

Lochmueller Group

GREATER EGYPT WORKFORCE TRANSIT STUDY

Greater Egypt Regional
Planning and Development
Commission

June 18, 2019



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EXECUTIVE SUMMARY

The Greater Egypt Workforce Transit Study aims to improve the ability of residents to utilize public transit as a reliable means of getting to work within the five-county region comprised of Jackson, Jefferson, Williamson, Perry, and Franklin counties in Southern Illinois. Its final recommendations include potential solutions to addressing the need for more reliable and timely public transportation to and from places of employment as well as emphasize potential transfer locations within the region that could serve this purpose.

Data Collection and Analysis summarizes a wide range of demographic and economic information for the Greater Egypt region. Its poverty rates, percentages of disabled residents, elderly, labor force participation, unemployment, educational attainment and household income all are more unfavorable compared to Illinois as a whole. Employment is concentrated in Jackson, Williamson and Jefferson counties.

A survey of employers in the Greater Egypt region determined that most have little or no flexibility regarding “on time” arrival at work. Lack of transportation is a significant factor in employee absenteeism and some level of job losses. Follow up group interviews with employers identified that lack of information about transit services is a key reason that transit is not better used for work commutes. A wide range of transit coverage is provided, but information about how to access that service often is insufficient.

This section also summarizes employee work flow data. It shows that for three counties (Jackson, Williamson and Jefferson) most residents in the work force (63% to 75%) do not leave their county to commute to work. By comparison, 62% to 64% of Perry and Franklin county residents leave their home county for their work commute. Many Perry County residents commute to Washington and Randolph counties for employment.

This section also includes a summary of current transit service in the region. This section updates information previously provided in the June 2017 **SIMPO Transit Study** (<http://www.greateregypt.org/SIMPO/transportation-studies/>). This recent report is incorporated by reference.

Transfer Location Analysis examines the options available in the region for a new transfer location to connect employees to their employers. Key corridors for added transit service for employee commutes include SR 13 between Carbondale and Marion, and I-57 between Marion and Mt. Vernon. These corridors would be served by the new Marion transit center and the planned Carbondale Multi-Modal Center (at the Amtrak Station).

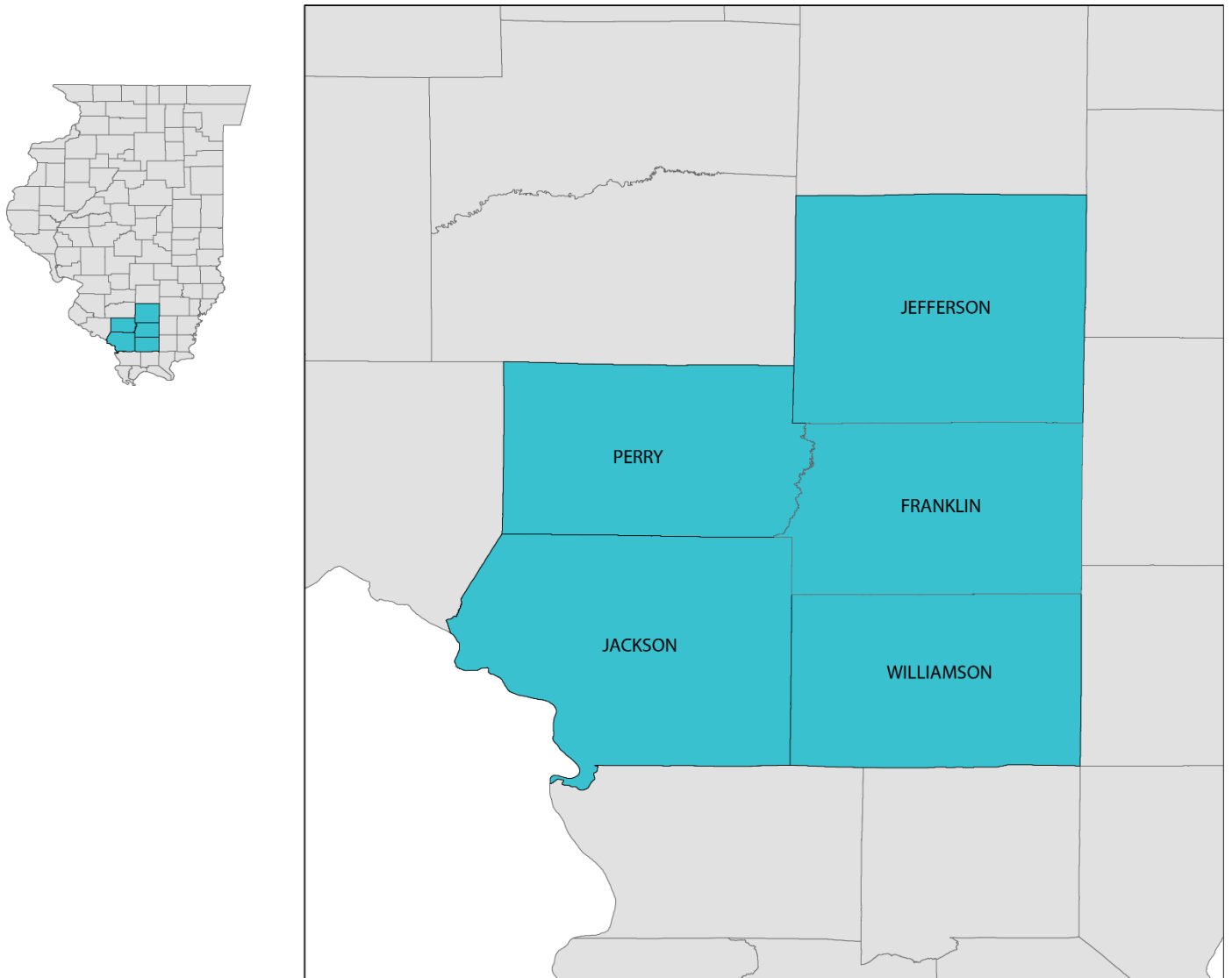
Recommendations include the location of an additional transit center in Mt. Vernon. Service in these two corridors is proposed to operate at least hourly during peak weekday commute times (6 am to 9 am, 2 pm to 6 pm and (potentially) 9:30 pm to 11:30 pm). These would be complemented by feeder services providing connections to employers.

All **appendices** are provided electronically on a flash drive accompanying this report.

DATA COLLECTION & ANALYSIS

STUDY AREA – GREATER EGYPT REGION

FIGURE 1. GREATER EGYPT REGION



The Greater Egypt Region is comprised of five counties in southern Illinois – Franklin, Jackson, Jefferson, Williamson and Perry. The following pages include demographic profile summaries of Franklin, Jackson, Jefferson, Perry and Williamson Counties and the State of Illinois (see **Figure 1**). Below are the definitions and sources used for the demographic data.

DATA COLLECTION & ANALYSIS

DEFINITIONS

Educational Attainment (source: 2013-2017 ACS 5-year Estimates, Table S1501)

No HS Diploma/GED: Percentage of the population 25 years and over without a high school diploma, GED or equivalent.

HS Diploma/GED: Percentage of the population 25 years and over with a high school diploma, GED or equivalent, but no college degree.

College Degree: Percentage of the population 25 years and over with an Associate's degree, Bachelor's degree, Graduate or Professional degree.

Employment Status (source: 2013-2017 ACS 5-year Estimates, Table B23025)

Employed: Percentage of the population 16 years and over, in the civilian labor force that are employed.

Unemployed: Percentage of the population 16 years and over, in the civilian labor force that are unemployed.

Household Income (source: 2013-2017 ACS 5-year Estimates, Table B19001)

< \$25,000: Percentage of households with an annual income below \$25,000.

\$25,000-\$50,000: Percentage of households with an annual income between \$25,000 and \$50,000.

\$50,000-\$75,000: Percentage of households with an annual income between \$50,000 and \$75,000.

\$75,000-\$100,000: Percentage of households with an annual income between \$75,000 and \$100,000.

≥ \$100,000: Percentage of households with an annual income of \$100,000 or greater.

Vehicles Ownership (source: 2013-2017 ACS 5-year Estimates, Table B25044)

0 Vehicle Household: Percentage of occupied housing units with no vehicles available, including owned and rented vehicles.

1 Vehicle Household: Percentage of occupied housing units with 1 vehicle available, including owned and rented vehicles.

2 Vehicle Household: Percentage of occupied housing units with 2 vehicles available, including owned and rented vehicles.

3 Vehicle Household: Percentage of occupied housing units with 3 vehicles available, including owned and rented vehicles.

4 Vehicle Household: Percentage of occupied housing units with 4 vehicles available, including owned and rented vehicles.

5+ Vehicle Household: Percentage of occupied housing units with 5 or more vehicles available, including owned and rented vehicles.

DATA SOURCES

- ACS 5-year Estimates available at: <https://factfinder.census.gov/>
- Longitudinal Employer-Household Dynamics (LEHD) data available at: <https://lehd.ces.census.gov/> and <https://onthemap.ces.census.gov/>
- Primary source employer survey and interview/focus group data

The primary source of demographic data used in this report is the American Community Survey (ACS). It is administered by the U.S. Census Bureau to collect a wide range of demographic data. As of the writing of this report, the 2017 ACS data are the most current information available. The ACS replaced the "long form" questionnaires formerly sent to a proportion of households during each decennial census. The ACS generally provides more current data than the decennial census because it is administered on an ongoing basis. The latest 5-year ACS estimates were used in this report. These estimates average data over five consecutive years.

DATA COLLECTION & ANALYSIS

GREATER EGYPT DEMOGRAPHICS

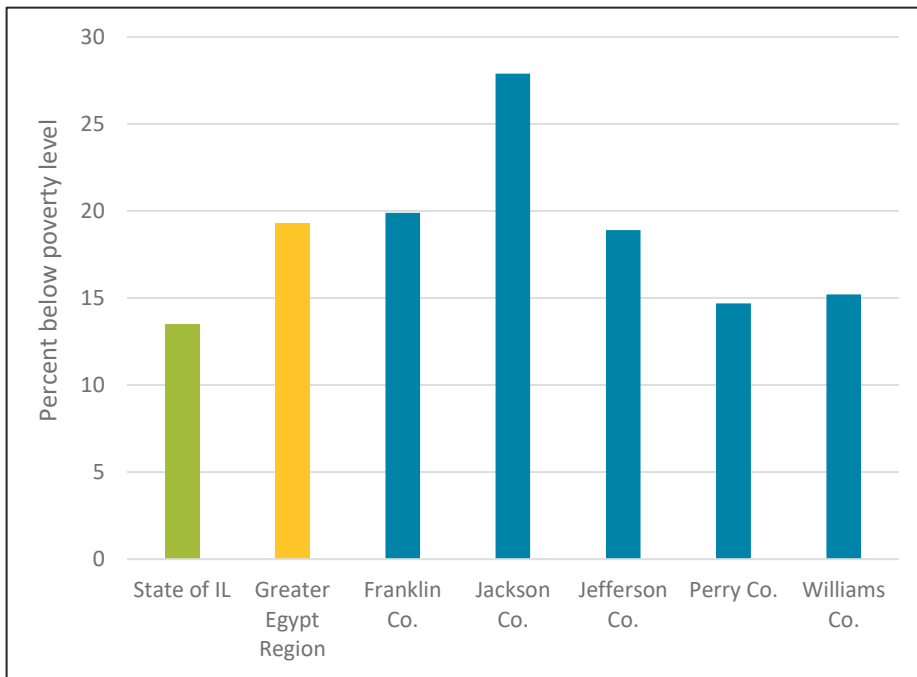


FIGURE 2: PERCENT OF POPULATION BELOW POVERTY LEVEL

All counties in the Greater Egypt five-county region have a poverty rate above the Illinois average. Illinois' poverty rate is 13.5% while Greater Egypt's is 19.3%. Of the Greater Egypt counties, Jackson County has the highest poverty rate at 27.9% while Perry County has the lowest at 14.7%.

