4,498	6,297	3,967	5,094	7,140	16,690	20,311	29,414
<b>Total</b>		50,845	61,878	86,375	55,260	67,161	93,907	278,028	330,681	483,703

All projections are derived from Alternative G assuming constant 2010 propensities at the county level. Data for 2010 are derived from Bureau of Census products:

- Population in Nursing Homes by Age - 2010 Census Summary File 1, Table PC05
- Population in Group Quarters by Age - 2010 Census Summary File 1, Table PC01
- One Person Households by Age - 2010 Census Summary File 1, Tables P25 and P26
- Two or More Person Households - derived from 2010 Census by subtracting one person households and group quarters population from total population
- Labor Force - estimated by applying to 2010 Decennial Census data, labor force participation rates from 5 Year American Community Survey, 2008-2012, Table BC23004

**Appendix E, Continued:** Projected Senior Population in Nursing Homes, Group Quarters, Living Alone, Living in Multiple Person Households, and Participating in the Labor Force for HSTP Regions (Alt G)

HSTP Region	Age	Two + Person Households			Labor Force		
		2010	2020	2030	2010	2020	2030
0	65-74	383,875	579,726	706,827	140,186	211,712	257,505
1	65-74	26,533	38,600	44,585	8,627	12,549	14,499
2	65-74	17,915	24,589	25,862	5,038	6,900	7,260
3	65-74	26,522	41,142	53,295	8,863	13,826	18,028
4	65-74	11,477	15,276	16,198	4,046	5,403	5,740
5	65-74	28,289	40,638	43,041	8,904	12,839	13,627
6	65-74	18,311	28,090	33,831	5,712	8,717	10,498
7	65-74	19,911	29,575	33,256	7,133	10,676	12,024
8	65-74	32,105	46,543	51,301	9,855	14,434	15,919
9	65-74	30,309	42,884	51,509	8,535	12,088	14,535
10	65-74	14,500	18,971	22,173	4,067	5,327	6,257
11	65-74	36,005	52,379	61,929	10,374	15,205	17,962
<b>Total</b>		645,752	958,415	1,143,805	221,339	329,678	393,853
0	75+	256,273	307,705	464,635	26,606	32,153	48,437
1	75+	16,650	21,214	30,928	1,732	2,225	3,229
2	75+	11,815	13,527	18,452	1,036	1,191	1,617
3	75+	16,404	20,695	31,436	2,058	2,583	3,909
4	75+	7,466	8,173	10,642	1,045	1,154	1,481
5	75+	19,129	21,966	31,150	1,951	2,247	3,172
6	75+	11,817	14,393	21,393	1,181	1,449	2,131
7	75+	12,927	15,057	21,990	1,397	1,617	2,311
8	75+	21,273	24,612	35,300	2,342	2,725	3,896
9	75+	20,172	23,483	33,037	1,975	2,316	3,240
10	75+	9,320	10,731	14,292	973	1,132	1,489
11	75+	23,144	27,752	40,473	2,320	2,775	4,022
<b>Total</b>		426,390	509,308	753,729	44,615	53,567	78,934

All projections are derived from Alternative G assuming constant 2010 propensities at the county level.

Data for 2010 are derived from Bureau of Census products:

- Population in Nursing Homes by Age - 2010 Census Summary File 1, Table PC05
- Population in Group Quarters by Age - 2010 Census Summary File 1, Table PC01
- One Person Households by Age - 2010 Census Summary File 1, Tables P25 and P26
- Two or More Person Households - derived from 2010 Census by subtracting one person households and group quarters population from total population
- Labor Force - estimated by applying to 2010 Decennial Census data, labor force participation rates from 5 Year American Community Survey, 2008-2012, Table BC23004



**Appendix F:** Projected Senior Population in Nursing Homes, Group Quarters, Living Alone, Living in Multiple Person Households, and Participating in the Labor Force for AAA Areas (Alt G)

AAA Area	Age	Population in Nursing Homes			Population in Group Quarters			One Person Households		
		2010	2020	2030	2010	2020	2030	2010	2020	2030
Northwestern	65-74	532	778	911	727	1,065	1,245	10898	15,916	18,580
Northeastern	65-74	1,743	2,869	3,704	2,277	3,749	4,844	36701	61,210	79,956
Western	65-74	473	652	698	547	754	808	9352	12,878	13,834
Central	65-74	407	587	627	476	686	732	7007	10,174	10,814
East Central	65-74	698	1,014	1,145	836	1,219	1,374	13260	19,650	22,263
West Central	65-74	163	220	243	247	334	373	2304	3,089	3,408
Lincolnland	65-74	426	617	710	585	855	980	8691	12,830	14,687
Southwestern	65-74	588	882	1,074	767	1,143	1,388	10771	16,100	19,669
Midland	65-74	180	244	280	246	336	381	2759	3,774	4,305
Southeastern	65-74	119	154	190	166	217	266	2429	3,195	3,820
Egyptian	65-74	304	407	455	502	679	758	6040	8,083	9,021
Chicago, Age Options	65-74	4,439	6,260	7,228	5,579	7,868	9,084	80616	113,685	131,268
<b>Total</b>		<b>10,072</b>	<b>14,684</b>	<b>17,264</b>	<b>12,955</b>	<b>18,905</b>	<b>22,234</b>	<b>190828</b>	<b>280,584</b>	<b>331,625</b>
Northwestern	75+	3,486	4,497	6,388	3,613	4,650	6,606	17,254	21,567	31,200
Northeastern	75+	9,549	13,246	20,428	10,286	14,289	22,087	52,074	73,410	118,220
Western	75+	3,179	3,676	4,775	3,426	3,956	5,137	15,799	17,929	24,226
Central	75+	2,747	3,211	4,387	2,856	3,345	4,570	11,456	13,123	18,655
East Central	75+	4,713	5,632	7,589	4,988	5,960	8,055	21,723	25,440	36,460
West Central	75+	1,386	1,531	1,832	1,485	1,638	1,967	4,163	4,567	5,852
Lincolnland	75+	3,193	3,778	5,108	3,434	4,069	5,538	13,450	15,681	22,378
Southwestern	75+	3,578	4,468	6,037	3,914	4,895	6,634	16,836	19,269	27,655
Midland	75+	1,053	1,512	2,118	1,108	1,574	2,198	4,693	6,085	8,549
Southeastern	75+	858	1,069	1,351	910	1,128	1,429	4,478	5,093	6,729
Egyptian	75+	1,519	1,882	2,675	1,775	2,195	3,116	8,677	10,960	15,502
Chicago, Age Options	75+	15,584	17,376	23,687	17,465	19,463	26,570	107,425	117,558	168,279
<b>Total</b>		<b>50,845</b>	<b>61,878</b>	<b>86,375</b>	<b>55,260</b>	<b>67,161</b>	<b>93,907</b>	<b>278,028</b>	<b>330,681</b>	<b>483,703</b>

All projections are derived from Alternative G assuming constant 2010 propensities at the county level.

Data for 2010 are derived from Bureau of Census products:

- Population in Nursing Homes by Age - 2010 Census Summary File 1, Table PC05
- Population in Group Quarters by Age - 2010 Census Summary File 1, Table PC01
- One Person Households by Age - 2010 Census Summary File 1, Tables P25 and P26
- Two or More Person Households - derived from 2010 Census by subtracting one person households and group quarters population from total population
- Labor Force - estimated by applying to 2010 Decennial Census data, labor force participation rates from 5 Year American Community Survey, 2008-2012, Table BC23004

**Appendix F, Continued:** Projected Senior Population in Nursing Homes, Group Quarters, Living Alone, Living in Multiple Person Households, and Participating in the Labor Force for AAA Areas (Alt G)

AAA Area	Age	Two + Person Households			Labor Force		
		2010	2020	2030	2010	2020	2030
Northwestern	65-74	40,510	59,071	69,159	12,895	18,840	22,105
Northeastern	65-74	158,368	265,056	347,886	58,763	98,061	127,863
Western	65-74	30,820	42,385	45,578	9,390	12,914	13,953
Central	65-74	24,700	35,849	38,272	7,984	11,612	12,405
East Central	65-74	44,395	65,514	74,333	13,766	20,425	23,188
West Central	65-74	8,347	11,172	12,291	2,963	3,979	4,374
Lincolnland	65-74	27,345	40,034	45,915	8,892	13,142	15,003
Southwestern	65-74	35,905	53,564	65,519	10,999	16,412	20,054
Midland	65-74	9,660	13,210	15,080	2,835	3,886	4,437
Southeastern	65-74	8,512	11,196	13,415	2,474	3,241	3,877
Egyptian	65-74	18,864	25,274	28,289	4,793	6,475	7,235
Chicago, Age Options	65-74	238,326	336,089	388,068	85,585	120,692	139,358
<b>Total</b>		<b>645,752</b>	<b>958,415</b>	<b>1,143,805</b>	<b>221,339</b>	<b>329,678</b>	<b>393,853</b>
Northwestern	75+	25,479	31,898	46,383	2,708	3,397	4,916
Northeastern	75+	92,774	131,531	213,256	10,546	14,878	23,974
Western	75+	20,589	23,286	31,667	2,160	2,450	3,302
Central	75+	16,683	19,134	27,374	1,730	1,986	2,827
East Central	75+	29,219	34,106	49,389	3,138	3,681	5,296
West Central	75+	5,404	5,920	7,694	744	815	1,043
Lincolnland	75+	17,902	20,872	30,070	1,813	2,103	2,980
Southwestern	75+	24,675	27,854	40,423	2,595	2,967	4,261
Midland	75+	5,989	7,641	10,720	578	744	1,041
Southeastern	75+	5,650	6,355	8,445	666	767	1,005
Egyptian	75+	11,108	14,020	19,780	996	1,239	1,750
Chicago, Age Options	75+	170,918	186,690	268,527	16,942	18,540	26,539
<b>Total</b>		<b>426,390</b>	<b>509,308</b>	<b>753,729</b>	<b>44,615</b>	<b>53,567</b>	<b>78,934</b>

All projections are derived from Alternative G assuming constant 2010 propensities at the county level.

Data for 2010 are derived from Bureau of Census products:

- Population in Nursing Homes by Age - 2010 Census Summary File 1, Table PC05
- Population in Group Quarters by Age - 2010 Census Summary File 1, Table PC01
- One Person Households by Age - 2010 Census Summary File 1, Tables P25 and P26
- Two or More Person Households - derived from 2010 Census by subtracting one person households and group quarters population from total population
- Labor Force - estimated by applying to 2010 Decennial Census data, labor force participation rates from 5 Year American Community Survey, 2008-2012, Table BC23004

**Appendix G: Total Population in Illinois Counties, 2000 - 2030**

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
<b>Total</b>	12,440,846	13,279,091	12,830,632	14,316,487	13,836,845	13,437,679	13,637,262	15,138,849	14,630,070	13,904,150	14,327,317
Adams	68,390	70,212	67,103	76,273	72,896	69,845	71,370	78,397	74,926	68,615	72,547
Alexander	9,590	9,501	8,238	9,933	8,613	7,528	8,070	10,464	9,073	6,939	8,236
Bond	17,664	17,804	17,768	19,154	19,115	19,079	19,097	20,064	20,023	19,947	19,995
Boone	41,852	45,484	54,165	48,540	57,804	69,039	63,422	52,161	62,116	88,510	71,442
Brown	6,951	7,015	6,937	7,404	7,322	7,244	7,283	7,689	7,604	7,441	7,543
Bureau	35,561	36,427	34,978	38,631	37,094	35,669	36,382	40,820	39,196	36,237	38,073
Calhoun	5,084	5,018	5,089	5,260	5,334	5,405	5,370	5,572	5,651	5,802	5,707
Carroll	16,705	16,368	15,387	17,003	15,984	15,080	15,532	17,729	16,666	14,839	15,967
Cass	13,723	14,722	13,642	15,538	14,398	13,325	13,861	16,064	14,886	12,727	14,058
Champaign	179,981	194,234	201,081	209,833	217,230	224,880	221,055	216,958	224,606	241,071	230,663
Christian	35,431	38,094	34,800	40,053	36,590	33,354	34,972	40,601	37,090	30,710	34,638
Clark	17,041	18,612	16,335	19,791	17,370	15,187	16,278	20,398	17,903	13,624	16,234
Clay	14,592	14,827	13,815	15,537	14,477	13,518	13,997	15,927	14,840	12,920	14,106
Clinton	35,593	40,058	37,762	43,075	40,606	38,170	39,388	44,621	42,063	37,078	40,167
Coles	53,285	54,878	53,873	58,030	56,967	55,951	56,459	59,746	58,652	56,550	57,863
Cook	5,386,673	5,472,429	5,194,675	5,707,832	5,418,130	5,150,276	5,284,203	5,990,243	5,686,207	5,139,536	5,477,536
Crawford	20,485	21,363	19,817	22,407	20,785	19,290	20,038	22,683	21,041	18,072	19,906
Cumberland	11,275	11,687	11,048	12,475	11,793	11,167	11,480	13,182	12,461	11,167	11,968
DeKalb	89,118	101,735	105,160	114,992	118,863	122,905	120,884	124,200	128,381	137,470	131,725
De Witt	16,829	17,885	16,561	18,914	17,514	16,211	16,862	19,768	18,305	15,667	17,292
Douglas	19,955	21,823	19,980	23,495	21,511	19,665	20,588	24,607	22,529	18,780	21,087
DuPage	905,764	948,549	916,924	1,010,323	976,638	944,624	960,631	1,034,039	999,564	933,816	974,795
Edgar	19,738	19,363	18,576	19,632	18,834	18,093	18,464	19,811	19,006	17,537	18,448
Edwards	6,971	7,219	6,721	7,514	6,996	6,516	6,756	7,760	7,225	6,263	6,856
Effingham	34,322	38,374	34,242	42,191	37,648	33,526	35,587	44,752	39,933	31,525	36,676
Fayette	21,837	21,865	22,140	22,319	22,600	22,879	22,739	22,570	22,854	23,424	23,066
Ford	14,272	14,706	14,081	15,530	14,870	14,253	14,562	16,015	15,334	14,074	14,857
Franklin	39,084	41,148	39,561	44,535	42,817	41,211	42,014	46,739	44,936	41,577	43,667
Fulton	38,315	38,140	37,069	39,621	38,508	37,472	37,990	40,946	39,796	37,678	38,995
Gallatin	6,445	6,421	5,589	6,414	5,583	4,861	5,222	6,554	5,705	4,340	5,168
Greene	14,791	14,641	13,886	14,872	14,105	13,396	13,751	14,958	14,187	12,790	13,655
Grundy	37,599	41,650	50,063	46,454	55,837	67,039	61,438	50,414	60,597	87,755	70,112
Hamilton	8,632	8,931	8,457	9,374	8,876	8,412	8,644	9,751	9,233	8,288	8,873
Hancock	20,155	21,662	19,104	22,692	20,012	17,588	18,800	22,454	19,802	15,171	18,006
Hardin	4,800	4,805	4,320	5,167	4,645	4,209	4,427	5,570	5,008	4,112	4,661
Henderson	8,221	8,337	7,331	8,884	7,812	6,915	7,363	9,527	8,377	6,569	7,671
Henry	51,107	50,707	50,486	52,418	52,190	51,971	52,080	54,321	54,084	53,633	53,915
Iroquois	31,386	32,524	29,718	34,609	31,623	28,966	30,295	36,304	33,172	27,795	31,101
Jackson	59,710	61,574	60,218	63,719	62,316	60,948	61,632	63,825	62,419	59,665	61,385
Jasper	10,135	10,080	9,698	10,199	9,812	9,447	9,630	10,403	10,009	9,280	9,732
Jefferson	40,106	40,772	38,827	43,792	41,703	39,820	40,761	46,800	44,567	40,624	43,067
Jersey	21,706	24,334	22,985	28,280	26,712	25,284	25,998	31,071	29,349	26,208	28,160
Jo Daviess	22,324	25,472	22,678	27,932	24,868	22,030	23,449	29,574	26,330	20,568	24,094
Johnson	12,905	13,965	12,582	15,414	13,888	12,539	13,213	16,859	15,189	12,371	14,098