SOURCE: US CENSUS BUREAU

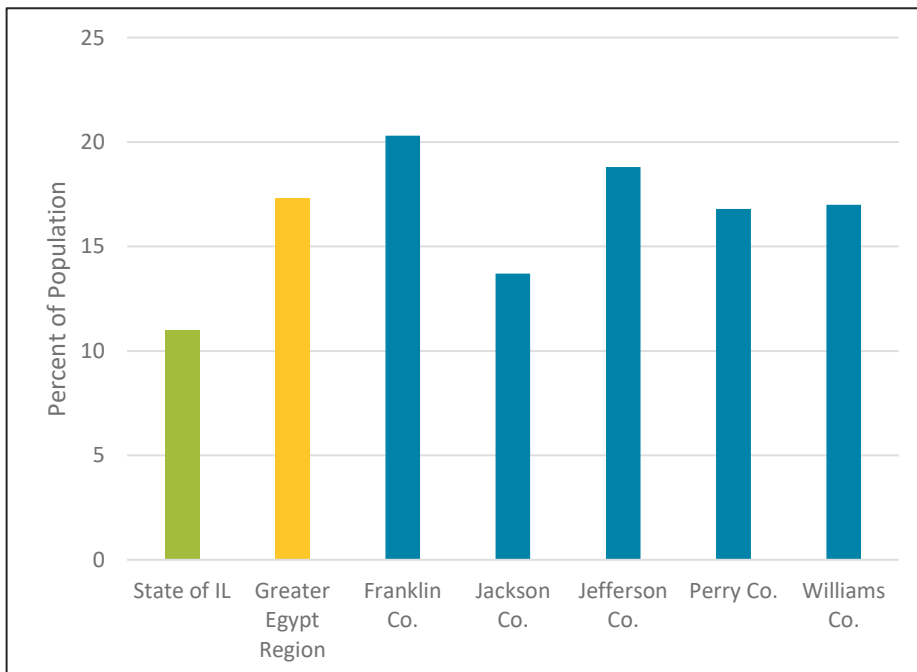


FIGURE 3: PERCENT OF POPULATION WITH A DISABILITY

At over 17%, the percent of the Greater Egypt population with a disability is higher than the Illinois state average of 11%. All counties within the Greater Egypt region surpass the state's percent population with a disability. Franklin County (20.3%) and Jefferson County (19%) disabled populations are almost double the state average. This may be linked to the proportion of elderly population in the region.

SOURCE: US CENSUS BUREAU

DATA COLLECTION & ANALYSIS

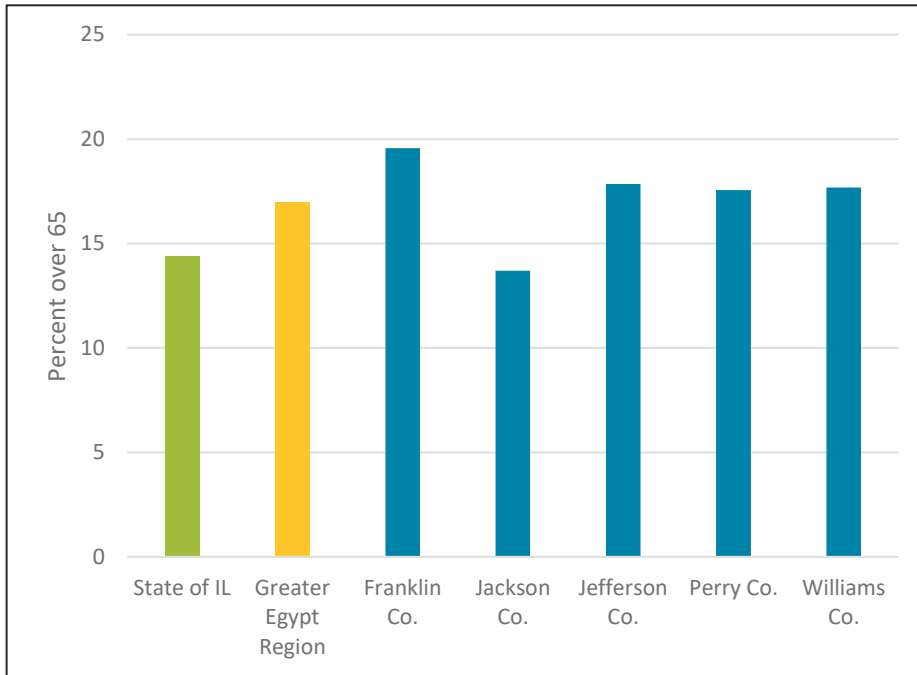


FIGURE 4: PERCENT OF POPULATION OVER AGE 65

About 17% of the Greater Egypt population is over 65 as compared to about 14% for Illinois. Franklin County has the highest elderly population - 20%. Jackson County has the lowest - 14% which is close to the state average. Poverty rates in the region may be linked to the population's age. Retired households are more often on fixed incomes and more susceptible to slipping into poverty if they experience any kind of financial shock. The percent of the population over 65 may also be related to the percent disabled. Figures 3 and 4 are very similar.

SOURCE: US CENSUS BUREAU

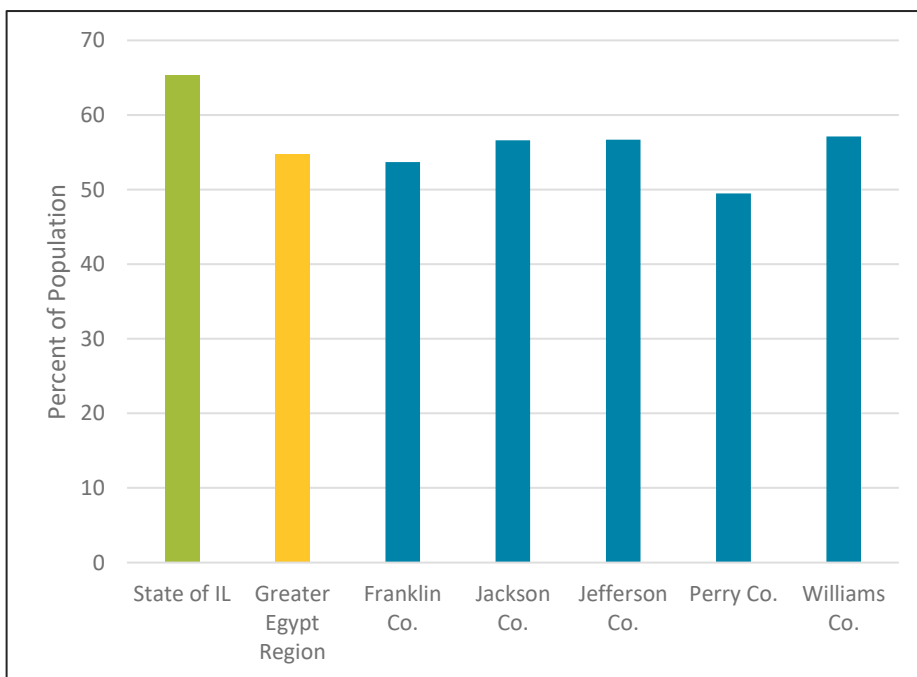


FIGURE 5: LABOR FORCE PARTICIPATION RATE

The Greater Egypt region's labor force participation is over 10 percentage points below Illinois'. All five counties in the region have about a 50% labor force participation rate.

SOURCE: US CENSUS BUREAU

DATA COLLECTION & ANALYSIS

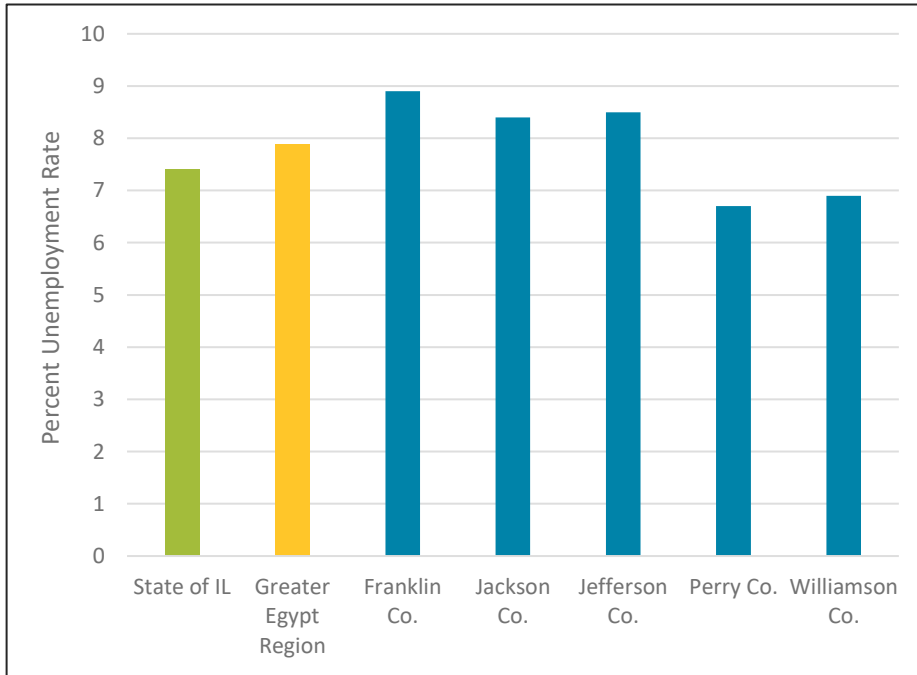


FIGURE 6: UNEMPLOYMENT RATE

While the Greater Egypt region's unemployment rate surpasses the state's (7.4%), Perry and Williamson Counties' are below Illinois' at 6.7% and 6.9% respectively. Franklin, Jackson, and Jefferson counties' unemployment rates all exceed 8%. These are the same counties with the highest poverty rates in the Greater Egypt region.

SOURCE: US CENSUS BUREAU

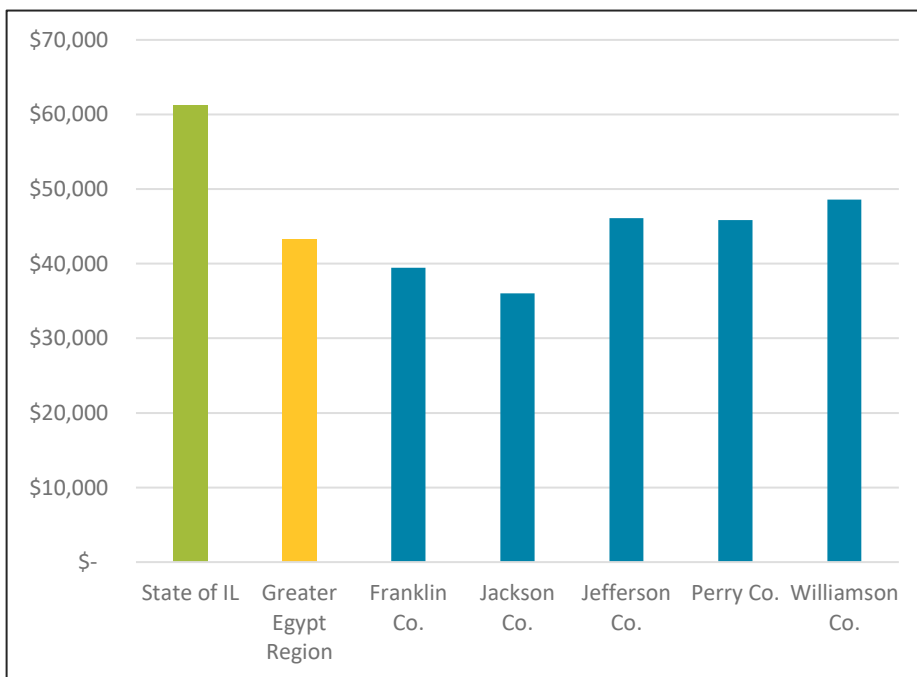


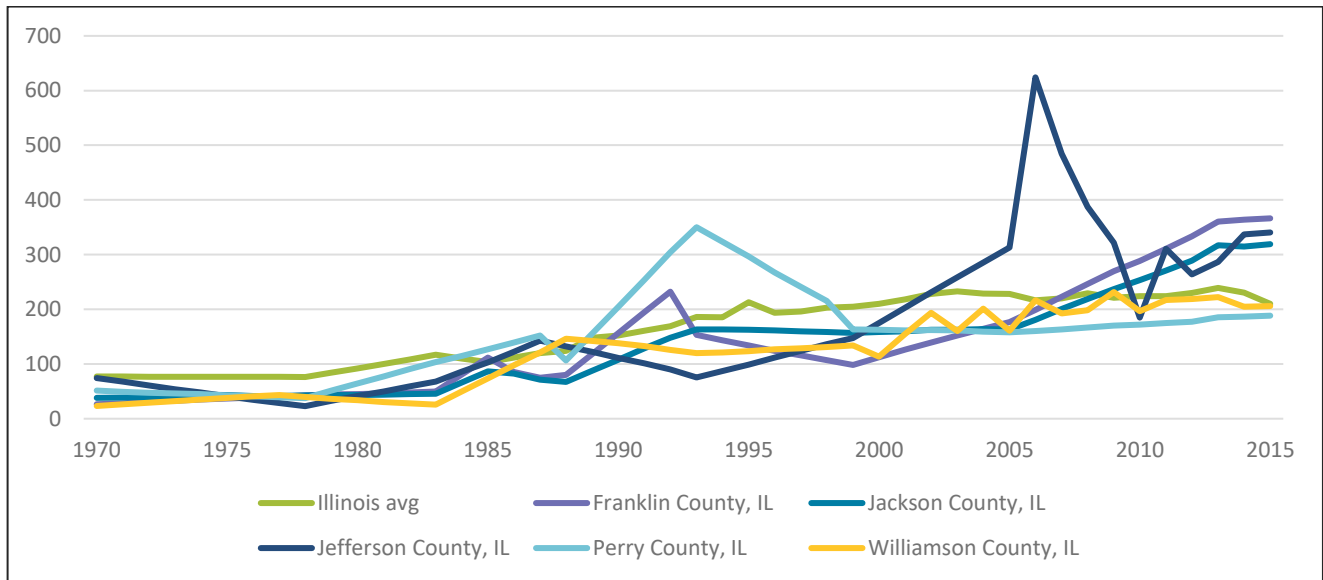
FIGURE 7: MEDIAN HOUSEHOLD INCOME

The Greater Egypt region has a median household incomes (MHI) far below the state average. Williamson with the highest MHI at \$48,600 is still over \$10,000 below the state's \$61,200. The state MHI includes incomes from large cities like Chicago that have a higher cost of living than the Greater Egypt region. The MHI of the Greater Egypt counties, while low, does not unequivocally point to a problem. However, combined with their statistics on unemployment and poverty rates, the MHI of Greater Egypt shows the need for higher household incomes.