**Appendix G, Continued:** Total Population in Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Kane	404,834	516,914	515,269	630,563	628,556	626,463	627,509	679,403	677,241	672,439	675,475
Kankakee	104,010	110,659	113,449	119,655	122,672	125,715	124,193	126,509	129,699	136,288	132,140
Kendall	54,633	68,588	114,736	78,694	131,642	228,558	180,100	85,060	142,291	440,108	232,701
Knox	55,928	55,666	52,919	57,732	54,883	52,284	53,583	60,122	57,155	51,880	55,144
Lake	645,503	762,918	703,462	820,250	756,326	691,531	723,929	873,024	804,987	672,328	753,836
LaSalle	111,700	118,385	113,924	131,155	126,213	121,663	123,938	141,615	136,279	126,507	132,585
Lawrence	15,484	15,351	16,833	15,675	17,188	18,799	17,994	15,915	17,451	20,887	18,700
Lee	36,118	36,554	36,031	37,939	37,396	36,874	37,135	38,923	38,366	37,297	37,964
Livingston	39,743	40,838	38,950	43,199	41,202	39,352	40,277	45,162	43,074	39,270	41,629
Logan	31,235	31,353	30,305	32,164	31,089	30,072	30,580	32,715	31,621	29,578	30,848
McDonough	32,967	33,710	32,612	35,147	34,002	32,916	33,459	35,716	34,553	32,353	33,722
McHenry	260,528	337,034	308,760	407,931	373,709	340,201	356,955	443,398	406,201	332,859	378,305
McLean	150,696	168,611	169,572	187,086	188,152	189,234	188,693	199,102	200,237	202,594	201,113
Macon	114,906	111,957	110,768	115,797	114,567	113,421	113,994	119,693	118,422	116,063	117,535
Macoupin	49,103	51,161	47,765	55,948	52,234	48,931	50,583	59,442	55,496	48,602	52,867
Madison	259,391	267,588	269,282	285,586	287,394	289,153	288,273	296,342	298,218	301,931	299,601
Marion	41,762	43,324	39,437	45,651	41,555	37,885	39,720	47,285	43,043	35,715	40,217
Marshall	13,209	13,370	12,640	14,024	13,258	12,560	12,909	14,340	13,557	12,149	13,022
Mason	16,069	16,615	14,666	17,312	15,281	13,502	14,392	17,147	15,136	11,736	13,818
Massac	15,191	17,164	15,429	17,820	16,019	14,257	15,138	18,649	16,764	13,291	15,410
Menard	12,509	13,598	12,705	14,740	13,772	12,865	13,319	15,195	14,197	12,344	13,492
Mercer	16,988	17,586	16,434	18,384	17,180	16,065	16,623	18,924	17,684	15,448	16,829
Monroe	27,667	32,920	32,957	38,754	38,798	38,842	38,820	43,111	43,159	43,260	43,197
Montgomery	30,704	30,729	30,104	31,744	31,098	30,486	30,792	33,124	32,450	31,190	31,974
Morgan	36,676	37,696	35,547	39,474	37,224	35,141	36,182	40,429	38,124	33,932	36,528
Moultrie	14,317	15,770	14,846	16,911	15,920	14,962	15,441	17,588	16,557	14,595	15,810
Ogle	51,119	54,704	53,497	59,230	57,923	56,660	57,292	63,765	62,358	59,660	61,340
Peoria	183,751	187,876	186,494	194,083	192,655	191,253	191,954	193,314	191,892	189,057	190,833
Perry	23,130	23,065	22,350	23,913	23,172	22,481	22,826	24,913	24,141	22,726	23,604
Piatt	16,396	17,023	16,729	17,748	17,441	17,142	17,291	18,034	17,723	17,110	17,493
Pike	17,418	17,221	16,430	18,123	17,291	16,544	16,918	19,138	18,259	16,720	17,673
Pope	4,413	4,774	4,470	5,106	4,781	4,473	4,627	5,245	4,911	4,287	4,673
Pulaski	7,348	7,437	6,161	7,891	6,537	5,467	6,002	8,075	6,690	4,645	5,882
Putnam	6,086	6,221	6,006	6,526	6,300	6,088	6,194	6,758	6,524	6,090	6,360
Randolph	33,951	34,432	33,476	35,743	34,751	33,808	34,279	37,004	35,977	34,049	35,247
Richland	16,181	16,401	16,233	17,169	16,993	16,825	16,909	17,867	17,684	17,334	17,552
Rock Island	149,637	151,651	147,546	154,941	150,747	146,699	148,723	152,171	148,052	140,052	145,044
St. Clair	256,532	254,235	270,056	253,924	269,726	286,381	278,053	243,453	258,603	292,233	270,874
Saline	26,776	27,477	24,913	28,356	25,710	23,324	24,517	29,195	26,471	21,781	24,656
Sangamon	189,278	195,115	197,465	210,672	213,209	215,661	214,435	222,367	225,045	230,311	227,005
Schuyler	7,190	7,442	7,544	7,528	7,631	7,738	7,685	7,482	7,585	7,801	7,665
Scott	5,537	5,847	5,355	6,039	5,531	5,055	5,293	6,060	5,550	4,623	5,194
Shelby	22,931	23,274	22,363	24,116	23,172	22,284	22,728	24,471	23,513	21,726	22,837
Stark	6,332	6,455	5,994	6,805	6,319	5,883	6,101	7,225	6,709	5,817	6,366

**Appendix G, Continued:** Total Population in Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Stephenson	49,058	47,812	47,711	49,268	49,164	49,066	49,115	51,737	51,628	51,424	51,551
Tazewell	128,175	139,616	135,394	154,567	149,893	145,433	147,663	165,373	160,372	150,810	156,770
Union	18,326	18,809	17,808	20,454	19,365	18,393	18,879	21,617	20,467	18,434	19,695
Vermilion	84,062	78,181	81,625	77,363	80,771	84,115	82,443	80,137	83,667	90,577	86,244
Wabash	12,964	12,699	11,947	13,212	12,430	11,737	12,083	13,643	12,835	11,439	12,302
Warren	18,767	20,113	17,707	21,864	19,249	16,978	18,113	22,431	19,748	15,242	18,003
Washington	15,178	15,805	14,716	16,534	15,395	14,339	14,867	16,793	15,636	13,535	14,833
Wayne	17,184	16,635	16,760	16,581	16,706	16,828	16,767	16,690	16,815	17,061	16,907
White	15,405	16,019	14,665	16,816	15,395	14,106	14,750	17,189	15,736	13,179	14,753
Whiteside	60,755	62,431	58,498	65,565	61,435	57,648	59,541	68,134	63,842	56,175	60,910
Will	503,162	706,639	677,560	907,625	870,275	831,117	850,696	1,093,207	1,048,220	953,023	1,012,347
Williamson	61,399	65,497	66,357	72,441	73,392	74,322	73,857	77,760	78,781	80,820	79,538
Winnebago	278,902	307,349	295,266	337,049	323,798	311,006	317,402	359,900	345,751	318,618	335,484
Woodford	35,529	39,362	38,664	43,845	43,068	42,308	42,688	46,857	46,026	44,383	45,411

**Appendix H: Total Population Age 65-74 for Illinois Counties, 2000 - 2030**

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
<b>Total</b>	773,562	853,480	849,535	1,264,716	1,258,686	1,257,122	1,257,904	1,530,307	1,498,537	1,499,321	1,497,664
<b>Adams</b>	5,608	5,640	5,650	7,586	7,679	7,692	7,686	8,477	8,384	8,499	8,438
<b>Alexander</b>	826	820	762	1,137	1,036	965	1,000	1,160	1,120	953	1,053
<b>Bond</b>	1,319	1,250	1,345	1,895	1,924	2,061	1,992	2,154	2,200	2,391	2,255
<b>Boone</b>	2,423	3,400	3,788	4,788	5,405	6,016	5,711	6,332	7,093	8,906	7,761
<b>Brown</b>	415	422	457	646	580	625	603	691	863	838	836
<b>Bureau</b>	2,922	3,203	3,134	4,353	4,373	4,281	4,327	4,797	4,696	4,617	4,682
<b>Calhoun</b>	508	536	561	652	663	693	678	743	812	863	828
<b>Carroll</b>	1,666	1,609	1,712	2,144	2,265	2,404	2,334	2,433	2,259	2,528	2,356
<b>Cass</b>	1,055	1,096	1,093	1,389	1,378	1,374	1,376	1,557	1,530	1,514	1,523
<b>Champaign</b>	9,129	9,910	10,280	16,327	16,872	17,475	17,174	17,657	18,681	19,988	19,158
<b>Christian</b>	2,937	3,081	3,049	3,918	3,909	3,869	3,889	4,486	4,413	4,357	4,396
<b>Clark</b>	1,468	1,867	1,542	2,594	2,113	1,725	1,919	2,908	2,833	1,860	2,442
<b>Clay</b>	1,276	1,327	1,224	1,747	1,733	1,602	1,667	1,921	1,924	1,762	1,879
<b>Clinton</b>	2,735	2,998	2,726	4,134	4,134	3,749	3,941	5,171	5,356	4,845	5,228
<b>Coles</b>	3,517	3,634	3,707	5,097	5,171	5,273	5,222	5,553	5,439	5,626	5,505
<b>Cook</b>	329,211	334,465	324,521	478,372	464,083	451,201	457,642	572,044	539,817	510,047	528,420
<b>Crawford</b>	1,744	1,823	1,696	2,402	2,375	2,212	2,294	2,742	2,771	2,551	2,708
<b>Cumber-land</b>	862	989	951	1,353	1,401	1,348	1,374	1,654	1,556	1,548	1,567
<b>DeKalb</b>	4,293	4,686	5,395	7,221	8,183	9,358	8,770	10,216	10,155	13,098	11,194
<b>De Witt</b>	1,300	1,506	1,512	1,974	1,897	1,904	1,901	2,376	2,332	2,250	2,289
<b>Douglas</b>	1,622	1,624	1,577	2,088	2,118	2,057	2,087	2,434	2,389	2,352	2,388
<b>DuPage</b>	45,637	58,494	57,640	94,975	94,931	93,638	94,284	117,133	113,503	111,916	113,093
<b>Edgar</b>	1,640	1,759	1,805	2,320	2,421	2,482	2,451	2,687	2,556	2,732	2,626
<b>Edwards</b>	625	743	596	975	959	766	862	1,050	1,043	818	982
<b>Effingham</b>	2,362	2,447	2,643	3,947	3,631	3,911	3,771	4,837	4,784	4,739	4,680
<b>Fayette</b>	1,748	1,785	1,849	2,291	2,374	2,457	2,415	2,748	2,848	3,052	2,923
<b>Ford</b>	1,272	986	1,194	1,322	1,358	1,631	1,494	1,600	1,715	2,112	1,825
<b>Franklin</b>	3,481	4,280	3,929	5,387	5,392	4,958	5,175	5,716	5,876	5,402	5,759
<b>Fulton</b>	3,337	3,115	3,361	4,192	4,253	4,574	4,413	4,836	4,630	5,050	4,750
<b>Gallatin</b>	576	695	663	772	707	675	691	802	762	669	723
<b>Greene</b>	1,275	1,260	1,239	1,618	1,588	1,562	1,575	1,947	2,015	1,946	1,989
<b>Grundy</b>	2,296	2,985	3,117	4,720	5,043	5,264	5,154	6,333	6,663	7,433	6,967
<b>Hamilton</b>	800	848	857	1,146	1,064	1,075	1,070	1,423	1,187	1,114	1,148
<b>Hancock</b>	1,793	2,392	1,975	3,175	2,904	2,342	2,623	3,101	3,111	2,286	2,831
<b>Hardin</b>	474	517	526	686	676	687	681	711	645	646	643
<b>Henderson</b>	757	792	852	960	945	1,011	978	1,187	1,084	1,141	1,094
<b>Henry</b>	4,093	4,387	4,454	5,965	6,101	6,191	6,146	6,522	6,463	6,703	6,558
<b>Iroquois</b>	2,737	2,926	2,866	3,768	3,658	3,585	3,622	4,247	4,222	4,018	4,140
<b>Jackson</b>	3,308	3,917	3,560	5,857	5,868	5,329	5,599	5,338	6,082	5,532	5,948
<b>Jasper</b>	793	874	844	1,574	1,194	1,153	1,174	1,810	1,848	1,351	1,610
<b>Jefferson</b>	2,955	3,266	3,356	4,903	4,696	4,818	4,757	5,758	5,155	5,074	5,083
<b>Jersey</b>	1,633	1,903	1,929	2,639	2,668	2,703	2,686	3,428	3,388	3,471	3,418
<b>Jo Daviess</b>	2,144	2,784	2,707	3,681	3,723	3,617	3,670	4,115	3,691	3,625	3,686