SOURCE: US CENSUS BUREAU

DATA COLLECTION & ANALYSIS

FIGURE 8: JAIL POPULATION PER 100,000 RESIDENTS AT 15-64



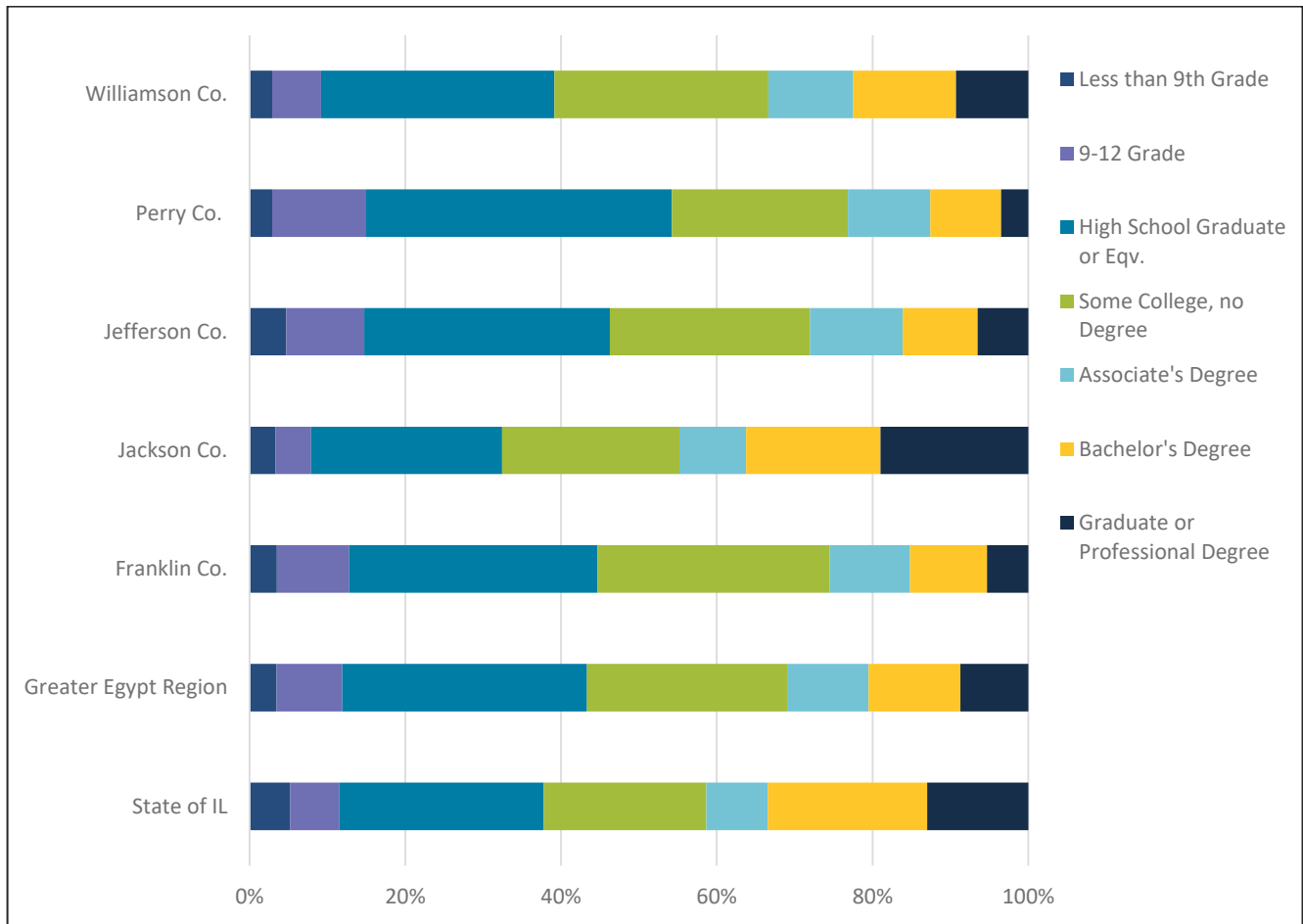
Source: Vera assembled the Incarceration Trends dataset using information provided to the U.S. Department of Justice Bureau of Justice Statistics (BJS) by state and local corrections authorities, and from the websites of state correctional authorities. For complete detail on data sources, see the *Incarceration Trends Codebook and methodology*.

Notes: Dramatic year-over-year changes and conspicuously high or low values may merit further inquiry and are best corroborated by the applicable state or local correctional authority. State and local governments often report race and ethnicity data in a way that is inconsistent with federal standards. Some of the more common issues are the misclassification of Latino people as White, and incomplete race data, more generally. For more information, see “Challenges surrounding the collection of jail data about race and ethnicity,” in *Divided Justice: Trends in Black and White Jail Incarceration, 1990–2013*.

Over time, more and more of the Greater Egypt population is incarcerated. While transit is a barrier for many in the labor force, such significant incarceration rates also negatively impact the region’s demographic statistics including median household incomes, poverty, and unemployment rates.

DATA COLLECTION & ANALYSIS

FIGURE 9: EDUCATIONAL ATTAINMENT FOR POPULATION AGE 25 AND ABOVE



SOURCE: US CENSUS BUREAU

The Greater Egypt region’s over 25 population has lower educational attainment rates than Illinois. About 21% percent of the Greater Egypt population has a bachelor’s degree or higher. For Illinois, 34% of the population has at least a bachelor’s degree. Perry County has the largest portion of those over 25 without a high school diploma at 15%. Perry also has the largest proportion of those whose highest degree of education is a high school diploma at almost 40% and the lowest percent with at least a bachelor’s at 12.6%. However, the Greater Egypt region’s educational attainment is diverse. Jackson County’s proportion of population over 25 with at least a bachelors surpasses Illinois’ at 36.3%. When thinking about workforce development, educational attainment is an important consideration. Working towards educational targets that coordinate with employer’s needs is an important component of creating a robust and resilient economy.

DATA COLLECTION & ANALYSIS

GREATER EGYPT WORKFORCE

The Greater Egypt region is comprised of five the counties of Franklin, Jackson, Jefferson, Williamson and Perry Counties in Southern Illinois. Using the Illinois Department of Employment Security (IDES) Illinois Virtual Labor Market Information system, major employers were identified for the region. Businesses with 50 or more employees were classified as major employers. Firm sizes were separated into cohorts by number employees based on the following categories: 50 to 99, 100 to 249, 249 to 499, 500 to 999, and 1000 to 4,999. Most of the largest employers, those with over 1,000 employees, in the region operate in the healthcare industry. Below is the listing of employers with over 100 employees. A complete list showing all employers with at least 50 employees is included in **Appendix A**.

TABLE 1: MAJOR EMPLOYERS OF FRANKLIN COUNTY, IL

FRANKLIN COUNTY			
Business Name	Location	Industry Type	Number of Employees
Franklin Hospital	Benton	Hospitals	100 to 249
Three Angels Broadcasting	West Frankfort	Television Stations & Broadcasting Co	100 to 249
Southern Illinois Dermatology	West Frankfort	Clinics	100 to 249
Walmart Supercenter	Benton	Department Stores	250 to 499
H Group	West Frankfort	Counselors	250 to 499

SOURCE: IDES ILLINOIS VIRTUAL LABOR MARKET INFORMATION

TABLE 2: MAJOR EMPLOYER OF JACKSON COUNTY, IL

JACKSON COUNTY			
Business Name	Location	Industry Type	Number of Employees
Penn Aluminum Intl LLC	Murphysboro	Aluminum Extruded Products (mfrs)	250 to 499
Sih Medical Group At Ctr	Carbondale	Clinics	100 to 249
Auffenberg of Carbondale	Carbondale	Automobile Dealers-Used Cars	100 to 249
Student Health Ctr	Carbondale	Health Services	100 to 249
Community Alternatives	Carbondale	Homes-Cognitive Disability-Dev Disabled	100 to 249
Daily Egyptian SIU Newspaper	Carbondale	Newspapers (publishers/Mfrs)	100 to 249
Kohl's	Carbondale	Department Stores	100 to 249
Com-Pac International Inc	Carbondale	Plastics & Plastic Products (mfrs)	100 to 249
Neuro Restorative	Carbondale	Rehabilitation Services	250 to 499
Best Buy	Carbondale	Electronic Equipment & Supplies-Retail	100 to 249
Macy's	Carbondale	Department Stores	100 to 249

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Schnucks	Carbondale	Grocery	100 to 249
US Post Office	Carbondale	Post Offices	100 to 249
Memorial Hospital-Carbondale	Carbondale	Hospitals	1,000 to 4,999
Vogler Ford Sales & Svc	Carbondale	Automobile Dealers-New Cars	100 to 249
Buffalo Wild Wings Grill & Bar	Carbondale	Full-Service Restaurant	100 to 249
Southern Illinois Healthcare	Carbondale	Health Care Management	250 to 499
Walmart Supercenter	Carbondale	Department Stores	250 to 499
Lowe's Home Improvement	Carbondale	Home Centers	100 to 249
St Joseph Memorial Hospital	Murphysboro	Hospitals	100 to 249
JC Penney	Carbondale	Department Stores	100 to 249
Vogler Motor Co	Carbondale	Automobile Dealers-New Cars	100 to 249
Schnucks	Carbondale	Grocers-Retail	100 to 249
Copper Dragon Brewing Co	Carbondale	Caterers	100 to 249
Delyte W Morris Library	Carbondale	Libraries-Institutional	100 to 249
So Illinois Regional Social Svc	Carbondale	Mental Health Services	100 to 249
Gilster-Mary Lee Corp	Ava	Cereals (mfrs)	100 to 249

SOURCE: IDES ILLINOIS VIRTUAL LABOR MARKET INFORMATION

TABLE 3: MAJOR EMPLOYERS OF JEFFERSON COUNTY, IL

Jefferson County			
Business Name	Location	Industry Type	Number of Employees
Walmart Supercenter	Mt Vernon	Department Stores	250 to 499
United Methodist Children's	Mt Vernon	Youth Organizations & Centers	100 to 249
Borowiak's IGA	Mt Vernon	Service Stations-Gasoline & Oil	100 to 249
Durham School Svc	Mt Vernon	Buses-School Transportation Service	100 to 249
Mt Vernon Neon Sign Co	Mt Vernon	Signs (mfrs)	100 to 249
Good Samaritan Regional Health	Mt Vernon	Hospitals	1,000 to 4,999
Rend Lake College Market Place	Mt Vernon	Shopping Centers & Malls	100 to 249
Walgreens	Mt Vernon	Pharmacies	1,000 to 4,999

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Kroger	Mt Vernon	Grocers-Retail	100 to 249
Kohl's	Mt Vernon	Department Stores	100 to 249
Continental Tire North America	Mt Vernon	Tire-Dealers-Retail	100 to 249
Crossroads Community Hospital	Mt Vernon	Hospitals	250 to 499
Mt Vernon Countryside Manor	Mt Vernon	Nursing & Convalescent Homes	100 to 249
Lowe's Home Improvement	Mt Vernon	Home Centers	100 to 249
Good Samaritan Regional Health Ctr	Mt Vernon	Health Maintenance Organizations	1,000 to 4,999
Cracker Barrel Old Country Str	Mt Vernon	Full-Service Restaurant	100 to 249
Doubletree By Hilton Mt Vernon	Mt Vernon	Hotels & Motels	100 to 249
Vantage Point Outpatient	Mt Vernon	Social Service & Welfare Organizations	100 to 249

SOURCE: IDES ILLINOIS VIRTUAL LABOR MARKET INFORMATION

TABLE 4: MAJOR EMPLOYERS OF WILLIAMSON COUNTY, IL

Williamson County			
Business Name	Location	Industry Type	Number of Employees
Mach Mining LLC	Marion	Mining Companies	250 to 499
A & K Specialty Contractors	Marion	General Contractors	100 to 249
General Dynamics Ordnance	Marion	Explosives-Manufacturers	250 to 499
Aisin Electronics Illinois LLC	Marion	Electronic Parts Assemblers (whls)	100 to 249
Pepsi Beverages Co	Marion	Beverages (whls)	500 to 999
Home Depot	Marion	Home Centers	100 to 249
Menards	Marion	Home Centers	100 to 249
Kroger	Herrin	Grocers-Retail	100 to 249
Kroger	Marion	Grocers-Retail	100 to 249
Target	Marion	Department Stores	100 to 249
Dillard's	Marion	Department Stores	100 to 249
Walmart Supercenter	Marion	Department Stores	250 to 499
Sam's Club	Marion	Wholesale Clubs	100 to 249
Beelman Truck-Co	Marion	Trucking	100 to 249
WCIL	Carterville	Radio Stations & Broadcasting Companies	100 to 249

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Wisconsin Physicians Svc	Marion	Clinics	250 to 499
Heartland Regional Medical Ctr	Marion	Hospitals	500 to 999
US Veterans Medical Ctr	Marion	Hospitals	500 to 999
Herrin Hospital	Herrin	Hospitals	500 to 999
Shawnee Christian Nursing Ctr	Herrin	Nursing & Convalescent Homes	100 to 249
Parkway Manor	Marion	Nursing & Convalescent Homes	100 to 249
Herrin Community Pantry	Herrin	Social Service & Welfare Organizations	100 to 249
O'Charley's	Marion	Full-Service Restaurant	100 to 249
Cracker Barrel Old Country Str	Marion	Full-Service Restaurant	100 to 249
Southern Illinois Power Co-Op	Marion	Non-Profit Organizations	100 to 249
Williamson County Shrine Club	Marion	Associations	100 to 249

SOURCE: IDES ILLINOIS VIRTUAL LABOR MARKET INFORMATION

TABLE 5: MAJOR EMPLOYERS OF PERRY COUNTY, IL

Perry County			
Business Name	Location	Industry Type	Number of Employees
Duquoin State Fairgrounds	Du Quoin	Carnivals	250 to 499
Knight Hawk Coal-Prairie Eagle	Cutler	Coal Mining & Shipping	100 to 249
Duquoin State Fairgrounds	Du Quoin	Carnivals	250 to 499
Knight Hawk Coal-Prairie Eagle	Cutler	Coal Mining & Shipping	100 to 249
General Cable	Du Quoin	Cable (mfrs)	100 to 249
Pinckneyville Community Hospital	Pinckneyville	Hospitals	100 to 249
Illinois State Police	Du Quoin	Government Offices-State	100 to 249
Southern Il Mtr Express	Cutler	Trucking-Motor Freight	100 to 249
Walmart Supercenter	Du Quoin	Department Stores	100 to 249
Eaton Cooper B-Line Gratings	Pinckneyville	Electric Equipment-Manufacturers	250 to 499
Marshall Browning Hospital	Du Quoin	Hospitals	100 to 249
Duquoin State Fairgrounds	Du Quoin	Carnivals	250 to 499
Knight Hawk Coal-Prairie Eagle	Cutler	Coal Mining & Shipping	100 to 249

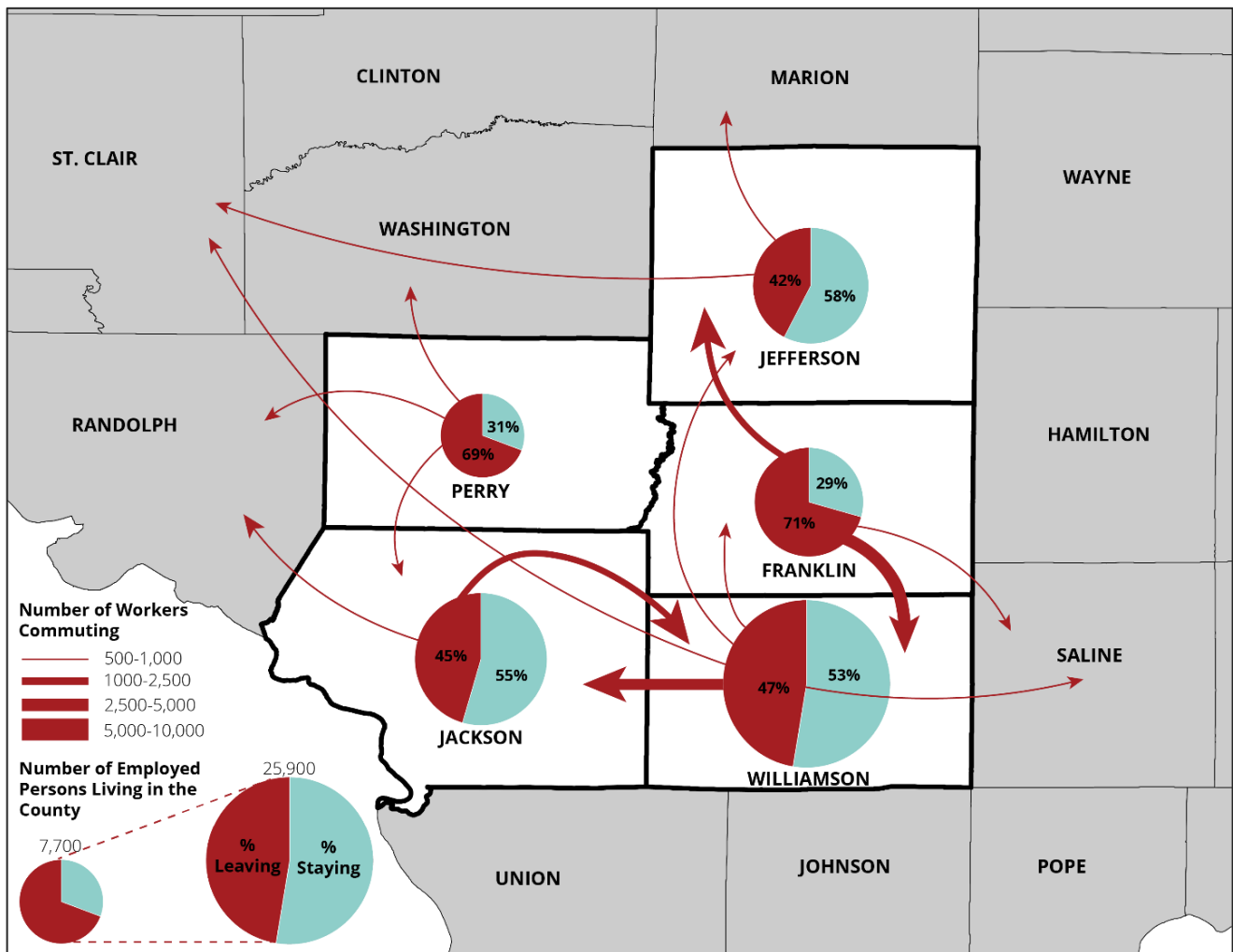
SOURCE: IDES ILLINOIS VIRTUAL LABOR MARKET INFORMATION

DATA COLLECTION & ANALYSIS

COUNTY WORK FLOWS

In addition to major employers located within the region, major employers outside of Greater Egypt whose workers reside in Greater Egypt counties were also identified. **Figure 29** below (also shown later in this report – hence its numbering) shows where workers work in relation to their residence. This map is further explained later in the report. Inter-county workflows are detailed in **Table 7** (p. 39). Workflows were mapped using the Illinois Department of Employment Security (IDES) and LEHD On The Map data provided by the U.S. Census Bureau, Center for Economic Studies (<https://onthemap.ces.census.gov/>).

FIGURE 29: INTER-COUNTY WORK FLOWS



SOURCE: LEHD ON THE MAP, U.S. CENSUS BUREAU OF ECONOMIC STUDIES

DATA COLLECTION & ANALYSIS

Common commuting destinations (100 or more persons a day) beyond the 5-county Greater Egypt boundary are provided below in order from highest to lowest concentration (data from U.S. Census OnTheMap)¹:

- 1,100 workers travel to Centralia, IL (Marion County)
- 812 workers travel to Steeleville, IL (Randolph County)
- 673 workers travel to Nashville, IL (Washington County)
- 633 workers travel to Harrisburg (Saline, County)
- 568 workers travel to Anna (Union County)
- 599 workers travel to Galatia/Raleigh (Saline County)
- 372 workers travel to Fairview Heights, IL (St. Clair County)
- 314 Workers travel to Sparta, IL (Randolph County)
- 290 Workers travel to Chester, IL (Randolph County)
- 197 workers travel to Wartrace (Johnson County)
- 171 workers travel to/near O’Fallon (St. Clair County)
- 162 workers travel to West Vienna/Cypress/Belknap (Johnson County)
- 135 workers travel to Eldorado (Saline County)
- 119 workers travel to Flora (Clay County)

Major employers for counties beyond the Greater Egypt region were also included in this analysis if they were adjacent to the five-county region and had at least 250 employees. Note that though St. Clair County attracts many commuters, the required commute time (+60 minutes) and employer’s distance from population centers eliminated this county as a candidate for workforce transit solutions pertaining to the Greater Egypt region.

Industries most commonly represented in the list of regionally significant firms adjacent to Greater Egypt include those related to food products, manufacturing, and correctional services.

TABLE 6: MAJOR EMPLOYERS PROXIMATE TO GREATER EGYPT REGION

Major Employers Proximate to Greater Egypt Region				
Business Name	Location	Industry Type	Number of Employees	County
Gilster-Mary Lee	Chester	Food Products	1000-4999	Randolph
Gilster Mary Lee	Steeleville	Food Products	250-499	Randolph
Salem Township Hospital	Salem	Hospital	250-499	Marion
Kaskaskia Workshop Inc	Centralia	Non-Profit Organization	250-499	Marion
Pinnacle Foods Group	Centralia	Foods Products (whls)	250-499	Marion
Graphic Packaging Intl LLC	Centralia	Paperboard Mills (mfrs)	250-499	Marion
St. Mary’s Hospital	Centralia	Hospital	500-999	Marion

¹ Town names were originally interpolated from census block groups by reviewing aerial footage. Most facilities identified were concentrated within corporate limits.