**Appendix H, Continued:** Total Population Age 65-74 for Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Johnson	977	1,164	1,295	1,663	1,553	1,722	1,637	2,006	2,014	2,088	2,002
Kane	17,900	25,635	28,108	45,775	48,022	52,585	50,303	58,736	62,239	71,667	65,319
Kankakee	7,007	7,964	7,952	11,695	12,052	12,035	12,044	13,754	14,057	14,454	14,261
Kendall	2,478	3,713	5,115	5,697	8,193	11,243	9,718	8,382	11,383	22,421	15,160
Knox	4,728	4,788	4,864	6,633	6,441	6,540	6,490	6,466	6,531	6,445	6,464
Lake	30,679	39,158	40,436	61,381	61,383	63,444	62,413	82,011	78,631	81,131	79,257
LaSalle	8,827	8,822	9,202	12,403	12,856	13,388	13,122	15,550	15,408	16,627	15,847
Lawrence	1,445	1,472	1,327	2,004	1,931	1,745	1,838	2,184	2,482	2,165	2,380
Lee	2,703	2,608	2,932	4,171	4,103	4,582	4,342	5,431	5,026	5,518	5,130
Livingston	2,925	2,889	3,084	4,108	4,197	4,468	4,332	4,968	5,095	5,538	5,231
Logan	2,227	2,220	2,349	2,714	3,064	3,233	3,149	3,370	3,294	3,894	3,541
Mc-Donough	2,203	2,173	2,215	2,966	3,008	3,065	3,037	2,907	2,873	2,969	2,907
McHenry	11,371	18,314	18,560	31,867	32,298	32,742	32,520	46,337	45,652	46,920	46,122
McLean	7,535	8,832	9,015	15,335	15,343	15,651	15,497	19,417	18,995	19,390	19,096
Macon	9,073	8,681	9,079	12,847	12,828	13,367	13,097	13,148	13,388	13,920	13,516
Macoupin	4,134	4,242	4,055	6,473	6,008	5,749	5,879	7,328	7,238	6,437	6,909
Madison	19,298	19,485	19,759	27,482	28,361	28,739	28,550	32,261	33,604	35,103	34,236
Marion	3,271	3,700	3,593	4,758	4,776	4,642	4,709	5,243	5,228	5,100	5,201
Marshall	1,184	1,223	1,249	1,636	1,685	1,720	1,702	1,907	1,692	1,778	1,726
Mason	1,354	1,408	1,415	1,862	1,773	1,782	1,778	1,852	1,886	1,805	1,843
Massac	1,303	1,606	1,461	1,939	1,850	1,677	1,764	2,430	2,239	1,932	2,135
Menard	826	1,152	1,121	1,700	1,697	1,652	1,674	2,179	1,931	1,875	1,916
Mercer	1,336	1,458	1,608	1,940	1,914	2,102	2,008	2,177	2,110	2,284	2,147
Monroe	2,002	2,361	2,352	3,636	3,908	3,893	3,900	5,398	5,419	5,802	5,617
Montgomery	2,465	2,427	2,488	3,414	3,478	3,563	3,521	4,103	4,152	4,333	4,216
Morgan	2,792	3,175	3,050	4,329	4,233	4,069	4,151	4,955	4,730	4,446	4,633
Moultrie	1,173	1,317	1,262	1,871	1,761	1,685	1,723	2,194	1,997	1,795	1,916
Ogle	3,539	4,363	4,466	6,265	6,132	6,275	6,203	7,941	7,776	7,792	7,740
Peoria	12,925	13,768	13,411	20,287	19,990	19,489	19,739	20,361	20,578	19,769	20,301
Perry	1,804	1,955	1,840	2,746	2,585	2,436	2,511	3,062	3,008	2,673	2,880
Piatt	1,291	1,539	1,478	2,059	2,066	1,985	2,026	2,306	2,469	2,380	2,449
Pike	1,507	1,440	1,551	1,871	1,941	2,084	2,012	1,978	1,941	2,160	2,013
Pope	417	399	564	487	507	709	608	606	527	762	590
Pulaski	632	641	583	943	852	776	814	1,175	972	799	905
Putnam	502	609	595	810	861	842	852	948	964	1,001	989
Randolph	2,524	2,606	2,731	3,722	3,849	4,026	3,938	4,314	4,487	4,849	4,614
Richland	1,425	1,696	1,541	2,271	2,080	1,894	1,987	2,576	2,803	2,343	2,629
Rock Island	11,390	12,426	12,203	17,393	17,162	16,863	17,013	17,900	17,779	17,238	17,585
St. Clair	17,879	16,274	17,252	24,817	25,997	27,482	26,739	28,430	31,301	34,625	32,486
Saline	2,429	2,651	2,431	3,302	3,140	2,883	3,012	3,642	3,356	2,931	3,208
Sangamon	12,939	14,595	14,307	23,506	23,659	23,216	23,437	27,049	26,462	26,125	26,419
Schuyler	680	676	704	985	974	1,014	994	1,215	1,121	1,154	1,126
Scott	453	532	526	670	609	602	605	762	818	735	779
Shelby	2,046	2,194	2,187	2,934	2,910	2,900	2,905	3,467	3,360	3,322	3,344

**Appendix H, Continued:** Total Population Age 65-74 for Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Stark	554	598	610	725	793	809	801	703	745	830	783
Stephen-son	3,942	4,212	4,471	5,642	5,838	6,180	6,009	6,374	6,588	7,204	6,795
Tazewell	10,217	10,778	10,717	15,768	15,683	15,597	15,640	17,478	17,286	17,100	17,217
Union	1,506	1,942	1,819	2,475	2,421	2,275	2,348	2,866	2,761	2,539	2,691
Vermilion	6,894	7,193	6,952	9,096	9,713	9,405	9,559	9,699	10,231	10,547	10,476
Wabash	1,083	967	1,030	1,357	1,398	1,484	1,441	1,576	1,429	1,561	1,472
Warren	1,503	1,611	1,592	2,196	2,058	2,034	2,046	2,115	2,017	1,866	1,947
Washing-ton	1,199	1,400	1,278	1,896	1,826	1,667	1,747	2,300	2,229	1,956	2,140
Wayne	1,576	1,631	1,714	2,117	2,005	2,104	2,055	2,447	2,351	2,340	2,319
White	1,488	1,742	1,502	2,211	2,028	1,748	1,888	2,504	2,434	1,922	2,253
Whiteside	4,925	5,077	5,166	7,094	6,948	7,066	7,007	7,558	7,578	7,551	7,533
Will	22,731	37,222	36,418	64,572	64,321	62,841	63,581	95,832	93,246	90,678	92,507
Williamson	4,991	5,883	5,973	7,745	8,136	8,256	8,196	8,899	9,271	9,866	9,532
Winnebago	18,368	21,105	21,498	31,456	31,716	32,293	32,005	35,891	36,474	37,441	36,789
Woodford	2,415	2,727	2,835	4,309	4,330	4,496	4,413	4,804	4,981	5,199	5,041

**Appendix I: Total Population Age 75-84 for Illinois Counties, 2000 - 2030**

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
<b>Total</b>	536,642	534,599	524,766	622,409	619,834	611,370	615,602	950,852	946,701	936,146	943,561
Adams	4,519	3,937	4,074	4,254	4,262	4,400	4,331	5,628	5,697	5,895	5,749
Alexander	563	537	471	571	531	470	500	829	755	626	709
Bond	924	839	905	854	919	986	953	1,355	1,376	1,576	1,450
Boone	1,536	1,547	1,908	2,313	2,577	3,141	2,859	3,496	3,947	5,289	4,382
Brown	325	246	276	269	291	324	308	445	400	476	426
Bureau	2,456	2,220	2,118	2,549	2,494	2,385	2,439	3,478	3,494	3,271	3,420
Calhoun	329	369	328	412	431	386	409	508	517	484	515
Carroll	1,132	1,107	1,073	1,149	1,223	1,188	1,205	1,596	1,686	1,740	1,726
Cass	789	753	727	800	798	771	784	1,047	1,039	1,002	1,029
Champaign	6,089	6,581	6,806	7,438	7,716	7,969	7,842	12,435	12,850	13,740	13,186
Christian	2,192	2,015	2,042	2,138	2,116	2,144	2,130	2,795	2,789	2,795	2,783
Clark	1,131	1,164	937	1,500	1,239	1,000	1,120	2,059	1,677	1,103	1,449
Clay	1,046	876	853	956	882	860	871	1,290	1,280	1,154	1,224
Clinton	1,766	1,987	1,956	2,230	2,028	1,997	2,012	3,124	3,124	2,790	2,967
Coles	2,594	2,317	2,526	2,498	2,548	2,768	2,658	3,652	3,705	4,091	3,819
Cook	225,517	212,533	204,431	229,793	222,961	214,974	218,968	348,851	338,430	317,933	330,918
Crawford	1,194	1,252	1,149	1,353	1,259	1,159	1,209	1,821	1,801	1,547	1,705
Cumberland	667	726	597	876	842	700	771	1,181	1,223	975	1,148
DeKalb	3,230	3,083	3,366	3,517	4,049	4,405	4,227	5,482	6,212	7,721	6,803
De Witt	1,012	1,066	867	1,261	1,266	1,035	1,150	1,650	1,586	1,300	1,516
Douglas	1,153	1,160	1,112	1,190	1,156	1,109	1,132	1,554	1,576	1,470	1,538
DuPage	31,676	33,385	32,885	45,243	44,582	43,951	44,267	73,643	73,609	71,580	72,849
Edgar	1,297	1,205	1,142	1,348	1,383	1,314	1,349	1,806	1,884	1,837	1,885
Edwards	505	509	415	603	484	394	439	808	795	520	682
Effingham	1,692	1,590	1,758	1,701	1,837	2,025	1,931	2,861	2,632	3,113	2,800
Fayette	1,239	1,209	1,241	1,285	1,331	1,365	1,348	1,707	1,769	1,875	1,811
Ford	1,029	870	922	696	843	892	867	949	975	1,237	1,088
Franklin	2,816	2,772	2,263	3,562	3,270	2,695	2,983	4,454	4,458	3,375	4,090
Fulton	2,682	2,134	2,256	2,130	2,298	2,421	2,360	3,028	3,072	3,471	3,228
Gallatin	420	397	360	510	487	444	465	585	536	468	513
Greene	951	869	844	913	898	873	886	1,224	1,201	1,151	1,184
Grundy	1,701	1,501	1,661	2,109	2,202	2,419	2,311	3,482	3,720	4,250	3,892
Hamilton	615	537	539	601	607	610	608	850	789	800	794
Hancock	1,361	1,304	1,272	1,754	1,448	1,413	1,431	2,373	2,170	1,708	1,949
Hardin	311	372	275	437	445	337	391	571	562	431	532
Henderson	454	551	492	615	662	595	628	761	749	722	756
Henry	3,094	2,725	2,903	3,126	3,174	3,367	3,271	4,388	4,488	4,823	4,588
Iroquois	2,132	1,885	1,854	2,117	2,074	2,041	2,057	2,791	2,710	2,615	2,672
Jackson	2,328	2,476	2,352	3,024	2,748	2,615	2,682	4,507	4,516	3,901	4,256
Jasper	634	640	559	723	698	612	655	1,291	979	828	933
Jefferson	2,345	2,258	1,940	2,632	2,705	2,343	2,524	3,932	3,766	3,346	3,687
Jersey	1,065	1,260	1,181	1,538	1,559	1,466	1,512	2,112	2,135	2,033	2,117
Jo Daviess	1,403	1,535	1,493	2,062	2,005	1,952	1,978	2,768	2,799	2,649	2,742
Johnson	591	506	653	739	822	1,017	920	1,140	1,065	1,439	1,184

**Appendix I, Continued:** Total Population Age 75-84 for Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Kane	11,758	13,698	15,066	19,788	21,697	23,845	22,771	34,647	36,347	43,820	39,036
Kankakee	5,044	5,063	5,029	6,097	6,088	6,049	6,069	9,096	9,374	9,302	9,352
Kendall	1,628	1,995	2,324	2,944	4,056	4,735	4,395	4,443	6,390	10,261	7,901
Knox	3,585	3,223	3,347	3,460	3,515	3,642	3,579	4,953	4,810	5,055	4,889
Lake	18,355	22,172	22,762	28,756	29,695	30,472	30,083	46,515	46,516	49,298	47,597
LaSalle	6,869	6,213	6,324	6,592	6,876	6,992	6,934	9,418	9,762	10,335	10,005
Lawrence	1,102	1,102	960	1,181	1,065	934	999	1,637	1,577	1,254	1,456
Lee	1,865	1,797	1,889	1,826	2,053	2,153	2,103	3,043	2,993	3,499	3,205
Livingston	2,174	1,907	2,074	2,035	2,172	2,348	2,260	2,987	3,051	3,504	3,212
Logan	1,761	1,573	1,592	1,643	1,738	1,759	1,748	2,030	2,292	2,446	2,362
McDonough	1,732	1,539	1,542	1,574	1,604	1,607	1,606	2,199	2,230	2,276	2,252
McHenry	7,127	8,922	9,180	14,324	14,516	14,938	14,727	24,512	24,843	25,928	25,199
McLean	5,138	5,443	5,666	6,621	6,758	7,025	6,892	11,643	11,649	12,347	11,881
Macon	6,275	6,160	6,222	6,312	6,601	6,663	6,632	9,674	9,660	10,157	9,885
Macoupin	3,094	2,956	2,817	3,229	3,087	2,950	3,018	4,963	4,607	4,215	4,458
Madison	13,110	13,639	13,228	14,515	14,719	14,298	14,509	20,893	21,561	21,237	21,553
Marion	2,554	2,525	2,163	3,003	2,916	2,519	2,717	3,908	3,923	3,299	3,738
Marshall	904	803	834	880	899	931	915	1,222	1,258	1,329	1,283
Mason	1,031	870	947	941	946	1,026	986	1,279	1,218	1,325	1,246
Massac	995	1,015	913	1,253	1,140	1,026	1,083	1,548	1,477	1,207	1,373
Menard	563	623	599	882	858	826	842	1,317	1,315	1,232	1,285
Mercer	999	918	921	1,055	1,164	1,167	1,165	1,438	1,418	1,563	1,489
Monroe	1,214	1,495	1,657	1,826	1,819	2,009	1,914	2,819	3,030	3,333	3,103
Montgomery	1,932	1,821	1,786	1,895	1,943	1,907	1,925	2,691	2,741	2,758	2,762
Morgan	2,073	1,821	1,963	2,197	2,111	2,266	2,188	3,150	3,080	3,168	3,073
Moultrie	904	1,107	846	1,202	1,152	871	1,011	1,640	1,543	1,102	1,414
Ogle	2,441	2,648	2,571	3,379	3,459	3,362	3,410	4,897	4,793	4,768	4,815
Peoria	9,531	8,836	8,568	9,867	9,611	9,333	9,472	14,926	14,707	13,935	14,421
Perry	1,361	1,210	1,155	1,465	1,379	1,323	1,351	2,159	2,032	1,841	1,955
Piatt	918	726	860	933	896	1,049	973	1,358	1,363	1,515	1,388
Pike	1,279	1,028	1,009	1,031	1,110	1,091	1,101	1,381	1,432	1,512	1,479
Pope	254	207	306	189	267	401	334	257	268	542	357
Pulaski	468	436	396	481	437	401	419	733	662	554	620
Putnam	349	336	333	437	427	423	425	602	640	621	632
Randolph	1,943	1,697	1,781	1,873	1,963	2,054	2,008	2,768	2,863	3,128	2,961
Richland	981	1,001	1,024	1,255	1,140	1,165	1,153	1,721	1,576	1,466	1,514
Rock Island	8,195	7,953	7,976	9,074	8,911	8,936	8,923	12,961	12,789	12,600	12,686
St. Clair	11,710	12,191	11,852	11,593	12,290	11,963	12,126	18,229	19,096	19,666	19,514
Saline	1,848	1,818	1,531	2,070	1,898	1,611	1,755	2,617	2,489	1,944	2,298
Sangamon	9,148	9,379	9,000	11,308	11,085	10,666	10,875	18,313	18,432	17,407	18,088
Schuyler	504	567	470	581	605	505	555	839	830	719	811
Scott	321	325	310	402	397	380	389	511	464	439	457
Shelby	1,498	1,511	1,376	1,690	1,685	1,540	1,612	2,288	2,269	2,070	2,217
Stark	462	363	384	409	417	440	429	528	578	620	591
Stephenson	2,907	2,927	3,016	3,415	3,625	3,726	3,675	4,714	4,878	5,303	5,054

**Appendix I, Continued:** Total Population Age 75-84 for Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Tazewell	6,433	7,793	7,400	8,604	8,555	8,143	8,349	12,472	12,405	11,737	12,220
Union	1,216	1,300	973	1,748	1,637	1,242	1,440	2,226	2,178	1,552	1,984
Vermilion	4,944	4,760	4,468	5,302	5,124	4,830	4,977	6,949	7,420	6,786	7,201
Wabash	788	777	743	753	802	770	786	1,081	1,114	1,135	1,137
Warren	1,110	961	985	1,055	1,043	1,068	1,055	1,496	1,402	1,418	1,402
Washington	988	841	828	1,016	927	914	921	1,413	1,361	1,224	1,297
Wayne	1,178	989	1,092	1,085	1,140	1,252	1,196	1,499	1,420	1,627	1,488
White	1,171	1,106	1,062	1,343	1,158	1,114	1,136	1,732	1,589	1,317	1,465
Whiteside	3,528	3,526	3,472	3,805	3,872	3,815	3,843	5,445	5,333	5,346	5,359
Will	14,334	19,205	18,894	29,948	29,301	28,803	29,052	50,947	50,749	48,721	49,948
Williamson	3,796	3,970	3,408	4,982	5,058	4,386	4,722	6,575	6,907	6,079	6,727
Winnebago	12,812	12,946	13,243	15,543	15,832	16,180	16,006	23,681	23,877	24,833	24,223
Woodford	1,935	2,061	1,847	2,353	2,446	2,195	2,321	3,562	3,579	3,318	3,550

**Appendix J: Total Population Age 85 and Older for Illinois Counties, 2000 - 2030**

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
<b>Total</b>	192,346	269,950	234,912	314,336	308,534	274,563	291,549	402,311	400,669	355,653	387,778
<b>Adams</b>	1,919	2,277	2,023	2,412	2,496	2,267	2,381	2,555	2,560	2,395	2,540
<b>Alexander</b>	234	298	164	336	295	183	239	400	372	217	321
<b>Bond</b>	357	300	421	308	332	451	391	348	374	531	419
<b>Boone</b>	512	901	668	1,046	1,290	1,001	1,145	1,564	1,742	1,648	1,825
<b>Brown</b>	142	112	126	100	112	124	118	115	125	153	135
<b>Bureau</b>	930	1,240	1,074	1,312	1,252	1,109	1,180	1,592	1,558	1,328	1,482
<b>Calhoun</b>	138	110	135	126	112	137	124	151	158	171	158
<b>Carroll</b>	418	699	477	883	856	645	751	1,064	1,132	867	1,057
<b>Cass</b>	308	421	322	461	445	354	399	524	523	408	489
<b>Champaign</b>	2,282	3,573	2,980	4,345	4,494	3,831	4,162	5,275	5,472	4,876	5,371
<b>Christian</b>	974	1,120	1,005	1,081	1,095	988	1,042	1,179	1,167	1,070	1,147
<b>Clark</b>	469	620	467	694	559	432	495	936	773	489	661
<b>Clay</b>	476	444	391	409	398	355	377	493	455	400	438
<b>Clinton</b>	638	868	776	1,009	993	891	942	1,244	1,131	1,010	1,096
<b>Coles</b>	968	1,312	1,198	1,371	1,495	1,384	1,439	1,575	1,607	1,624	1,647
<b>Cook</b>	76,657	101,928	91,377	113,867	109,526	99,962	104,744	141,694	137,481	122,499	132,458
<b>Crawford</b>	466	615	491	726	666	547	607	855	795	612	732
<b>Cumberland</b>	253	345	290	423	348	299	323	560	538	390	477
<b>DeKalb</b>	1,205	1,625	1,576	1,772	1,935	1,884	1,909	2,158	2,485	2,636	2,578
<b>De Witt</b>	359	534	389	628	511	387	449	805	808	512	693
<b>Douglas</b>	412	709	465	798	765	530	647	867	842	573	765
<b>DuPage</b>	11,635	18,855	15,873	23,386	23,036	19,940	21,488	32,388	31,915	27,325	30,647
<b>Edgar</b>	565	671	522	703	666	535	601	830	852	658	792
<b>Edwards</b>	160	235	180	279	227	182	205	350	281	186	243
<b>Effingham</b>	721	1,376	795	1,491	1,649	1,045	1,347	1,623	1,753	1,237	1,677
<b>Fayette</b>	484	644	490	739	759	604	681	859	890	743	859
<b>Ford</b>	469	486	517	454	481	509	495	405	490	546	511
<b>Franklin</b>	1,007	1,711	1,086	2,032	1,659	1,157	1,408	2,650	2,433	1,407	2,053
<b>Fulton</b>	1,009	898	1,075	806	852	1,001	927	977	1,054	1,270	1,121
<b>Gallatin</b>	178	294	122	348	316	168	242	492	469	246	401
<b>Greene</b>	362	657	305	790	767	455	611	969	953	604	858
<b>Grundy</b>	618	815	768	834	923	877	900	1,210	1,264	1,321	1,310
<b>Hamilton</b>	240	307	275	322	323	295	309	387	391	361	384
<b>Hancock</b>	529	568	539	554	540	513	527	823	680	633	664
<b>Hardin</b>	108	165	77	224	166	88	127	288	293	127	230
<b>Henderson</b>	162	240	188	333	297	241	269	415	446	333	406
<b>Henry</b>	1,170	1,214	1,267	1,256	1,338	1,388	1,363	1,661	1,686	1,847	1,752
<b>Iroquois</b>	812	1,257	907	1,378	1,355	1,051	1,203	1,639	1,605	1,245	1,508
<b>Jackson</b>	948	1,154	1,090	1,369	1,300	1,236	1,268	1,806	1,641	1,490	1,583
<b>Jasper</b>	240	255	286	289	252	280	266	374	361	346	347
<b>Jefferson</b>	839	1,275	992	1,530	1,315	1,080	1,197	1,924	1,977	1,430	1,769
<b>Jersey</b>	422	662	495	896	840	655	747	1,126	1,141	843	1,048
<b>Jo Daviess</b>	459	725	632	885	861	762	811	1,259	1,224	1,062	1,175
<b>Johnson</b>	178	201	219	200	258	278	268	340	378	499	430



**Appendix J, Continued:** Total Population Age 85 and Older for Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Kane	4,380	7,285	6,516	9,136	10,048	9,063	9,556	12,732	13,960	13,783	14,279
Kankakee	1,555	2,977	2,256	3,616	3,592	2,873	3,232	4,672	4,665	3,771	4,433
Kendall	537	741	943	950	1,107	1,395	1,251	1,464	2,017	2,942	2,322
Knox	1,484	2,058	1,551	2,340	2,430	1,957	2,193	2,797	2,841	2,429	2,766
Lake	6,051	10,564	9,895	13,484	13,843	13,013	13,428	19,017	19,638	19,041	19,621
LaSalle	2,628	3,388	3,152	3,573	3,637	3,420	3,528	4,104	4,281	4,113	4,257
Lawrence	572	672	396	759	661	421	541	894	806	473	694
Lee	729	747	823	817	859	936	897	959	1,078	1,218	1,126
Livingston	969	1,217	984	1,274	1,386	1,163	1,274	1,476	1,576	1,452	1,579
Logan	711	1,031	819	1,143	1,157	965	1,061	1,312	1,388	1,193	1,344
McDonough	725	1,114	887	1,208	1,210	1,008	1,109	1,335	1,361	1,153	1,309
McHenry	2,451	3,176	3,580	4,432	4,560	5,081	4,820	7,215	7,312	8,371	7,627
McLean	1,974	3,078	2,659	3,718	3,870	3,408	3,639	4,770	4,869	4,488	4,824
Macon	2,163	3,228	2,841	3,869	3,908	3,524	3,716	4,582	4,792	4,426	4,712
Macoupin	1,364	1,675	1,299	1,845	1,758	1,416	1,587	2,162	2,067	1,617	1,929
Madison	4,577	6,163	5,441	7,420	7,196	6,468	6,832	8,855	8,980	7,935	8,651
Marion	1,112	2,689	1,167	3,445	2,951	1,662	2,307	4,276	4,152	2,085	3,464
Marshall	389	396	385	401	416	406	411	476	486	492	492
Mason	392	329	443	292	318	423	370	346	348	491	390
Massac	406	818	464	843	758	433	596	1,094	995	531	849
Menard	256	198	258	245	236	299	267	371	361	435	377
Mercer	372	581	472	635	637	537	587	776	856	731	825
Monroe	492	885	649	1,174	1,301	979	1,140	1,450	1,444	1,205	1,427
Montgomery	827	1,076	925	1,181	1,158	1,019	1,089	1,355	1,389	1,215	1,339
Morgan	851	804	922	780	841	953	897	1,086	1,043	1,249	1,113
Moultrie	451	403	510	493	377	477	427	609	584	544	542
Ogle	887	1,222	1,085	1,496	1,452	1,308	1,380	2,054	2,102	1,855	2,025
Peoria	3,571	3,971	3,984	4,324	4,193	4,205	4,199	5,675	5,528	5,381	5,451
Perry	533	504	520	594	567	581	574	873	822	804	809
Piatt	325	341	375	281	333	365	349	415	399	506	442
Pike	568	604	576	571	560	538	549	611	658	623	646
Pope	111	48	95	38	56	113	84	37	52	153	81
Pulaski	182	273	145	297	270	161	216	355	323	186	281
Putnam	116	136	141	146	145	149	147	225	220	224	220
Randolph	834	1,757	828	2,138	2,244	1,392	1,818	2,614	2,739	1,884	2,563
Richland	442	638	545	784	802	705	753	1,024	930	840	913
Rock Island	3,016	3,954	3,702	4,525	4,538	4,293	4,415	5,672	5,570	5,311	5,509
St. Clair	4,177	5,553	4,706	6,720	6,533	5,676	6,104	7,173	7,604	6,536	7,284
Saline	797	866	623	974	820	619	720	1,238	1,135	752	992
Sangamon	3,481	4,689	4,055	5,636	5,408	4,785	5,096	7,333	7,188	6,177	6,864
Schuyler	205	339	224	416	345	238	291	496	517	316	442
Scott	141	189	130	209	199	142	171	272	269	187	245
Shelby	541	658	669	775	706	716	711	973	970	898	931
Stark	199	250	200	243	257	215	236	289	295	263	291
Stephenson	1,192	1,909	1,471	2,468	2,543	2,089	2,316	3,278	3,480	3,015	3,390

**Appendix J, Continued:** Total Population Age 85 and Older for Illinois Counties, 2000 - 2030

County	2000	2010		2020				2030			
		DCEO	CENSUS	DCEO	ALT E	ALT F	ALT G	DCEO	ALT E	ALT F	ALT G
Tazewell	2,415	4,394	3,022	5,901	5,603	4,025	4,814	7,018	6,978	4,905	6,365
Union	487	697	443	896	671	467	569	1,228	1,150	613	936
Vermilion	1,609	2,250	1,882	2,596	2,437	2,104	2,270	3,238	3,130	2,590	2,947
Wabash	328	362	359	414	396	393	394	458	488	465	477
Warren	454	339	439	301	309	397	353	360	356	461	384
Washington	354	387	397	347	342	350	346	469	428	431	427
Wayne	471	405	453	370	409	453	431	492	517	619	555
White	554	986	510	1,150	1,104	673	888	1,419	1,224	724	1,085
Whiteside	1,305	1,919	1,609	2,235	2,201	1,896	2,048	2,664	2,711	2,336	2,606
Will	4,617	8,462	7,502	11,702	11,513	10,247	10,880	18,593	18,191	15,953	17,550
Williamson	1,354	1,972	1,456	2,393	2,054	1,591	1,823	3,160	3,208	2,186	2,835
Winnebago	4,329	6,720	5,974	7,757	7,935	7,164	7,549	10,031	10,218	9,500	10,097
Woodford	901	1,147	1,040	1,361	1,220	1,118	1,169	1,640	1,705	1,408	1,585

**Appendix K: Number & Proportion of Older Adults by County**

County	Total Population	65+		75+		85+	
		Number	Percent	Number	Percent	Number	Percent
Adams	67,098	11,809	17.6	6,173	9.2	2,080	3.1
Alexander	8,147	1,409	17.3	635	7.8	163	2.0
Bond	17,762	2,824	15.9	1,314	7.4	409	2.3
Boone	54,141	6,334	11.7	2,599	4.8	541	1.0
Brown	6,913	850	12.3	401	5.8	166	2.4
Bureau	34,798	6,333	18.2	3,201	9.2	905	2.6
Calhoun	5,065	1,028	20.3	466	9.2	137	2.7
Carroll	15,338	3,282	21.4	1,534	10.0	414	2.7
Cass	13,570	2,090	15.4	1,031	7.6	217	1.6
Champaign	200,931	20,495	10.2	9,846	4.9	2,813	1.4
Christian	34,805	6,160	17.7	3,063	8.8	905	2.6
Clark	16,353	2,944	18.0	1,423	8.7	474	2.9
Clay	13,828	2,489	18.0	1,258	9.1	332	2.4
Clinton	37,793	5,669	15.0	2,834	7.5	794	2.1
Coles	53,683	7,623	14.2	3,758	7.0	1,127	2.1
Cook	5,197,677	628,919	12.1	301,465	5.8	93,558	1.8
Crawford	19,777	3,461	17.5	1,661	8.4	494	2.5
Cumberland	11,044	1,844	16.7	906	8.2	287	2.6
De Witt	16,562	2,849	17.2	1,292	7.8	348	2.1
DeKalb	104,820	10,377	9.9	4,822	4.6	1,467	1.4
Douglas	19,908	3,126	15.7	1,573	7.9	577	2.9
DuPage	918,608	107,477	11.7	48,686	5.3	16,535	1.8
Edgar	18,513	3,480	18.8	1,685	9.1	518	2.8
Edwards	6,691	1,218	18.2	595	8.9	154	2.3
Effingham	34,258	5,241	15.3	2,569	7.5	822	2.4
Fayette	22,082	3,577	16.2	1,722	7.8	640	2.9
Ford	14,045	2,669	19.0	1,447	10.3	534	3.8
Franklin	39,518	7,311	18.5	3,359	8.5	869	2.2
Fulton	36,989	6,658	18.0	3,292	8.9	925	2.5
Gallatin	5,592	1,180	21.1	498	8.9	112	2.0
Greene	13,828	2,434	17.6	1,162	8.4	373	2.7
Grundy	49,870	5,585	11.2	2,394	4.8	748	1.5
Hamilton	8,430	1,669	19.8	801	9.5	253	3.0
Hancock	19,063	3,832	20.1	1,849	9.7	610	3.2
Hardin	4,315	923	21.4	380	8.8	78	1.8
Henderson	7,275	1,542	21.2	698	9.6	124	1.7
Henry	50,378	8,615	17.1	4,131	8.2	1,159	2.3
Iroquois	29,689	5,700	19.2	2,791	9.4	1,009	3.4