DATA COLLECTION & ANALYSIS

Baldwin Power Station	Baldwin	Electric Company	250-499	Randolph
Drx Metal Products	Sparta	Aluminum Die Casting (mfrs)	250-499	Randolph
Chester Mental Health Ctr	Chester	Hospitals	500-999	Randolph
Menard Correctional Ctr	Chester	Government Offices- State	1,000-4,999	Randolph
Corrections Dept	Harrisburg	Government Offices- State	250-499	Saline
Harrisburg Medical Center	Harrisburg	Hospitals	250-499	Saline
Southern Illinois College	Harrisburg	Junior-Community College- Tech Institutes	250-499	Saline
Arclar Co LLC	Harrisburg	Coal Mining and Shipping	250-499	Saline
Nascote Industries Inc	Nashville	Plastics- Fabricating/Finish/Décor-Mfrs	1,000-4,999	Washington
Shawnee Correctional Center	Vienna	Government Offices- State	250-499	Johnson
Vienna Correctional Centro	Vienna	Government Offices- State	250-499	Johnson
Choate Mental Health Ctr	Anna	Hospital	250-499	Union
Professional Services	Anna	Services NEC	500-999	Union
Xenia Manufacturing Inc	Xenia	Wire Harnesses-Electrical- Manufactures	250-499	Clay

SOURCE: IDES ILLINOIS VIRTUAL LABOR MARKET INFORMATION

DATA COLLECTION & ANALYSIS

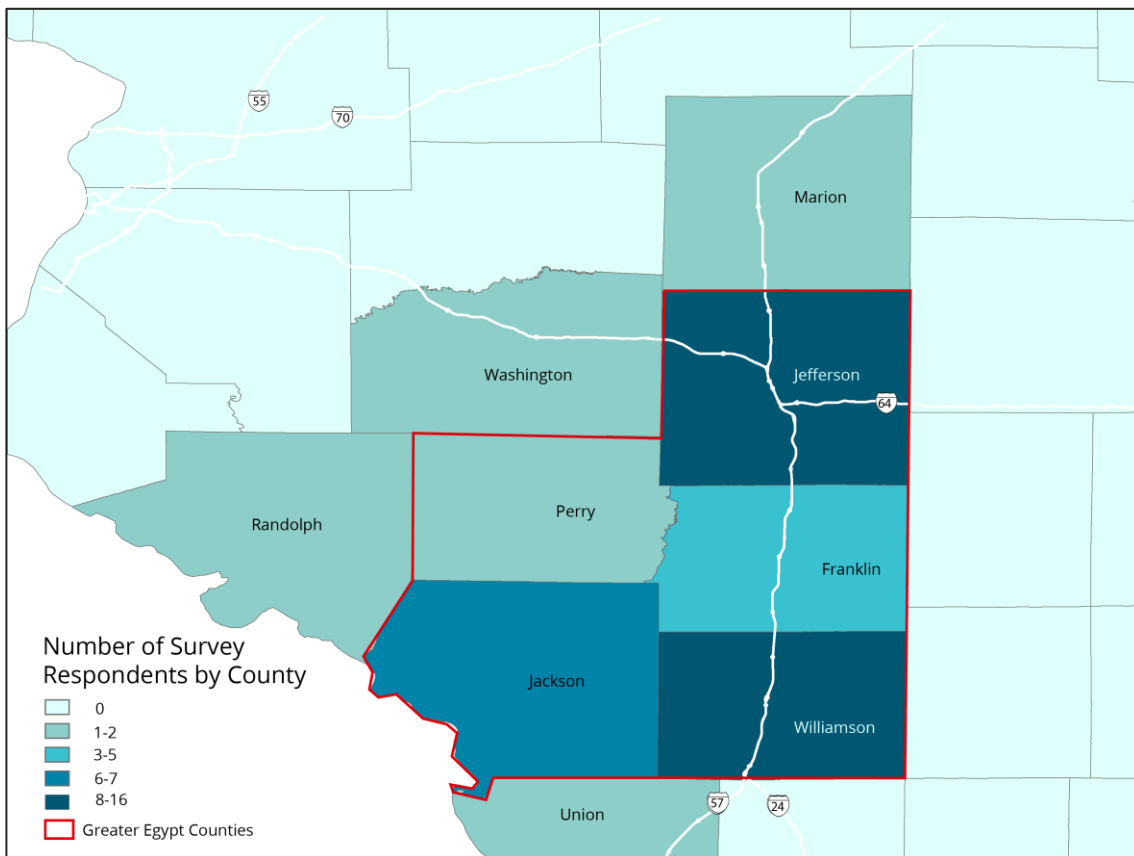
MAJOR EMPLOYER WEB-BASED SURVEY

A web-based survey was designed to request detailed information from each employer. The Illinois Department of Employment Security (IDES) distributed the survey to all employers in the five counties that make up the Greater Egypt Region. Local economic development agencies were asked to encourage survey participation.

The survey was available between Tuesday April 2, 2018 and Friday April 12, 2019. The online survey directed respondents to fill out one survey per business location if they were representing numerous branch locations within a company. The respondents were asked questions focusing on general business information, hours of operation, and shift times. In addition, questions focused on recruitment and retention issues, and inaccessible employee residential locations. All respondents were given the opportunity to provide general feedback via text comments. The survey concluded by asking employers if they would volunteer to participate in one of two focus group meetings and/or share employee zip code information.

A total of 51 responses were received, most of which came from employers in Jefferson and Williamson Counties, (14 and 16 respectively). Jackson County had seven respondents and Franklin County had five. In total, these four counties accounted for 82% of the respondents as shown in **Figure 10**. Approximately 37% of respondents their facility operates 24 hours 7 days a week. Sixteen (16) employers stated they would be willing to participate in a follow up group interview.

FIGURE 10: SURVEY RESPONDENTS BY LOCATION



DATA COLLECTION & ANALYSIS

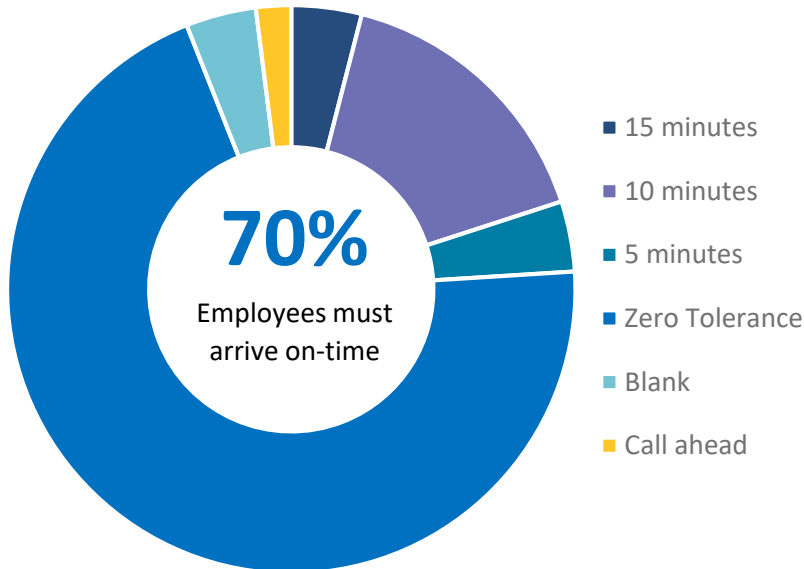
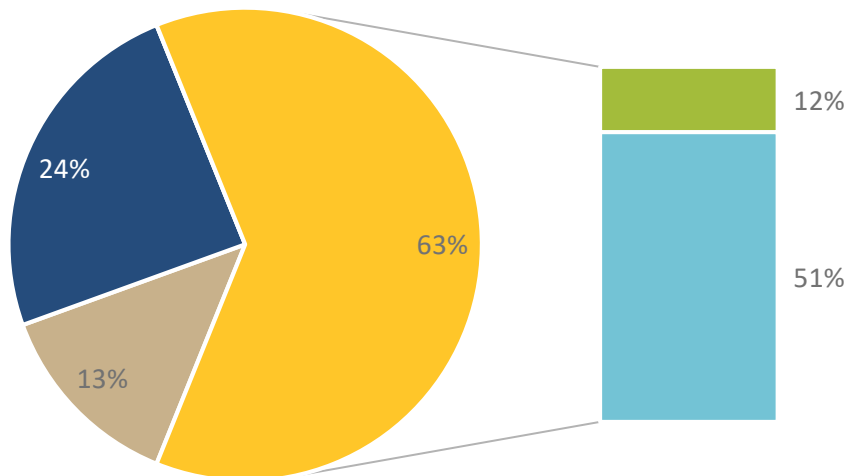


FIGURE 11: EMPLOYER LATE POLICY

When asked the company policy regarding when employees must report for work to not be considered “late”, 73% of respondents stated that employees must arrive no later than their scheduled start time, while 16% allow employees to report to work within 10 minutes of their scheduled start time (**Figure 11**).

FIGURE 12: EMPLOYEE DAYS OFF

Most respondents (63%) reported that their employees had regularly assigned days off.



- Employees are assigned different days off from week to week.
- Scheduled days off change periodically.
- Employees have the same days off every week (other than Saturday and Sunday).
- Saturday and Sunday.

DATA COLLECTION & ANALYSIS

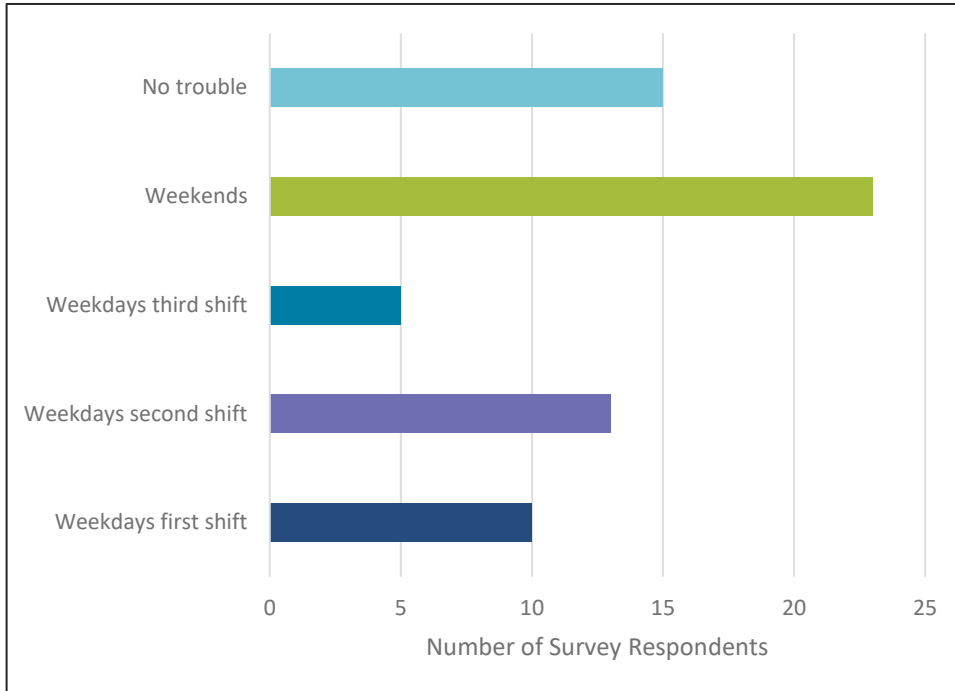


FIGURE 13: DIFFICULT TO STAFF SHIFTS

Weekends are the most difficult shifts to staff for the respondents. Generally, transit frequency also declines on the weekends, exacerbating the problem.