**Appendix K, Continued:** Number & Proportion of Older Adults by County

County	Total Population	65+		75+		85+	
		Number	Percent	Number	Percent	Number	Percent
Jackson	59,992	6,959	11.6	3,420	5.7	1,140	1.9
Jasper	9,707	1,660	17.1	835	8.6	204	2.1
Jefferson	38,908	6,342	16.3	2,996	7.7	1,051	2.7
Jersey	22,939	3,601	15.7	1,652	7.2	459	2.0
Jo Daviess	22,663	4,873	21.5	2,153	9.5	521	2.3
Johnson	12,653	2,151	17.0	848	6.7	228	1.8
Kane	514,891	50,974	9.9	22,140	4.3	6,179	1.2
Kankakee	113,170	15,278	13.5	7,243	6.4	2,263	2.0
Kendall	114,226	8,110	7.1	3,084	2.7	685	0.6
Knox	52,698	9,802	18.6	4,848	9.2	1,634	3.1
Lake	701,282	72,933	10.4	32,259	4.6	9,818	1.4
LaSalle	113,688	18,759	16.5	9,436	8.3	2,956	2.6
Lawrence	16,778	2,684	16.0	1,342	8.0	386	2.3
Lee	35,778	5,689	15.9	2,719	7.6	894	2.5
Livingston	38,903	6,108	15.7	3,073	7.9	895	2.3
Logan	30,278	4,814	15.9	2,422	8.0	878	2.9
Macon	110,558	18,242	16.5	9,066	8.2	2,764	2.5
Macoupin	47,712	8,159	17.1	4,056	8.5	1,241	2.6
Madison	268,586	38,676	14.4	18,532	6.9	5,103	1.9
Marion	39,319	6,842	17.4	3,342	8.5	1,140	2.9
Marshall	12,567	2,513	20.0	1,257	10.0	427	3.4
Mason	14,636	2,810	19.2	1,390	9.5	351	2.4
Massac	15,370	2,828	18.4	1,353	8.8	384	2.5
McDonough	32,568	4,625	14.2	2,410	7.4	651	2.0
McHenry	308,163	31,741	10.3	12,943	4.2	3,698	1.2
McLean	169,689	17,648	10.4	8,315	4.9	2,715	1.6
Menard	12,728	2,036	16.0	878	6.9	267	2.1
Mercer	16,421	3,005	18.3	1,396	8.5	427	2.6
Monroe	33,003	4,686	14.2	2,277	6.9	858	2.6
Montgomery	29,977	5,246	17.5	2,728	9.1	929	3.1
Morgan	35,544	6,007	16.9	2,915	8.2	889	2.5
Moultrie	14,844	2,672	18.0	1,395	9.4	445	3.0
Ogle	53,378	8,167	15.3	3,683	6.9	1,014	1.9
Peoria	186,399	25,909	13.9	12,489	6.7	3,914	2.1
Perry	22,287	3,521	15.8	1,672	7.5	468	2.1
Piatt	16,679	2,769	16.6	1,268	7.6	334	2.0
Pike	16,436	3,106	18.9	1,561	9.5	592	3.6
Pope	4,399	911	20.7	370	8.4	79	1.8

**Appendix K, Continued:** Number & Proportion of Older Adults by County

County	Total Population	65+		75+		85+	
		Number	Percent	Number	Percent	Number	Percent
Pulaski	6,107	1,111	18.2	513	8.4	159	2.6
Putnam	5,968	1,056	17.7	460	7.7	143	2.4
Randolph	33,353	5,403	16.2	2,635	7.9	867	2.6
Richland	16,181	3,155	19.5	1,602	9.9	502	3.1
Rock Island	147,504	24,043	16.3	11,800	8.0	3,835	2.6
Saline	24,975	4,670	18.7	2,223	8.9	749	3.0
Sangamon	197,474	27,449	13.9	13,033	6.6	4,344	2.2
Schuyler	7,499	1,380	18.4	690	9.2	285	3.8
Scott	5,322	953	17.9	452	8.5	160	3.0
Shelby	22,316	4,285	19.2	2,053	9.2	580	2.6
St. Clair	268,873	33,609	12.5	16,401	6.1	4,840	1.8
Stark	5,983	1,232	20.6	604	10.1	221	3.7
Stephenson	47,532	9,031	19.0	4,563	9.6	1,378	2.9
Tazewell	135,201	21,091	15.6	10,410	7.7	2,974	2.2
Union	17,799	3,257	18.3	1,424	8.0	427	2.4
Vermilion	81,463	13,116	16.1	6,191	7.6	1,792	2.2
Wabash	11,935	2,148	18.0	1,110	9.3	382	3.2
Warren	17,723	2,960	16.7	1,436	8.1	514	2.9
Washington	14,692	2,542	17.3	1,234	8.4	426	2.9
Wayne	16,727	3,295	19.7	1,539	9.2	519	3.1
White	14,686	3,055	20.8	1,557	10.6	426	2.9
Whiteside	58,400	10,220	17.5	5,022	8.6	1,460	2.5
Will	677,669	63,701	9.4	26,429	3.9	7,454	1.1
Williamson	66,335	10,945	16.5	4,975	7.5	1,393	2.1
Winnebago	294,433	40,926	13.9	19,138	6.5	6,183	2.1
Woodford	38,736	5,733	14.8	2,905	7.5	1,046	2.7

Data Source: 2008-2012 Five-Year American Community Survey

**Appendix L: Number & Proportion of Residents Age 65 & Older Living Alone by County**

County	Living Alone Aged 65+	
	Number	Percent
Adams	3,427	46.4%
Alexander	362	43.8%
Bond	908	50.8%
Boone	1,212	33.1%
Brown	245	44.1%
Bureau	1,989	47.1%
Calhoun	269	43.2%
Carroll	926	44.2%
Cass	574	44.1%
Champaign	6,144	46.4%
Christian	1,946	47.3%
Clark	953	48.6%
Clay	707	44.1%
Clinton	1,697	47.0%
Coles	2,500	52.1%
Cook	190,211	47.9%
Crawford	1,153	51.4%
Cumberland	527	45.9%
De Witt	868	47.7%
DeKalb	3,246	49.9%
Douglas	908	46.9%
DuPage	27,560	42.8%
Edgar	1,118	50.1%
Edwards	415	51.6%
Effingham	2,100	57.3%
Fayette	999	46.0%
Ford	876	52.4%
Franklin	2,459	50.1%
Fulton	1,801	43.7%
Gallatin	356	47.2%
Greene	801	48.2%
Grundy	1,596	45.0%
Hamilton	532	48.9%
Hancock	1,054	43.0%
Hardin	329	53.6%
Henderson	426	42.1%
Henry	2,637	46.6%
Iroquois	1,618	44.8%
Jackson	2,106	48.5%

County	Living Alone Aged 65+	
	Number	Percent
Jasper	426	39.6%
Jefferson	1,903	46.8%
Jersey	915	40.5%
Jo Daviess	1,160	38.0%
Johnson	632	45.6%
Kane	12,539	41.0%
Kankakee	4,539	47.8%
Kendall	1,859	37.0%
Knox	3,524	53.6%
Lake	18,864	41.8%
LaSalle	5,592	46.3%
Lawrence	922	52.3%
Lee	1,641	47.0%
Livingston	1,848	48.8%
Logan	1,443	46.4%
Macon	5,414	46.4%
Macoupin	2,471	48.0%
Madison	11,614	46.3%
Marion	2,220	49.2%
Marshall	746	48.4%
Mason	927	49.7%
Massac	968	56.9%
McDonough	1,464	50.3%
McHenry	7,579	39.9%
McLean	5,196	46.4%
Menard	601	48.3%
Mercer	754	39.2%
Monroe	1,160	40.2%
Montgomery	1,712	50.0%
Morgan	1,713	46.2%
Moultrie	618	40.7%
Ogle	2,245	43.2%
Peoria	8,065	47.3%
Perry	1,142	49.6%
Piatt	793	45.2%
Pike	965	47.6%
Pope	204	33.7%
Pulaski	450	57.2%
Putnam	257	41.0%

County	Living Alone Aged 65+	
	Number	Percent
Randolph	1,748	50.8%
Richland	939	47.2%
Rock Island	8,196	50.7%
Saline	1,379	46.5%
Sangamon	9,055	50.4%
Schuyler	367	41.8%
Scott	305	52.4%
Shelby	1,251	45.2%
St. Clair	11,252	50.1%
Stark	308	40.2%
Stephenson	2,615	45.6%
Tazewell	5,975	43.2%
Union	943	46.2%
Vermilion	4,593	51.0%
Wabash	699	49.3%
Warren	954	48.8%
Washington	725	44.4%
Wayne	1,009	46.6%
White	849	44.1%
Whiteside	2,899	43.2%
Will	15,084	39.9%
Williamson	3,323	47.5%
Winnebago	11,675	45.4%
Woodford	1,253	36.7%



**Appendix M: Number & Proportion of Residents with a Disability**

County	Total Population	With a Disability	
		Number	Percent
Adams	65,736	9,122	13.9%
Alexander	7,736	1,752	22.6%
Bond	17,547	2,106	12.0%
Boone	53,825	4,525	8.4%
Brown	5,173	519	10.0%
Bureau	34,406	4,228	12.3%
Calhoun	4,993	839	16.8%
Carroll	15,096	2,120	14.0%
Cass	13,364	1,594	11.9%
Champaign	199,375	16,942	8.5%
Christian	33,067	4,513	13.6%
Clark	16,086	2,535	15.8%
Clay	13,608	1,970	14.5%
Clinton	35,709	3,999	11.2%
Coles	52,889	6,325	12.0%
Cook	5,155,227	522,915	10.1%
Crawford	18,977	3,118	16.4%
Cumberland	10,852	1,789	16.5%
De Witt	16,192	2,204	13.6%
DeKalb	104,055	7,737	7.4%
Douglas	19,699	2,033	10.3%
DuPage	912,088	70,476	7.7%
Edgar	18,220	2,806	15.4%
Edwards	6,656	1,020	15.3%
Effingham	33,865	4,054	12.0%
Fayette	21,201	2,956	13.9%
Ford	13,621	1,722	12.6%
Franklin	39,015	7,742	19.8%
Fulton	34,714	4,918	14.2%
Gallatin	5,560	1,197	21.5%
Greene	13,521	2,136	15.8%
Grundy	49,582	4,613	9.3%
Hamilton	8,332	1,436	17.2%
Hancock	18,840	2,841	15.1%
Hardin	4,224	1,256	29.7%
Henderson	7,188	1,121	15.6%
Henry	49,646	5,400	10.9%
Iroquois	29,047	3,716	12.8%

County	Total Population	With a Disability	
		Number	Percent
Jackson	59,121	6,484	11.0%
Jasper	9,627	1,352	14.0%
Jefferson	36,935	5,706	15.4%
Jersey	22,578	2,300	10.2%
Jo Daviess	22,494	2,851	12.7%
Johnson	10,611	2,007	18.9%
Kane	510,354	37,814	7.4%
Kankakee	111,053	15,478	13.9%
Kendall	113,720	7,276	6.4%
Knox	49,938	7,133	14.3%
Lake	685,169	51,558	7.5%
LaSalle	111,603	12,981	11.6%
Lawrence	10,957	1,732	15.8%
Lee	33,771	4,056	12.0%
Livingston	34,465	4,570	13.3%
Logan	24,110	3,186	13.2%
Macon	108,389	14,987	13.8%
Macoupin	47,009	6,937	14.8%
Madison	264,833	30,895	11.7%
Marion	38,652	7,204	18.6%
Marshall	12,287	1,562	12.7%
Mason	14,460	2,228	15.4%
Massac	15,155	2,826	18.6%
McDonough	32,208	3,428	10.6%
McHenry	306,873	23,425	7.6%
McLean	168,408	14,914	8.9%
Menard	12,517	1,521	12.2%
Mercer	16,206	1,918	11.8%
Monroe	32,733	3,154	9.6%
Montgomery	25,153	3,432	13.6%
Morgan	33,824	4,493	13.3%
Moultrie	14,524	1,858	12.8%
Ogle	52,768	5,385	10.2%
Peoria	183,625	19,971	10.9%
Perry	20,114	3,219	16.0%
Piatt	16,541	1,992	12.0%
Pike	15,891	2,568	16.2%
Pope	4,260	927	21.8%

**Appendix M, Continued:** Number & Proportion of Residents with a Disability

County	Total Population	With a Disability	
		Number	Percent
Pulaski	5,967	1,200	20.1%
Putnam	5,958	687	11.5%
Randolph	30,044	4,493	15.0%
Richland	16,012	2,653	16.6%
Rock Island	145,079	18,043	12.4%
Saline	24,201	4,851	20.0%
Sangamon	195,205	25,384	13.0%
Schuylar	7,413	1,056	14.2%
Scott	5,273	622	11.8%
Shelby	22,083	3,012	13.6%
St. Clair	261,967	36,068	13.8%
Stark	5,877	762	13.0%
Stephenson	46,846	6,843	14.6%
Tazewell	132,629	14,111	10.6%
Union	17,442	2,947	16.9%
Vermilion	79,939	12,076	15.1%
Wabash	11,825	1,939	16.4%
Warren	17,499	2,284	13.1%
Washington	14,456	2,021	14.0%
Wayne	16,586	2,563	15.5%
White	14,342	2,443	17.0%
Whiteside	57,539	8,011	13.9%
Will	672,035	51,683	7.7%
Williamson	64,386	10,105	15.7%
Winnebago	291,074	34,706	11.9%
Woodford	38,140	3,195	8.4%

**Appendix N: Proportion of Housing Types by County**

County	Total Units	Single Unit Homes	Multi-Unit Homes	Mobile Homes
Adams	26,700	80.6%	14.3%	5.1%
Alexander	3,084	66.8%	16.5%	16.7%
Bond	6,312	80.9%	9.1%	10.0%
Boone	17,864	82.2%	11.5%	6.3%
Brown	2,105	81.1%	14.1%	4.8%
Bureau	14,289	86.5%	11.2%	2.3%
Calhoun	2,071	85.4%	7.1%	7.5%
Carroll	6,739	84.4%	11.5%	4.1%
Cass	5,070	79.4%	9.1%	11.5%
Champaign	79,267	62.1%	33.9%	4.0%
Christian	14,196	83.8%	10.2%	6.0%
Clark	6,593	81.9%	8.0%	10.1%
Clay	5,591	73.8%	8.7%	17.6%
Clinton	14,058	83.9%	7.3%	8.8%
Coles	21,156	70.2%	23.9%	6.0%
Cook	1,933,670	48.0%	51.2%	0.7%
Crawford	7,741	83.2%	7.1%	9.8%
Cumberland	4,136	83.5%	4.1%	12.4%
De Witt	6,770	88.2%	8.3%	3.5%
DeKalb	37,959	69.5%	27.9%	2.6%
Douglas	7,613	85.1%	11.1%	3.8%
DuPage	335,532	73.8%	26.0%	0.2%
Edgar	7,879	85.3%	9.6%	5.2%
Edwards	2,742	77.9%	6.1%	16.0%
Effingham	13,643	82.3%	11.3%	6.4%
Fayette	8,191	79.5%	6.8%	13.7%
Ford	5,632	88.1%	8.1%	3.8%
Franklin	16,082	79.1%	7.9%	13.0%
Fulton	14,665	84.5%	11.2%	4.4%
Gallatin	2,364	74.3%	7.5%	18.2%
Greene	5,816	84.2%	8.5%	7.3%
Grundy	17,987	82.3%	12.7%	5.0%
Hamilton	3,501	79.2%	5.4%	15.4%
Hancock	8,053	85.0%	9.2%	5.8%
Hardin	1,903	71.0%	8.3%	20.7%
Henderson	3,219	83.8%	3.2%	13.0%
Henry	20,510	87.1%	10.1%	2.8%
Iroquois	11,935	87.2%	9.2%	3.6%
Jackson	23,496	58.1%	29.3%	12.6%

County	Total Units	Single Unit Homes	Multi-Unit Homes	Mobile Homes
Jasper	3,955	80.6%	5.4%	13.9%
Jefferson	15,178	69.8%	12.0%	18.2%
Jersey	8,736	85.0%	7.1%	7.9%
Jo Daviess	9,731	85.6%	10.8%	3.6%
Johnson	4,279	71.4%	7.4%	21.1%
Kane	170,069	80.4%	18.9%	0.6%
Kankakee	41,068	77.1%	17.1%	5.8%
Kendall	37,817	92.1%	7.7%	0.2%
Knox	21,736	79.2%	17.5%	3.3%
Lake	240,744	80.0%	18.3%	1.7%
LaSalle	44,709	83.7%	12.0%	4.3%
Lawrence	6,047	80.1%	10.4%	9.5%
Lee	13,686	82.4%	13.3%	4.3%
Livingston	14,374	81.6%	14.0%	4.4%
Logan	10,940	79.7%	16.3%	4.0%
Macon	45,074	81.5%	15.7%	2.8%
Macoupin	19,379	83.2%	8.7%	8.2%
Madison	106,933	81.5%	15.5%	3.0%
Marion	15,958	70.6%	10.0%	19.4%
Marshall	5,092	91.2%	7.0%	1.8%
Mason	6,400	84.4%	7.4%	8.2%
Massac	6,157	74.8%	7.8%	17.3%
McDonough	12,798	69.0%	24.8%	6.1%
McHenry	108,950	88.9%	10.5%	0.5%
McLean	63,709	68.7%	26.8%	4.5%
Menard	5,062	86.3%	8.5%	5.2%
Mercer	6,768	88.8%	7.5%	3.7%
Monroe	12,457	87.8%	9.8%	2.4%
Montgomery	11,547	84.1%	10.2%	5.7%
Morgan	13,919	77.8%	16.2%	6.0%
Moultrie	5,615	86.9%	7.7%	5.4%
Ogle	20,728	83.0%	13.1%	3.9%
Peoria	75,847	76.1%	22.3%	1.6%
Perry	8,136	78.1%	8.9%	13.0%
Piatt	6,428	89.8%	5.9%	4.3%
Pike	6,610	83.2%	7.5%	9.2%
Pope	1,793	71.7%	7.4%	20.9%
Pulaski	2,414	65.5%	14.0%	20.5%

Data Source: 2008-2012 Five-Year American Community Survey

**Appendix N, Continued:** Proportion of Housing Types by County

County	Total Units	Single Unit Homes	Multi-Unit Homes	Mobile Homes
Putnam	2,453	85.6%	9.8%	4.6%
Randolph	11,820	77.6%	8.9%	13.5%
Richland	6,658	79.5%	8.9%	11.6%
Rock Island	60,670	76.7%	20.8%	2.5%
Saline	10,347	77.3%	9.2%	13.4%
Sangamon	82,402	78.0%	17.0%	4.9%
Schuyler	3,086	86.6%	5.3%	8.2%
Scott	2,118	83.2%	8.4%	8.4%
Shelby	8,995	86.1%	5.7%	8.3%
St. Clair	102,936	75.0%	19.3%	5.7%
Stark	2,438	89.3%	6.5%	4.2%
Stephenson	19,633	78.2%	17.7%	4.1%
Tazewell	54,308	84.8%	13.2%	2.0%
Union	6,858	74.8%	8.9%	16.3%
Vermilion	31,863	81.0%	13.3%	5.7%
Wabash	4,759	81.5%	8.4%	10.1%
Warren	6,882	84.8%	12.2%	3.0%
Washington	6,024	86.7%	3.1%	10.2%
Wayne	7,126	70.6%	6.8%	22.6%
White	6,257	80.2%	7.8%	12.1%
Whiteside	23,390	83.9%	13.1%	3.1%
Will	222,092	87.4%	11.3%	1.3%
Williamson	26,813	73.7%	15.8%	10.5%
Winnebago	113,119	74.7%	23.4%	1.9%
Woodford	14,251	88.5%	7.6%	3.9%

**Appendix O: Cost-Burdened Homeowners Age 65 and Older**

County	Householders Age 65 and Older			County	Householders Age 65 and Older		
	Total Households	Number Cost-Burdened	Percent Cost-Burdened		Total Households	Number Cost-Burdened	Percent Cost-Burdened
Adams	5,895	1,317	22.3%	Jasper	975	216	22.2%
Alexander	672	168	25.0%	Jefferson	3,284	617	18.8%
Bond	1,459	275	18.8%	Jersey	1,855	366	19.7%
Boone	3,273	950	29.0%	Jo Daviess	2,678	682	25.5%
Brown	493	91	18.5%	Johnson	1,173	227	19.4%
Bureau	3,483	707	20.3%	Kane	25,794	9,531	37.0%
Calhoun	544	123	22.6%	Kankakee	7,672	1,964	25.6%
Carroll	1,766	333	18.9%	Kendall	4,336	1,392	32.1%
Cass	1,120	199	17.8%	Knox	4,917	991	20.2%
Champaign	10,659	1,955	18.3%	Lake	37,242	14,334	38.5%
Christian	3,302	635	19.2%	LaSalle	10,228	2,549	24.9%
Clark	1,635	244	14.9%	Lawrence	1,425	270	18.9%
Clay	1,379	268	19.4%	Lee	2,845	685	24.1%
Clinton	3,098	770	24.9%	Livingston	3,177	633	19.9%
Coles	3,941	775	19.7%	Logan	2,603	434	16.7%
Cook	293,963	110,469	37.6%	Macon	9,776	1,893	19.4%
Crawford	1,985	383	19.3%	Macoupin	4,285	938	21.9%
Cumberland	1,020	247	24.2%	Madison	20,599	4,456	21.6%
De Witt	1,558	270	17.3%	Marion	3,667	721	19.7%
DeKalb	5,128	1,617	31.5%	Marshall	1,349	288	21.3%
Douglas	1,635	307	18.8%	Mason	1,646	371	22.5%
DuPage	53,430	18,069	33.8%	Massac	1,414	311	22.0%
Edgar	1,898	336	17.7%	McDonough	2,468	393	15.9%
Edwards	726	111	15.3%	McHenry	16,832	6,397	38.0%
Effingham	3,034	674	22.2%	McLean	9,168	1,903	20.8%
Fayette	1,946	372	19.1%	Menard	1,011	227	22.5%
Ford	1,360	217	16.0%	Mercer	1,657	293	17.7%
Franklin	4,157	807	19.4%	Monroe	2,428	604	24.9%
Fulton	3,634	624	17.2%	Montgomery	2,804	497	17.7%
Gallatin	628	86	13.7%	Morgan	2,912	440	15.1%
Greene	1,465	325	22.2%	Moultrie	1,294	251	19.4%
Grundy	2,981	810	27.2%	Ogle	4,411	1,267	28.7%
Hamilton	926	148	16.0%	Peoria	13,791	2,816	20.4%
Hancock	2,140	462	21.6%	Perry	1,892	356	18.8%
Hardin	501	93	18.6%	Piatt	1,576	291	18.5%
Henderson	921	163	17.7%	Pike	1,664	281	16.9%
Henry	4,712	920	19.5%	Pope	523	89	17.0%
Iroquois	2,858	522	18.3%	Pulaski	685	154	22.5%
Jackson	3,531	503	14.2%	Putnam	567	97	17.1%

Data Source: 2008-2012 Five-Year American Community Survey

**Appendix O, Continued:** Cost Burdened Homeowners Age 65 and Older

County	Householders Age 65 and Older		
	Total Households	Number Cost-Burdened	Percent Cost-Burdened
Randolph	2,899	535	18.5%
Richland	1,631	318	19.5%
Rock Island	12,622	2,771	22.0%
Saline	2,446	496	20.3%
Sangamon	14,589	2,782	19.1%
Schuyler	751	87	11.6%
Scott	465	67	14.4%
Shelby	2,404	565	23.5%
St. Clair	17,981	4,178	23.2%
Stark	694	112	16.1%
Stephenson	4,744	1,223	25.8%
Tazewell	11,546	2,078	18.0%
Union	1,679	285	17.0%
Vermilion	7,250	1,298	17.9%
Wabash	1,151	280	24.3%
Warren	1,614	369	22.9%
Washington	1,404	251	17.9%
Wayne	1,882	449	23.9%
White	1,692	208	12.3%
Whiteside	5,680	935	16.5%
Will	32,727	11,352	34.7%
Williamson	5,632	931	16.5%
Winnebago	19,994	5,360	26.8%
Woodford	2,868	510	17.8%



**Appendix P: Rent-Burdened Households Age 65 and Older**

County	Householders Age 65 and Older		
	Total Households	Number Rent-Burdened	Percent Rent-Burdened
Adams	1,486	658	44.3%
Alexander	154	42	27.3%
Bond	329	130	39.5%
Boone	392	148	37.8%
Brown	63	29	46.0%
Bureau	744	375	50.4%
Calhoun	79	20	25.3%
Carroll	328	126	38.4%
Cass	181	68	37.6%
Champaign	2,572	1,377	53.5%
Christian	814	291	35.7%
Clark	324	109	33.6%
Clay	224	87	38.8%
Clinton	510	263	51.6%
Coles	857	285	33.3%
Cook	103,081	62,701	60.8%
Crawford	257	126	49.0%
Cumberland	128	36	28.1%
DeKalb	1,376	743	54.0%
De Witt	260	103	39.6%
Douglas	299	146	48.8%
DuPage	10,900	6,441	59.1%
Edgar	333	96	28.8%
Edwards	79	30	38.0%
Effingham	629	175	27.8%
Fayette	225	88	39.1%
Ford	312	116	37.2%
Franklin	753	302	40.1%
Fulton	489	208	42.5%
Gallatin	126	37	29.4%
Greene	196	51	26.0%
Grundy	562	265	47.2%
Hamilton	162	78	48.1%
Hancock	309	77	24.9%
Hardin	113	32	28.3%
Henderson	90	20	22.2%
Henry	941	458	48.7%
Iroquois	753	427	56.7%
Jackson	808	320	39.6%

County	Householders Age 65 and Older		
	Total Households	Number Rent-Burdened	Percent Rent-Burdened
Jasper	101	50	49.5%
Jefferson	780	303	38.8%
Jersey	405	195	48.1%
Jo Daviess	373	161	43.2%
Johnson	212	89	42.0%
Kane	4,765	3,185	66.8%
Kankakee	1,832	1,025	55.9%
Kendall	686	289	42.1%
Knox	1,661	932	56.1%
Lake	7,863	4,677	59.5%
LaSalle	1,845	790	42.8%
Lawrence	339	178	52.5%
Lee	647	216	33.4%
Livingston	607	229	37.7%
Logan	509	213	41.8%
McDonough	443	166	37.5%
McHenry	2,147	1,232	57.4%
McLean	2,035	958	47.1%
Macon	1,882	981	52.1%
Macoupin	858	344	40.1%
Madison	4,477	2,445	54.6%
Marion	844	460	54.5%
Marshall	191	60	31.4%
Mason	219	77	35.2%
Massac	288	157	54.5%
Menard	233	63	27.0%
Mercer	268	84	31.3%
Monroe	458	235	51.3%
Montgomery	623	270	43.3%
Morgan	794	321	40.4%
Moultrie	226	115	50.9%
Ogle	785	286	36.4%
Peoria	3,257	1,672	51.3%
Perry	411	104	25.3%
Piatt	180	70	38.9%
Pike	363	146	40.2%
Pope	83	19	22.9%
Pulaski	102	74	72.5%
Putnam	60	24	40.0%

Data Source: 2008-2012 Five-Year American Community Survey

**Appendix P, Continued:** Rent-Burdened Households Age 65 and Older

County	Householders Age 65 and Older		
	Total Households	Number Rent-Burdened	Percent Rent-Burdened
Randolph	544	221	40.6%
Richland	360	131	36.4%
Rock Island	3,537	1,749	49.4%
St. Clair	4,458	2,479	55.6%
Saline	520	268	51.5%
Sangamon	3,390	1,932	57.0%
Schuyler	126	45	35.7%
Scott	117	23	19.7%
Shelby	364	132	36.3%
Stark	73	12	16.4%
Stephenson	995	465	46.7%
Tazewell	2,282	919	40.3%
Union	360	120	33.3%
Vermilion	1,750	826	47.2%
Wabash	268	81	30.2%
Warren	339	173	51.0%
Washington	230	105	45.7%
Wayne	284	104	36.6%
White	235	100	42.6%
Whiteside	1,027	455	44.3%
Will	5,048	3,084	61.1%
Williamson	1,371	645	47.0%
Winnebago	5,737	3,070	53.5%
Woodford	542	258	47.6%