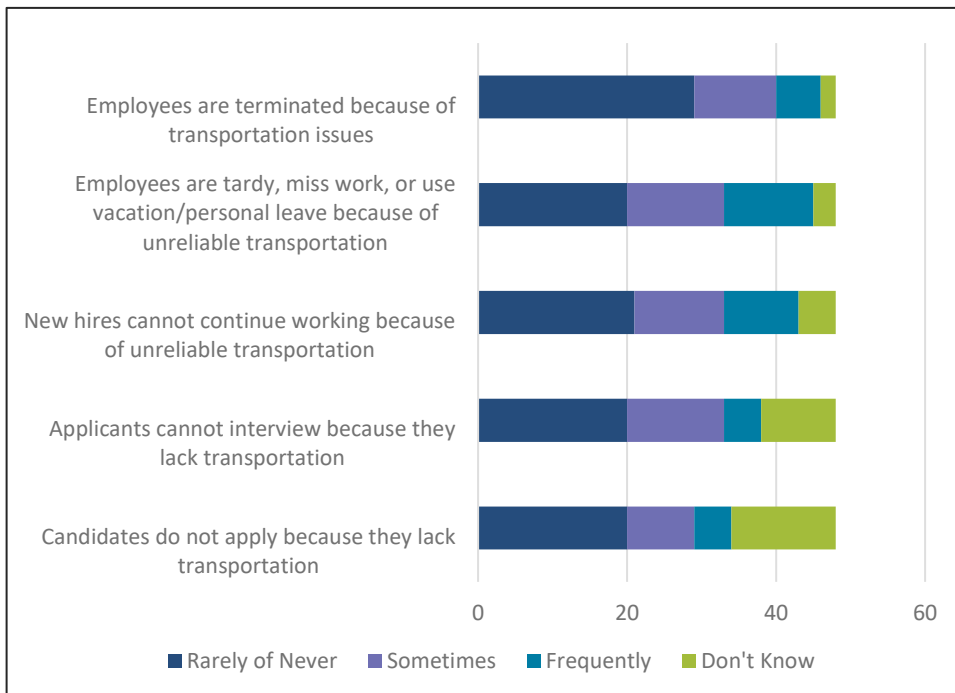


FIGURE 14: IMPACT OF TRANSPORTATION ISSUES ON EMPLOYERS AND EMPLOYEES

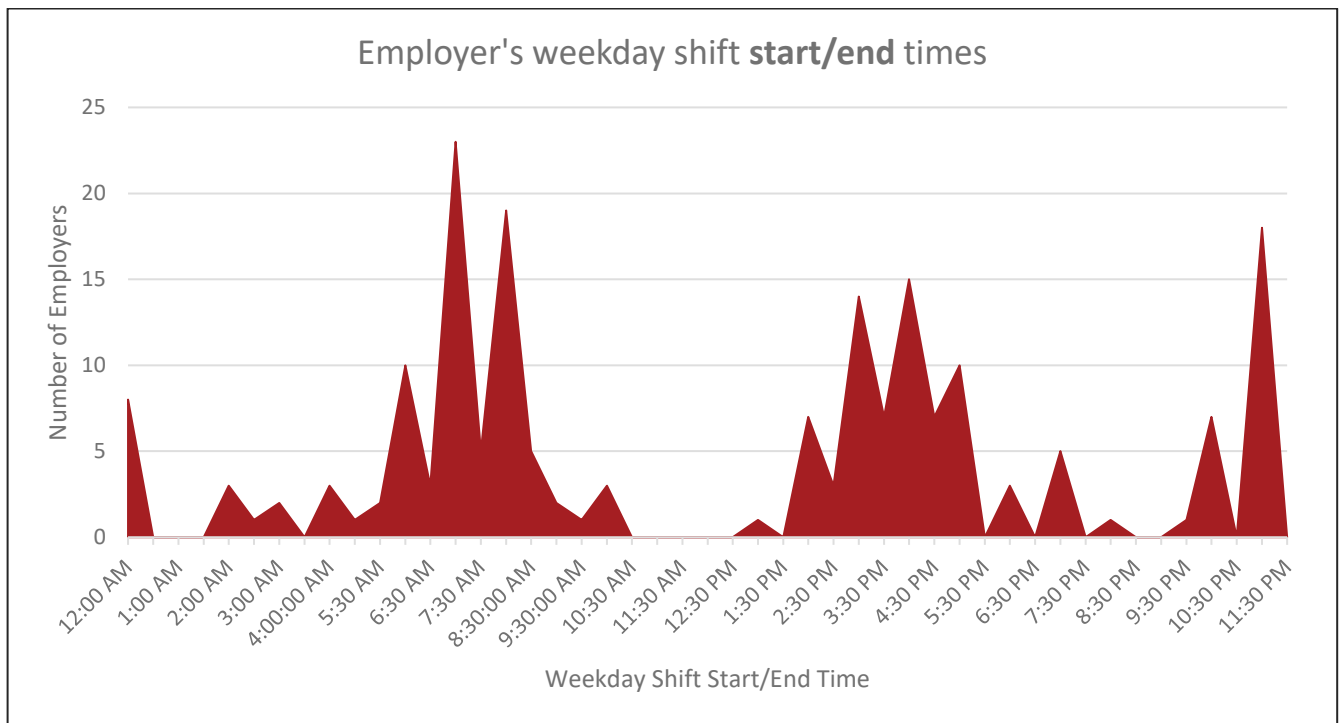
Half of respondents noted that employees are sometimes or frequently tardy, miss work, or use vacation/personal leave because of unreliable transportation. While most respondents do not fire employees for transportation issues, policies regarding tardiness can lead to de facto terminations due to transportation issues. Over 10% of respondents stated that employees are frequently terminated because of transportation issues.

DATA COLLECTION & ANALYSIS

Despite respondents' acknowledgement of the negative impacts unreliable transportation has on their business, most are unwilling to modify policies or work with employees to solve transportation issues. Over half of respondents stated they are not likely to adjust shift times or allow for a flexible work schedule because of transportation issues. About 70% say they are not likely to provide financial assistance to employees for vanpool or shuttle services, nor are they likely to provide financial assistance to vanpool or shuttle services. However, almost half are willing to actively promote transportation options to employees and prospective employees and almost three quarters of workplaces have a shelter to wait for transportation

From the survey, we identified the industries that are having the most trouble retaining and recruiting employees in Greater Egypt – manufacturing and healthcare and social assistance (see **Figure 17**).

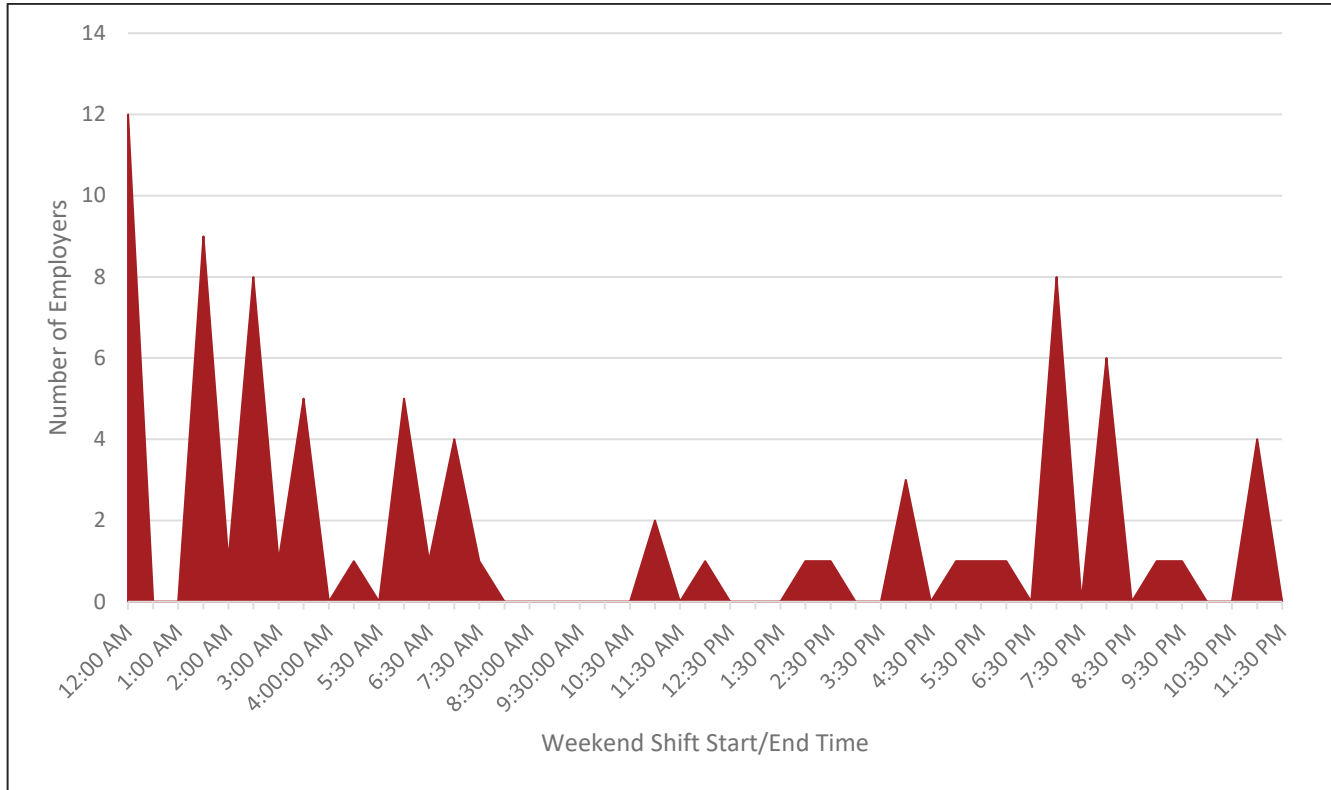
FIGURE 15: EMPLOYER'S WEEKDAY SHIFT START AND END TIMES COMBINED



The busiest commuting times during the weekday from the employer survey are 6:00am – 8:30am, 2:30pm – 5:30pm, and late in the evening around 10:00pm – 12:00 am. This trend reflects normal commuting times with a morning and evening rush as well as an additional less conventional increase in commuting in the late evening.

DATA COLLECTION & ANALYSIS

FIGURE 16: EMPLOYER’S WEEKEND SHIFT START AND END TIMES

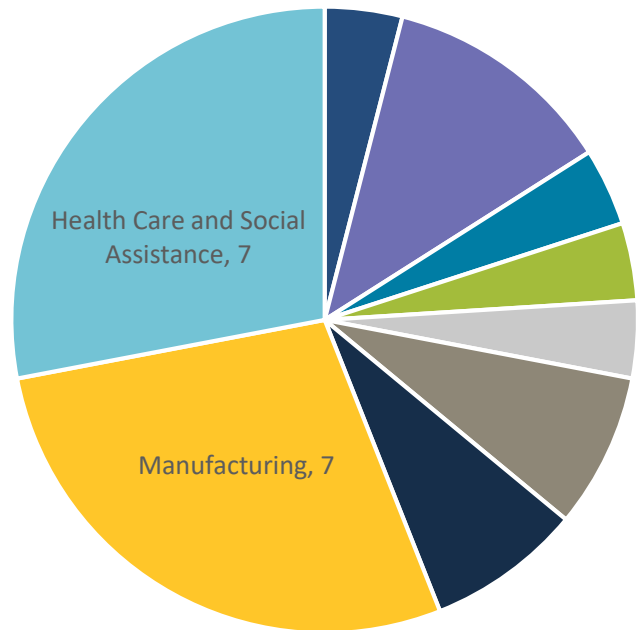


During the weekends, most employees from the survey have shifts ending or beginning early in the morning or later in the evening. Very few employers reported that their weekend shifts start in the middle of the day.

DATA COLLECTION & ANALYSIS

FIGURE 17: NUMBER OF RESPONDENTS HAVING TROUBLE RETAINING AND RECRUITING EMPLOYEES BY INDUSTRY

- Construction
- Administrative Support, Waste Management, & Remediation
- Wholesale Trade
- Warehousing and Storage
- Other Services
- Retail Trade
- Accommodation and Food Services
- Manufacturing
- Health Care and Social Assistance



DATA COLLECTION & ANALYSIS

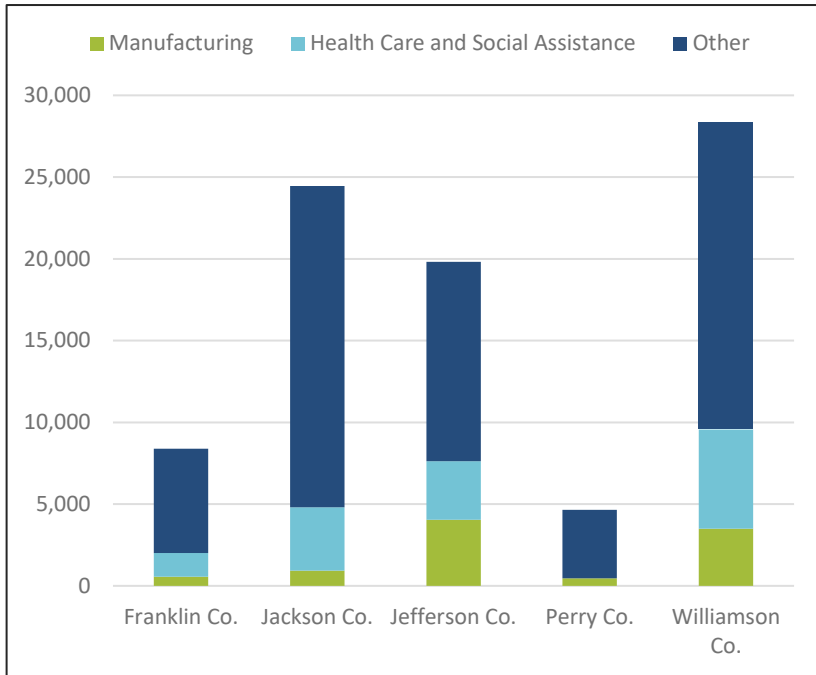


FIGURE 18: NUMBER OF EMPLOYEES IN GREATER EGYPT COUNTIES BY INDUSTRY

Manufacturing and healthcare and social assistance are industries which identified themselves as having the most difficulty in recruiting and retaining employees. Figures 18 and 19 show the proportion of manufacturing and healthcare employment within all Greater Egypt industries.