**Appendix Q: Means of Transportation to Work**

County	Means of Transportation					
	Drove Alone	Carpooled	Public Transit	Walked	Taxi, Bicycle, Other	Worked at Home
Adams	82.6%	9.7%	0.5%	3.0%	1.2%	2.9%
Alexander	83.2%	9.8%	2.5%	1.7%	2.2%	0.6%
Bond	79.6%	7.8%	1.9%	4.8%	0.8%	5.0%
Boone	83.5%	9.5%	0.2%	1.3%	1.7%	3.8%
Brown	86.7%	3.7%	2.4%	1.1%	2.3%	3.8%
Bureau	81.1%	11.3%	0.4%	3.1%	1.1%	2.9%
Calhoun	74.6%	15.7%	0.0%	1.3%	2.0%	6.4%
Carroll	81.0%	9.1%	0.4%	2.9%	0.8%	5.8%
Cass	77.8%	14.4%	0.3%	1.8%	0.8%	4.9%
Champaign	68.3%	8.8%	6.1%	8.7%	3.1%	4.9%
Christian	82.1%	10.7%	0.9%	1.7%	0.8%	3.8%
Clark	83.5%	8.8%	0.0%	1.2%	1.4%	5.1%
Clay	83.2%	8.4%	0.2%	3.4%	1.6%	3.2%
Clinton	82.6%	11.0%	0.6%	2.0%	0.9%	2.8%
Coles	76.4%	10.7%	1.0%	6.5%	1.4%	4.0%
Cook	62.6%	9.4%	17.7%	4.3%	2.0%	4.0%
Crawford	84.1%	9.4%	0.5%	2.0%	1.5%	2.5%
Cumberland	79.5%	10.5%	0.0%	0.7%	1.1%	8.2%
De Witt	83.5%	10.6%	0.2%	1.9%	0.7%	3.1%
DeKalb	78.0%	9.8%	2.2%	4.5%	1.5%	4.1%
Douglas	73.4%	12.6%	0.0%	3.6%	4.8%	5.6%
DuPage	78.1%	7.7%	6.4%	1.8%	1.2%	4.7%
Edgar	79.1%	10.5%	0.2%	3.7%	1.1%	5.4%
Edwards	82.8%	8.6%	0.3%	3.4%	1.8%	3.2%
Effingham	82.0%	9.9%	0.2%	1.5%	1.7%	4.7%
Fayette	80.0%	9.3%	0.4%	2.4%	2.3%	5.6%
Ford	81.0%	12.0%	0.1%	3.1%	0.8%	3.2%
Franklin	85.6%	8.2%	0.4%	2.0%	1.1%	2.6%
Fulton	81.7%	11.3%	0.1%	3.2%	1.2%	2.6%
Gallatin	83.7%	8.4%	0.8%	1.2%	1.3%	4.5%
Greene	75.3%	15.1%	0.0%	4.0%	1.1%	4.5%
Grundy	85.4%	7.9%	0.9%	1.5%	1.0%	3.3%
Hamilton	78.4%	13.7%	0.2%	0.9%	0.0%	6.8%
Hancock	80.5%	9.4%	0.1%	2.6%	0.7%	6.8%
Hardin	83.8%	7.5%	0.7%	2.2%	1.1%	4.6%
Henderson	78.6%	10.8%	0.5%	3.0%	0.5%	6.7%
Henry	82.7%	11.2%	0.1%	1.6%	1.0%	3.4%
Iroquois	79.3%	9.4%	0.3%	3.6%	1.4%	6.1%
Jackson	78.4%	8.2%	0.6%	7.6%	2.5%	2.7%

Data Source: 2008-2012 Five-Year American Community Survey

**Appendix Q, Continued:** Means of Transportation to Work

County	Means of Transportation					
	Drove Alone	Carpooled	Public Transit	Walked	Taxi, Bicycle, Other	Worked at Home
Jasper	79.8%	8.4%	0.0%	2.7%	0.8%	8.3%
Jefferson	82.8%	9.1%	0.6%	1.9%	2.2%	3.5%
Jersey	83.7%	8.3%	0.1%	2.7%	0.5%	4.7%
Jo Daviess	78.3%	9.3%	0.6%	4.4%	0.9%	6.5%
Johnson	86.1%	7.8%	0.3%	1.8%	0.8%	3.2%
Kane	80.5%	8.8%	2.6%	1.5%	1.8%	4.7%
Kankakee	81.1%	9.3%	2.0%	2.8%	1.3%	3.6%
Kendall	84.1%	7.0%	2.7%	0.5%	1.0%	4.6%
Knox	83.1%	7.7%	0.4%	3.9%	1.8%	3.0%
Lake	76.2%	9.1%	4.2%	2.8%	1.4%	6.4%
LaSalle	84.1%	8.8%	0.2%	2.6%	1.3%	3.0%
Lawrence	79.0%	14.8%	0.5%	1.7%	1.3%	2.6%
Lee	81.6%	10.2%	1.2%	1.7%	0.9%	4.4%
Livingston	83.3%	9.1%	0.2%	2.9%	1.0%	3.6%
Logan	83.3%	9.2%	0.6%	3.3%	1.5%	2.0%
Macon	85.9%	7.1%	1.1%	2.2%	1.8%	1.9%
Macoupin	83.2%	9.7%	0.3%	3.0%	0.8%	3.0%
Madison	85.8%	7.1%	1.4%	1.2%	1.1%	3.3%
Marion	81.5%	10.0%	0.5%	2.0%	1.9%	4.1%
Marshall	79.6%	12.1%	0.1%	2.9%	1.4%	4.0%
Mason	80.4%	10.6%	0.1%	3.3%	1.8%	3.8%
Massac	86.2%	7.5%	0.7%	1.9%	1.6%	2.1%
McDonough	76.3%	8.6%	1.1%	7.9%	2.3%	3.7%
McHenry	82.3%	7.5%	2.8%	1.2%	1.0%	5.1%
McLean	79.7%	8.8%	1.6%	5.1%	1.6%	3.2%
Menard	77.7%	15.3%	0.0%	1.4%	0.7%	4.9%
Mercer	79.7%	11.4%	0.0%	1.9%	1.4%	5.5%
Monroe	83.8%	10.7%	0.8%	1.4%	0.2%	3.1%
Montgomery	81.0%	9.6%	0.2%	2.6%	0.8%	5.8%
Morgan	79.9%	11.4%	0.3%	3.4%	1.5%	3.4%
Moultrie	78.4%	8.1%	0.0%	2.5%	6.0%	4.9%
Ogle	82.2%	9.9%	0.5%	2.8%	1.0%	3.6%
Peoria	83.1%	8.3%	2.0%	2.3%	1.5%	2.7%
Perry	83.4%	11.4%	0.9%	1.3%	0.8%	2.3%
Piatt	81.9%	9.5%	0.2%	3.4%	1.1%	3.9%
Pike	75.7%	12.5%	0.7%	3.5%	2.2%	5.4%
Pope	77.2%	14.5%	0.2%	2.5%	0.9%	4.9%
Pulaski	84.6%	8.5%	1.6%	2.3%	0.0%	3.0%
Putnam	80.7%	13.6%	0.0%	1.1%	0.5%	4.2%

Data Source: 2008-2012 Five-Year American Community Survey

**Appendix Q, Continued:** Means of Transportation to Work

County	Means of Transportation					
	Drove Alone	Carpooled	Public Transit	Walked	Taxi, Bicycle, Other	Worked at Home
Randolph	82.1%	11.6%	0.1%	2.2%	0.7%	3.2%
Richland	83.1%	8.9%	0.6%	2.0%	1.7%	3.6%
Rock Island	83.4%	8.6%	1.5%	2.3%	1.4%	2.8%
Saline	84.6%	8.6%	0.5%	1.3%	1.5%	3.5%
Sangamon	82.2%	10.0%	1.6%	1.9%	1.1%	3.1%
Schuyler	79.6%	11.7%	0.4%	4.1%	0.7%	3.6%
Scott	78.3%	9.9%	0.1%	3.5%	0.3%	7.9%
Shelby	82.4%	8.3%	0.1%	1.7%	0.7%	6.8%
St. Clair	81.6%	8.5%	3.8%	1.8%	1.3%	2.9%
Stark	76.4%	11.3%	0.3%	2.7%	0.9%	8.3%
Stephenson	80.0%	10.4%	0.8%	2.7%	1.3%	4.7%
Tazewell	85.4%	9.0%	0.5%	1.7%	0.7%	2.8%
Union	79.9%	13.0%	0.7%	3.2%	0.8%	2.5%
Vermilion	81.7%	10.0%	0.9%	3.0%	1.2%	3.2%
Wabash	81.8%	10.5%	0.5%	1.0%	2.9%	3.4%
Warren	76.2%	10.7%	0.4%	5.6%	1.9%	5.2%
Washington	83.5%	7.7%	0.2%	2.9%	0.8%	4.9%
Wayne	83.1%	9.3%	0.3%	2.6%	1.1%	3.6%
White	82.4%	10.3%	0.8%	2.4%	1.0%	3.1%
Whiteside	82.5%	9.8%	0.8%	1.7%	2.0%	3.2%
Will	82.2%	7.5%	4.1%	0.9%	1.2%	4.0%
Williamson	86.4%	8.7%	0.5%	1.2%	1.0%	2.1%
Winnebago	84.5%	8.8%	1.0%	1.2%	1.1%	3.4%
Woodford	83.3%	9.9%	0.1%	1.9%	1.4%	3.5%

**Appendix R: Households without a Vehicle**

County	All Households			Households Age 65+		
	Total Households	No Vehicle		Total Households	No Vehicle	
		Number	Percent		Number	Percent
Adams	26,700	1,717	6.4%	7,381	671	9.1%
Alexander	3,084	454	14.7%	826	105	12.7%
Bond	6,312	369	5.8%	1,788	231	12.9%
Boone	17,864	715	4.0%	3,665	228	6.2%
Brown	2,105	115	5.5%	556	53	9.5%
Bureau	14,289	875	6.1%	4,227	464	11.0%
Calhoun	2,071	61	2.9%	623	19	3.0%
Carroll	6,739	333	4.9%	2,094	172	8.2%
Cass	5,070	231	4.6%	1,301	112	8.6%
Champaign	79,267	8,834	11.1%	13,231	1,474	11.1%
Christian	14,196	851	6.0%	4,116	355	8.6%
Clark	6,593	341	5.2%	1,959	114	5.8%
Clay	5,591	227	4.1%	1,603	131	8.2%
Clinton	14,058	629	4.5%	3,608	369	10.2%
Coles	21,156	1,629	7.7%	4,798	526	11.0%
Cook	1,933,670	341,453	17.7%	397,044	97,870	24.6%
Crawford	7,741	372	4.8%	2,242	182	8.1%
Cumberland	4,136	171	4.1%	1,148	84	7.3%
De Witt	6,770	233	3.4%	1,818	79	4.3%
DeKalb	37,959	2,519	6.6%	6,504	846	13.0%
Douglas	7,613	803	10.5%	1,934	225	11.6%
DuPage	335,532	13,498	4.0%	64,330	7,538	11.7%
Edgar	7,879	566	7.2%	2,231	232	10.4%
Edwards	2,742	190	6.9%	805	22	2.7%
Effingham	13,643	728	5.3%	3,663	326	8.9%
Fayette	8,191	343	4.2%	2,171	168	7.7%
Ford	5,632	338	6.0%	1,672	226	13.5%
Franklin	16,082	1,183	7.4%	4,910	432	8.8%
Fulton	14,665	799	5.4%	4,123	378	9.2%
Gallatin	2,364	134	5.7%	754	54	7.2%
Greene	5,816	283	4.9%	1,661	118	7.1%
Grundy	17,987	828	4.6%	3,543	311	8.8%
Hamilton	3,501	101	2.9%	1,088	62	5.7%
Hancock	8,053	309	3.8%	2,449	169	6.9%
Hardin	1,903	138	7.3%	614	56	9.1%
Henderson	3,219	158	4.9%	1,011	88	8.7%
Henry	20,510	1,160	5.7%	5,653	556	9.8%
Iroquois	11,935	596	5.0%	3,611	361	10.0%

**Appendix R, Continued:** Households without a Vehicle

County	All Households			Households Age 65+		
	Total Households	No Vehicle		Total Households	No Vehicle	
		Number	Percent		Number	Percent
Jackson	23,496	2,520	10.7%	4,339	577	13.3%
Jasper	3,955	182	4.6%	1,076	82	7.6%
Jefferson	15,178	1,335	8.8%	4,064	519	12.8%
Jersey	8,736	300	3.4%	2,260	194	8.6%
Jo Daviess	9,731	567	5.8%	3,051	206	6.8%
Johnson	4,279	190	4.4%	1,385	140	10.1%
Kane	170,069	8,364	4.9%	30,559	3,743	12.2%
Kankakee	41,068	2,844	6.9%	9,504	1,198	12.6%
Kendall	37,817	816	2.2%	5,022	360	7.2%
Knox	21,736	2,067	9.5%	6,578	865	13.1%
Lake	240,744	11,849	4.9%	45,105	5,307	11.8%
LaSalle	44,709	2,503	5.6%	12,073	1,276	10.6%
Lawrence	6,047	219	3.6%	1,764	147	8.3%
Lee	13,686	859	6.3%	3,492	309	8.8%
Livingston	14,374	887	6.2%	3,784	357	9.4%
Logan	10,940	696	6.4%	3,112	297	9.5%
Macon	45,074	4,042	9.0%	11,658	1,251	10.7%
Macoupin	19,379	992	5.1%	5,143	426	8.3%
Madison	106,933	6,325	5.9%	25,076	2,601	10.4%
Marion	15,958	1,224	7.7%	4,511	458	10.2%
Marshall	5,092	182	3.6%	1,540	70	4.5%
Mason	6,400	396	6.2%	1,865	136	7.3%
Massac	6,157	430	7.0%	1,702	290	17.0%
McDonough	12,798	920	7.2%	2,911	315	10.8%
McHenry	108,950	3,199	2.9%	18,979	1,637	8.6%
McLean	63,709	3,971	6.2%	11,203	1,141	10.2%
Menard	5,062	264	5.2%	1,244	123	9.9%
Mercer	6,768	299	4.4%	1,925	171	8.9%
Monroe	12,457	440	3.5%	2,886	286	9.9%
Montgomery	11,547	635	5.5%	3,427	348	10.2%
Morgan	13,919	807	5.8%	3,706	400	10.8%
Moultrie	5,615	530	9.4%	1,520	158	10.4%
Ogle	20,728	1,002	4.8%	5,196	415	8.0%
Peoria	75,847	7,027	9.3%	17,048	2,055	12.1%
Perry	8,136	384	4.7%	2,303	183	7.9%
Piatt	6,428	261	4.1%	1,756	128	7.3%
Pike	6,610	282	4.3%	2,027	151	7.4%
Pope	1,793	144	8.0%	606	65	10.7%



**Appendix R, Continued:** Households without a Vehicle

County	All Households			Households Age 65+		
	Total Households	No Vehicle		Total Households	No Vehicle	
		Number	Percent		Number	Percent
Pulaski	2,414	279	11.6%	787	144	18.3%
Putnam	2,453	72	2.9%	627	35	5.6%
Randolph	11,820	622	5.3%	3,443	343	10.0%
Richland	6,658	429	6.4%	1,991	266	13.4%
Rock Island	60,670	5,592	9.2%	16,159	2,365	14.6%
Saline	10,347	870	8.4%	2,966	327	11.0%
Sangamon	82,402	5,797	7.0%	17,979	2,188	12.2%
Schuyler	3,086	167	5.4%	877	66	7.5%
Scott	2,118	96	4.5%	582	64	11.0%
Shelby	8,995	520	5.8%	2,768	295	10.7%
St. Clair	102,936	8,737	8.5%	22,439	3,142	14.0%
Stark	2,438	76	3.1%	767	23	3.0%
Stephenson	19,633	1,747	8.9%	5,739	605	10.5%
Tazewell	54,308	2,736	5.0%	13,828	1,288	9.3%
Union	6,858	466	6.8%	2,039	195	9.6%
Vermilion	31,863	3,263	10.2%	9,000	1,091	12.1%
Wabash	4,759	273	5.7%	1,419	168	11.8%
Warren	6,882	409	5.9%	1,953	187	9.6%
Washington	6,024	219	3.6%	1,634	149	9.1%
Wayne	7,126	403	5.7%	2,166	201	9.3%
White	6,257	409	6.5%	1,927	126	6.5%
Whiteside	23,390	1,504	6.4%	6,707	635	9.5%
Will	222,092	9,069	4.1%	37,775	4,515	12.0%
Williamson	26,813	1,942	7.2%	7,003	827	11.8%
Winnebago	113,119	9,091	8.0%	25,731	3,278	12.7%
Woodford	14,251	497	3.5%	3,410	182	5.3%

**Appendix S: HSTP Regions and AAA Areas**



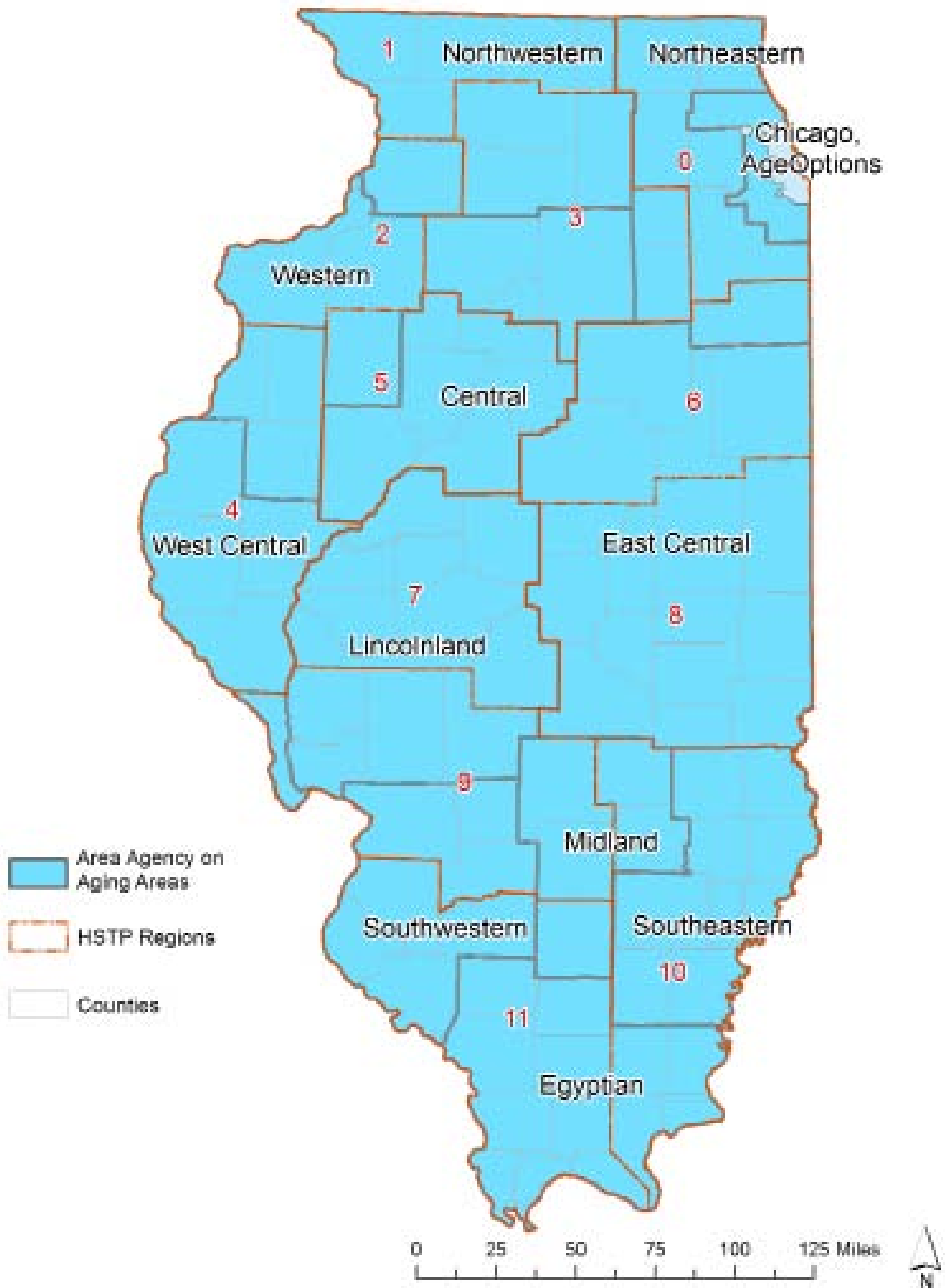
HSTP  
Regions



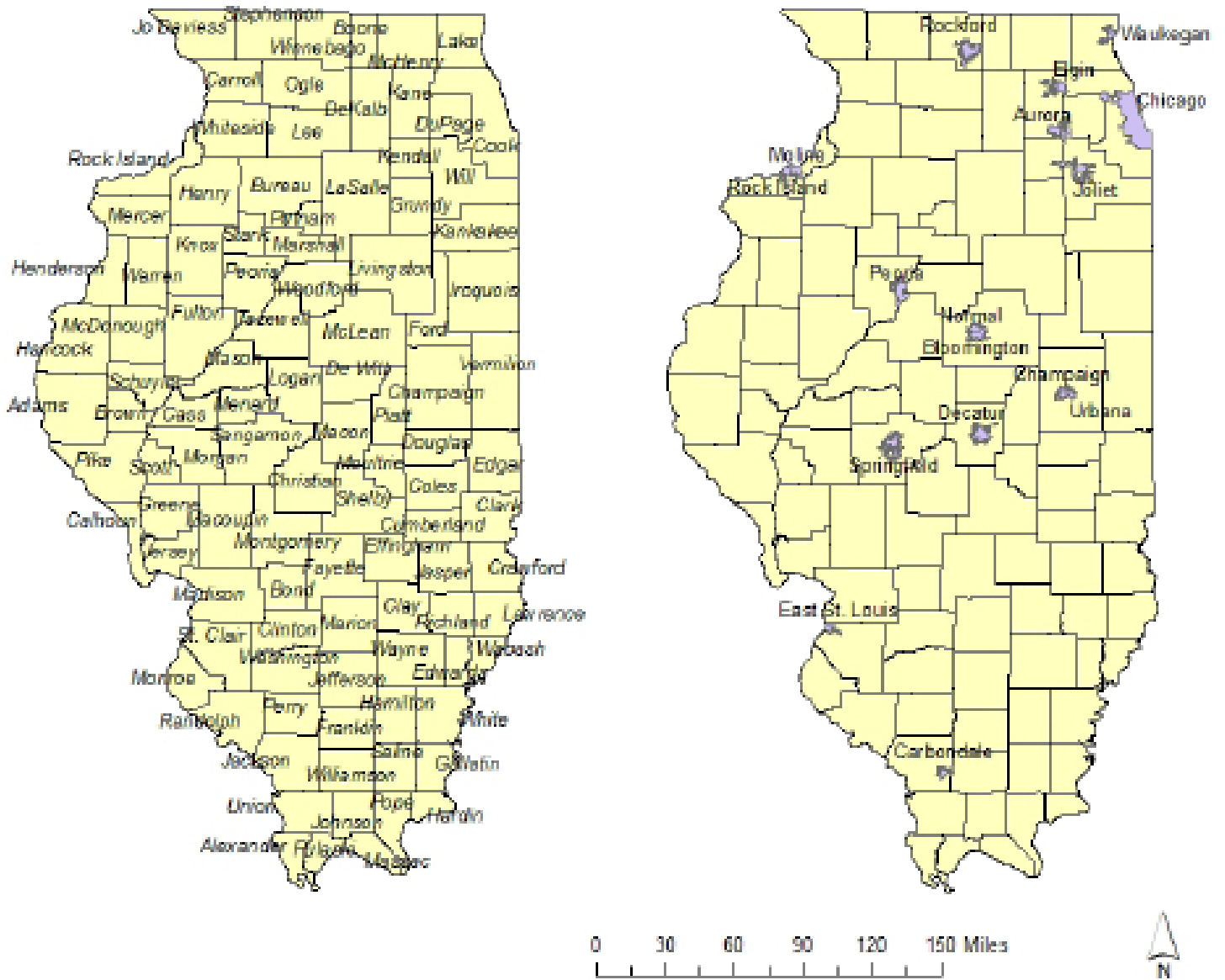
AAA  
Areas



**Appendix T:** Overlaid HSTP Regions and AAA Areas



**Appendix U: Counties and Selected Cities in Illinois**



**Appendix V: Institutional Review Board Exemption**

UNIVERSITY OF ILLINOIS  
AT CHICAGO

Office for the Protection of Research Subjects (OPRS)  
Office of the Vice Chancellor for Research (MC 672)  
203 Administrative Office Building  
1737 West Polk Street  
Chicago, Illinois 60612-7227

**Exemption Granted**

July 8, 2014

Yitayih Zelalem, JD, LLM, MS  
Nathalie P. Voorhees Center  
400 S. Peoria Street, Suite 2100, M/C 345  
Chicago, IL 60607  
Phone: (312) 996-6674 / Fax: (312) 996-5766

**RE: Research Protocol # 2014-0541**  
**"Transportation Needs of an Aging Population in Illinois"**

**Sponsors:** UIC Urban Transportation Center  
**PAF#:** Not available  
**Grant/Contract No:** Not available  
**Grant/Contract Title:** Transportation Needs Assessment

Dear Yitayih Zelalem:

Your Claim of Exemption was reviewed on July 8, 2014 and it was determined that your research meets the criteria for exemption. You may now begin your research.

**Exemption Period:** July 8, 2014 – July 8, 2017  
**Performance Site:** UIC  
**Subject Population:** Adult (18+ years) subjects only  
**Number of Subjects:** 25

**The specific exemption category under 45 CFR 46.101(b) is:**

(2) Research involving the use of educational tests (cognitive, diagnostic, aptitude, achievement), survey procedures, interview procedures or observation of public behavior, unless: (i) information obtained is recorded in such a manner that human subjects can be identified, directly or through identifiers linked to the subjects; and (ii) any disclosure of the human subjects' responses outside the research could reasonably place the subjects at risk of criminal or civil liability or be damaging to the subjects' financial standing, employability, or reputation.

**Please note the Review History of this submission:**

Receipt Date	Submission Type	Review Process	Review Date	Review Action
06/03/2014	Initial Review	Exempt	06/12/2014	Modifications Required
06/20/2014	Response to Modifications	Exempt	07/08/2014	Approved

**Appendix V, Continued:** Institutional Review Board Exemption

2014-0541

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July 8, 2014

You are reminded that investigators whose research involving human subjects is determined to be exempt from the federal regulations for the protection of human subjects still have responsibilities for the ethical conduct of the research under state law and UIC policy. Please be aware of the following UIC policies and responsibilities for investigators:

1. Amendments You are responsible for reporting any amendments to your research protocol that may affect the determination of the exemption and may result in your research no longer being eligible for the exemption that has been granted.
2. Record Keeping You are responsible for maintaining a copy all research related records in a secure location in the event future verification is necessary, at a minimum these documents include: the research protocol, the claim of exemption application, all questionnaires, survey instruments, interview questions and/or data collection instruments associated with this research protocol, recruiting or advertising materials, any consent forms or information sheets given to subjects, or any other pertinent documents.
3. Final Report When you have completed work on your research protocol, you should submit a final report to the Office for Protection of Research Subjects (OPRS).
4. Information for Human Subjects UIC Policy requires investigators to provide information about the research protocol to subjects and to obtain their permission prior to their participating in the research. The information about the research protocol should be presented to subjects in writing or orally from a written script. When appropriate, the following information must be provided to all research subjects participating in exempt studies:
  - a. The researchers affiliation; UIC, JBVMAC or other institutions,
  - b. The purpose of the research,
  - c. The extent of the subject's involvement and an explanation of the procedures to be followed,
  - d. Whether the information being collected will be used for any purposes other than the proposed research,
  - e. A description of the procedures to protect the privacy of subjects and the confidentiality of the research information and data,
  - f. Description of any reasonable foreseeable risks,
  - g. Description of anticipated benefit,
  - h. A statement that participation is voluntary and subjects can refuse to participate or can stop at any time,
  - i. A statement that the researcher is available to answer any questions that the subject may have and which includes the name and phone number of the investigator(s).
  - j. A statement that the UIC IRB/OPRS or JBVMAC Patient Advocate Office is available if there are questions about subject's rights, which includes the appropriate phone numbers.

Please be sure to:

→ Use your research protocol number (2014-0541) on any documents or correspondence with the IRB concerning your research protocol.

**Appendix V, Continued:** Institutional Review Board Exemption

2014-0541

Page 3 of 3

July 8, 2014

We wish you the best as you conduct your research. If you have any questions or need further help, please contact the OPRS office at (312) 996-1711 or me at (312) 355-2908. Please send any correspondence about this protocol to OPRS at 203 AOB, M/C 672.

Sincerely,

Charles W. Hoehne, B.S., C.I.P.  
Assistant Director  
Office for the Protection of Research Subjects

cc: Patricia A. Wright, Nathalie P. Voorhees Center, M/C 345



**Appendix W: Stakeholder Conversations**

1. Bert Weber & Betsy Creamer – Illinois Department of Aging – February 20, 2014
2. Lise Dirks – University of Illinois at Chicago – March 31, 2014
3. Sylvia Mahle – South Central/Midland Area Agency on Aging (Planning & Service Area 9) – April 8, 2014
4. John Edmondson – Illinois Department of Transportation – April 11, 2014
5. Kiyeon Koch – Southwestern Area on Aging (Planning & Service Area 8) – April 14, 2014
6. Bill Jung – RIDES Mass Transit District – April 15, 2014
7. Barbara Eskildsen – Western Illinois Area Agency on Aging (Planning & Service Area 3) – April 16, 2014
8. Renee Razo – Central Illinois Area Agency on Aging (Planning & Service Area 4) – April 16, 2014
9. Eileen Sierra-Brown – Champaign County Regional Planning Commission/HSTP Coordinator Region 8 – April 17, 2014
10. Lindsay Whitson – Bi-State Regional Commission/HSTP Coordinator Region 2 – April 17, 2014
11. Joe Voccia & Jay Chivarella – Regional Transportation Authority/HSTP Coordinators “Region 0” – April 18, 2014
12. Ed Heflin – Rural Transit Assistance Center, Western Illinois University – April 18/22/30, 2014
13. Jennifer Sicks – McLean County Regional Planning Commission/HSTP Coordinator Region 6 – April 18, 2014
14. Jill Goforth – Tri-County Regional Planning Commission/HSTP Coordinator Region 5 – April 21, 2014
15. Kim Blechschmidt – Age Options/ Suburban Cook County Area Agency on Aging (Planning & Service Area 13) – April 24, 2014
16. Jacob Matsen – North Central Illinois Council of Governments/HSTP Coordinator Regions 1 & 3 – April 25, 2014
17. Amy St. Peter – Maricopa County (AZ) Association of Governments – April 28, 2014
18. Tom Groeninger – Pace (metropolitan Chicago region) – April 30, 2014
19. Royal White & Tim Lobdell – Western Illinois Regional Council/HSTP Coordinators (current & past) Regions 4 & 7 – April 30, 2014
20. Roland Mross -- Community Transportation Association of America – May 5, 2014
21. Meredith Morgenroth – On the Go/Jewish Family Services of San Diego – May 5, 2014
22. Lorraine Snowden & Mike Bolton – Pace – May 9, 2014
23. Carol Reagan – Palatine Township Older adult Citizens Council – May 22, 2014

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