SOURCE: EMPLOYER SURVEY AND BUREAU OF LABOR STATISTICS (BLS)

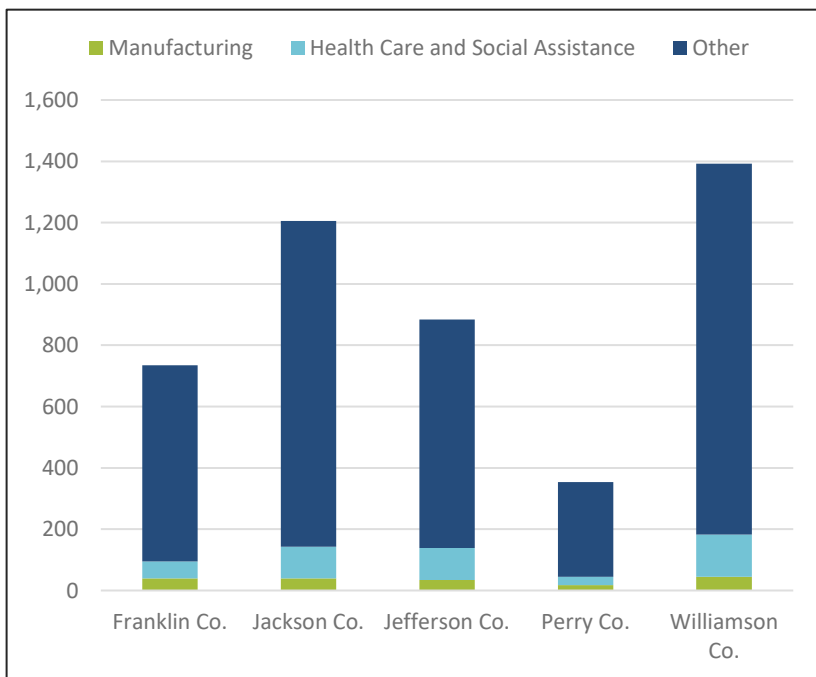


FIGURE 19: NUMBER OF ESTABLISHMENTS IN GREATER EGYPT COUNTIES BY INDUSTRY

SOURCE: EMPLOYER SURVEY AND BUREAU OF LABOR STATISTICS (BLS)

DATA COLLECTION & ANALYSIS

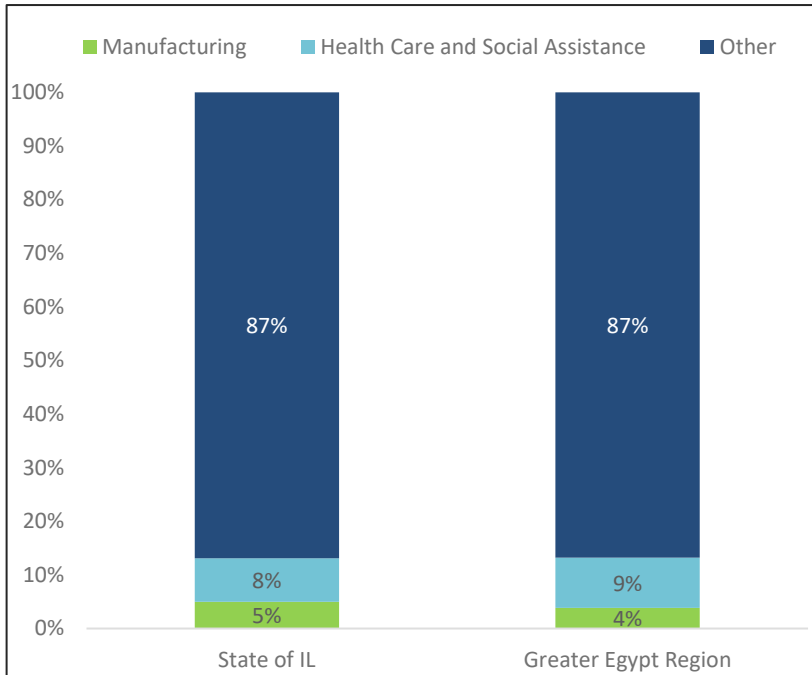


FIGURE 20: PROPORTION OF ALL ESTABLISHMENTS IN HEALTHCARE AND MANUFACTURING

Illinois and Greater Egypt have about the same proportion of their total establishments in the healthcare and social assistance and manufacturing industries.

SOURCE: EMPLOYER SURVEY AND BUREAU OF LABOR STATISTICS (BLS)

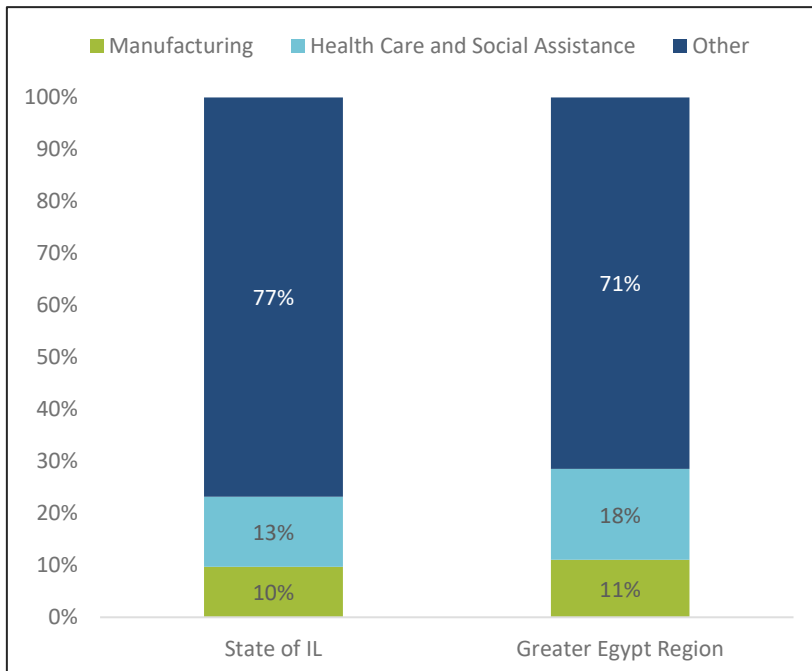


FIGURE 21: PROPORTION OF EMPLOYEES IN HEALTHCARE AND MANUFACTURING

Greater Egypt has a slightly larger proportion of its employees working in healthcare and social assistance or manufacturing than Illinois. Almost 30% of all employees in Greater Egypt work in one of those two industries. For Illinois, the proportion of all employees in these two industries is about 23%.

SOURCE: EMPLOYER SURVEY AND BUREAU OF LABOR STATISTICS (BLS)

DATA COLLECTION & ANALYSIS

GROUP INTERVIEWS WITH EMPLOYERS

Sixteen (16) employers who responded to the survey described in **Task 1.1.2** stated they would be willing to participate in a follow up group interview. Two such interviews were held on April 30 and May 1, 2019, in which a total of four employers participated. Some participants represented multiple employers, while others previously had worked for other employers in the region. **Appendix D** contains the meeting summaries, agenda, sign-in sheets, and materials discussed at these meetings. The following are the key take-ways from these meetings.

AWARENESS AND ACCESSIBLE TRANSIT INFORMATION

- There was widespread feedback that a key issue is the lack of information about available transit. Transit would be better used if route and schedule information were available. Related to this, the lack of designated bus stops is a significant impediment to transit use. There is a widespread feeling that “you don’t know where to get the bus.”
- Employers were unfamiliar with RIDES’ One-Call Center. They were not aware that a central location exists for transit route and schedule information.
- A consultant study will begin in July which is to provide a smart-phone/PDA app which will provide transit schedule information and allow trips to be booked.

TRANSIT AND EMPLOYERS

- Transportation is more of a **retention** issue than a **recruitment** issue. On a related point, most employee turnover occurs within the first year of employment. Establishing reliable transportation to work is an important part of remaining employed during this initial period.
- Generally, there is some difficulty finding and retaining workers, especially for weekday second shifts and weekend shifts
- Businesses are **not** interested in participating financially in transit service. It was suggested that making a business case for underwriting transit could change this mindset.
- Employers have little flexibility in late/absentee policies.
- There is no meaningful presence of shared-ride service (Lyft or Uber) within the region.

EXTERNAL FACTORS IMPACTING EMPLOYEES AND TRANSIT USE

- An important part of employee transportation is access to child care before and after work.
- Upcoming increases in the minimum wage to \$15 will provide further challenges to attract employees to physically demanding jobs. Such jobs will compete with less rigorous retail and clerical jobs offering similar wages.
- A notable level of difficulties with employee work transportation was attributed to a diminishing work ethic, especially among younger employees.
- Retail, hospitality, and health care are industries expect to experience significant job growth. By comparison, growth in manufacturing will be moderate.
- Jefferson County has more jobs than people in the workforce, so employers attract employees from surrounding areas including St. Clair and Marion counties, as well as St. Louis.

DATA COLLECTION & ANALYSIS

DEVELOPMENTS AND OPPORTUNITIES FOR ENGAGEMENT

- The new transit center in Marion will have a “soft” opening this summer. While it is intended that this location be served by a route to Mt. Vernon via I-57, a provider for this service has not been identified.
- There is a regional association of HR professionals (Southern Indiana Professional Management Association). It was suggested that transit operators present at one of the association’s meetings.

DATA COLLECTION & ANALYSIS

DAILY TRANSIT SERVICE INVENTORY

Summaries of interviews with transit providers are included in **Appendix B**. Detailed information on transit service provider's routes, stops, frequencies, fleets and other information can be found in **Appendix C**. The following section summarizes each transit service provider operating in the Greater Egypt region. As noted in the Executive Summary, information RIDES, Jackson County MTD, and Saluki Express (now operated by RIDES) is provided in the 2017 **SIMPO Transit Study** (<http://www.greateregypt.org/SIMPO/transportation-studies/>).

RIDES

Operations

RIDES Mass Transit District (RIDES) operates in an 18-county service area that includes Clark, Crawford, Cumberland, Edgar, Edwards, Effingham, Gallatin, Hamilton, Hardin, Jasper, Lawrence, Pope, Richland, Saline, Wabash, Wayne, White and Williamson Counties in Southern Illinois. Within the Greater Egypt region, RIDES primarily serves Marion, Carbondale, and Herrin (**Figure 22**). General office hours are Monday-Friday, 8:00 am until 5:00 pm. It provides local point-deviated and route-deviated services as well as intercity routes.

RIDES staff currently oversee operation for Jackson County Mass Transit District. Jackson County Mass Transit District (JCMTD) is the county-wide public transportation system in Jackson County. General hours of operation are Monday-Friday, 7:00 am until 5:00 pm. JCMTD provides three main service types: point-deviated, demand-response and intercity services.

Point Deviated Routes

RIDES provides three buses (Marion Residential routes) that operate point-deviated service within Marion. The City of Marion is split into 3 zones with each zone having a designated bus stop. Buses run in a clockwise loop pattern, spending 20 minutes in each zone before moving to the next zone. While the bus remains in a specific zone, it stops at designated bus stop locations as well as serving other rider needs within that zone. RIDES also operates the point-deviated Herrin Residential Routes. Herrin is divided into two zones with a bus spending 30 minutes in each zone before moving to the other one.

Intercity Routes

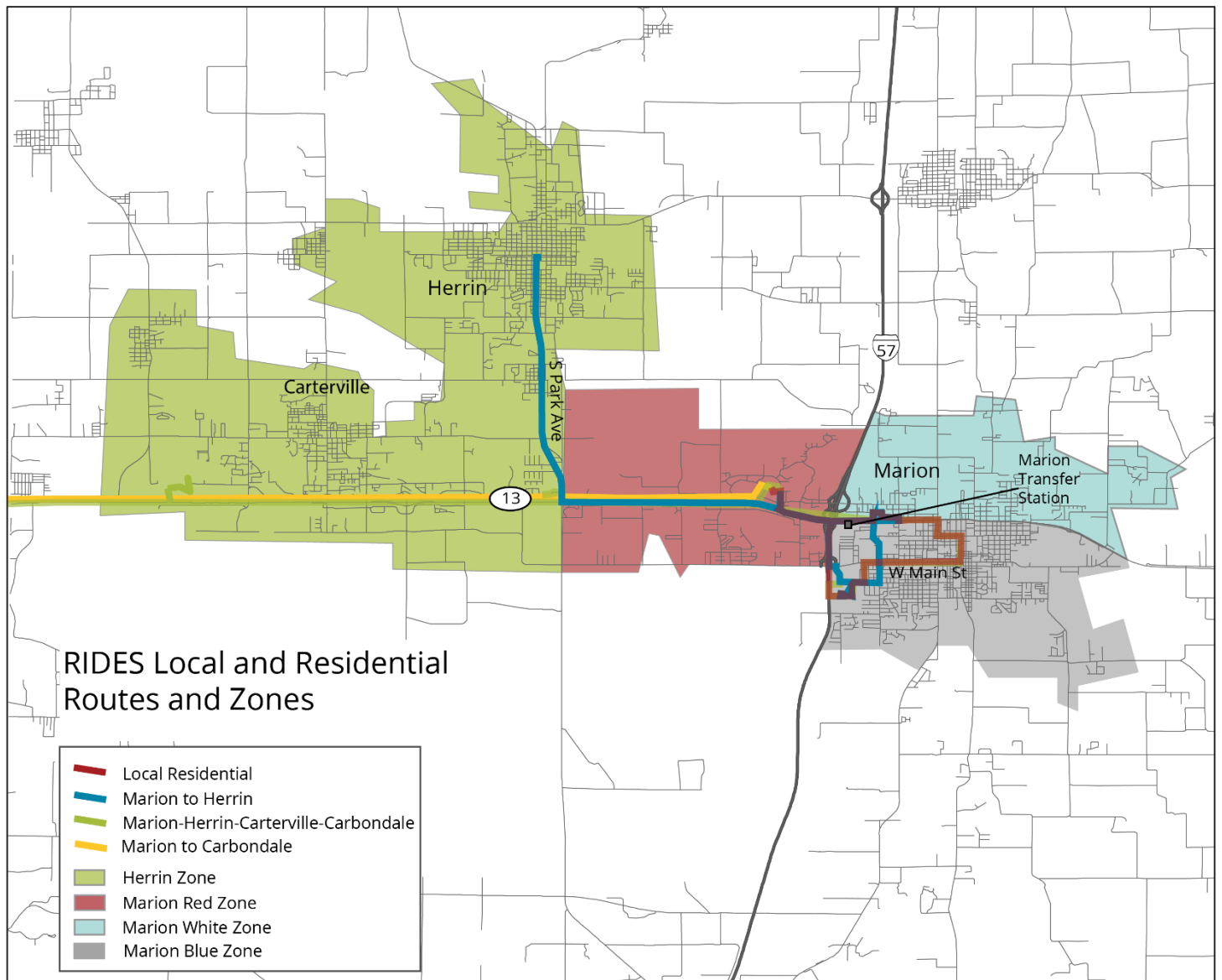
In addition to these point-deviated services, RIDES provides intercity routes that operate within the county and routes outside of the county. Two buses are designated for intercity transportation within the county. They operate in a triangular pattern, transporting riders between the Marion Walmart, Herrin Walmart and Logan Primary Care. The intercity route between Marion and Carbondale is a fixed route.

Route-Deviated Services

There are also various route-deviated services that RIDES provides throughout Greater Egypt in Herrin, Marion, and Carterville. These routes have multiple start times and include contracted routes serving Centerstone, Our Direction, Addus, WCPA, John A. Logan Collage, Trades, Agape, and Unity Schools, as well other employment-focuses routes.

DATA COLLECTION & ANALYSIS

FIGURE 22: RIDES LOCAL AND RESIDENTIAL ROUTES AND ZONES



DATA COLLECTION & ANALYSIS

JACKSON COUNTY MASS TRANSIT DISTRICT (JCMTD)

Operations

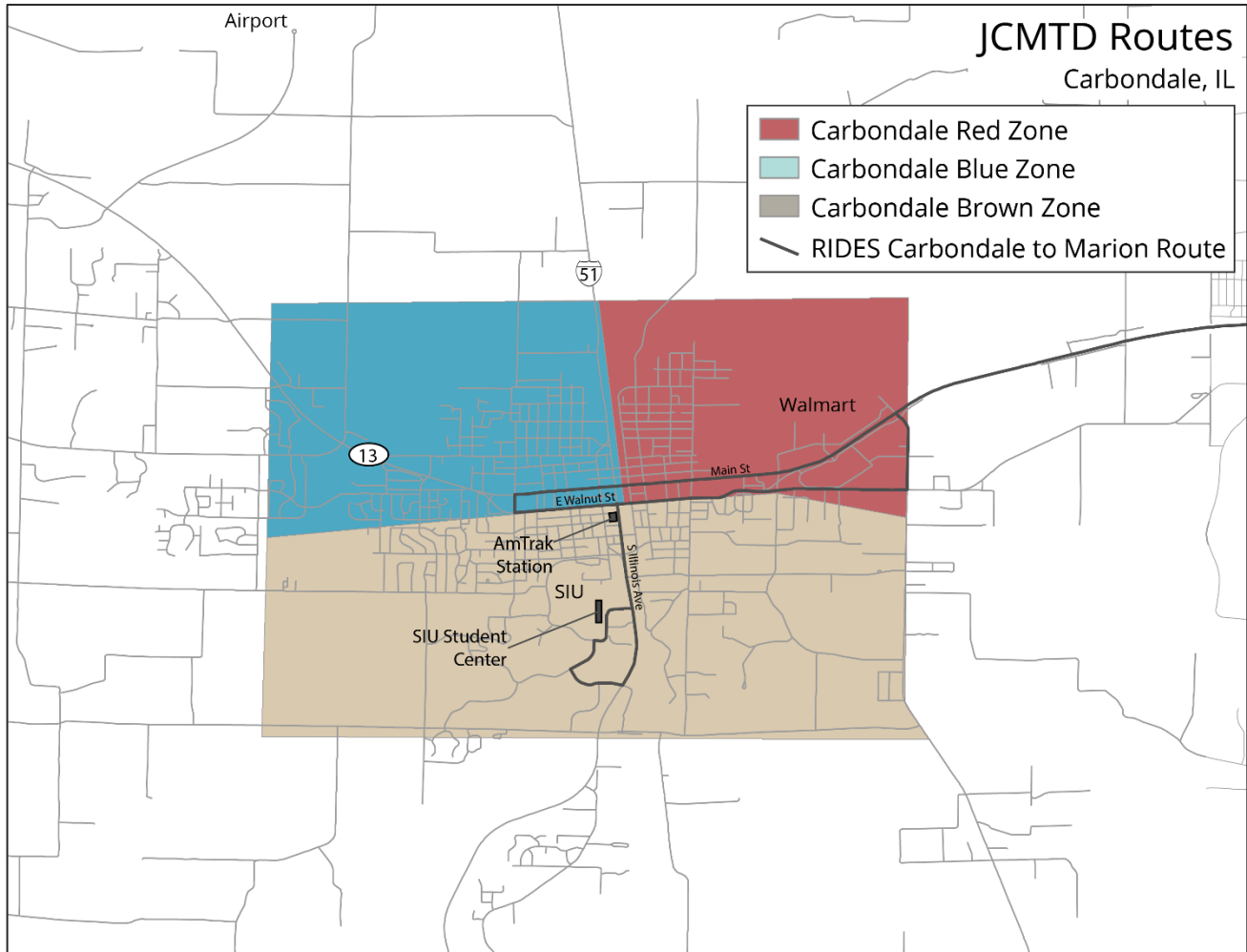
JCMTD operates three buses within Carbondale on a continual point-deviated loop (**Figure 23**). In addition to the services within the city of Carbondale, JCMTD provides two buses designated for intercity transportation from Carbondale to Murphysboro. Riders can also use JCMTD to go from Carbondale to a few select out-of-county cities including Marion, Herrin and Carterville at a discounted rate while all other out-of-county trips are priced at a premium rate. All out-of-county trips are only upon request and require at least 24-hour notice to be scheduled. Jackson County has added Saturday Service and began to operate two point deviated residential routes between 8 am and 2 pm to serve patients traveling to and from dialysis.

START Routes

JCMTD also runs the START Routes which are contracted routes for transporting disabled adults to sheltered employment centers. Riders that are not able to use these services can avail the demand-response service that JCMTD provides throughout the entire county. To use this service, riders must call preferably a day in advance to schedule their transportation needs.

DATA COLLECTION & ANALYSIS

FIGURE 23: JACKSON COUNTY MASS TRANSIT DISTRICT POINT-DEVIATED ROUTES



SOUTH CENTRAL MTD

Operations

South Central MTD is the metro-wide public transportation system serving Marion, Jefferson, Clinton, Washington, Franklin, and Perry counties in Illinois. General hours of operation are Monday-Friday, 8:00 am until 5:00 pm. SCMTD provides two main service types: point-deviated and demand-response as well as intercity routes.

SCMTD fixed routes generally operate at infrequent intervals. Most routes operate only a few trips a day. SCMTD attempts to coordinate closely with employers to correspond to commute times.

DATA COLLECTION & ANALYSIS

SCMTD also runs the START Routes which are contracted routes for transporting disabled adults to sheltered employment centers. Riders that are not able to use the aforementioned services can use the demand-response service that JCMTD provides throughout the entire county. Riders must schedule service by calling SCMTD, preferably at least a day in advance.

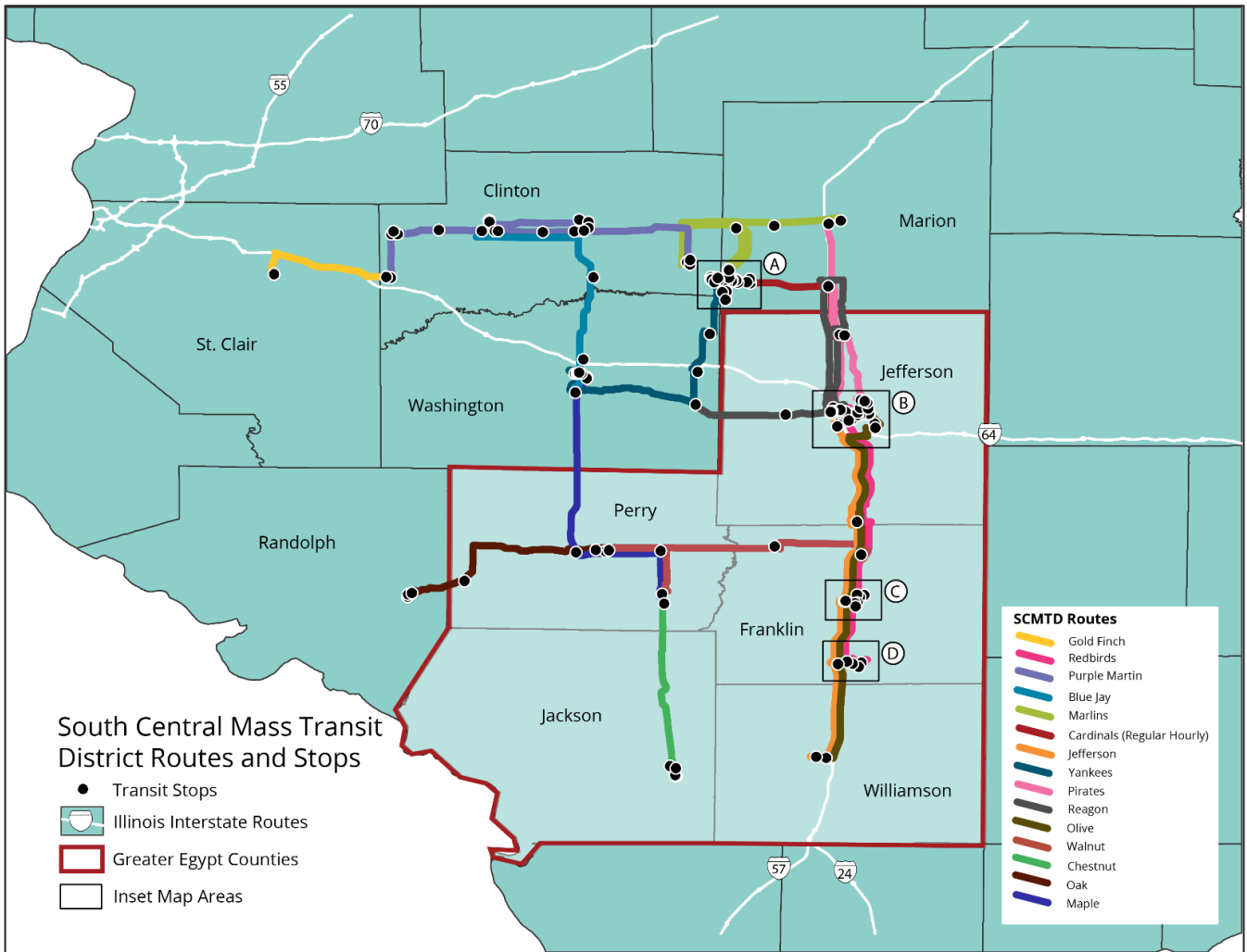
SCMTD provides seven transit services:

- Demand-Response Service
- Mobility Device Transportation, medical appointments, child transportation to and from local daycare centers, schools, homes, babysitters, etc.
- Feed routes to Bi-State/Metro Link System
- County wide Services
- Education, Work, and Public Shuttles
- Inter-city Routes (within the six-county region)
- Intra-city Shuttle—Mt. Vernon and Centralia

SCMTD provides 15 point-deviated routes within the six counties. The point deviated routes are shown in **Figure 24**. Details of service within Centralia, Mount Vernon, Benton and West Frankfort are provided in **Figures 25** through **28**.

DATA COLLECTION & ANALYSIS

FIGURE 24: SOUTH CENTRAL MASS TRANSIT DISTRICT ROUTES AND STOPS



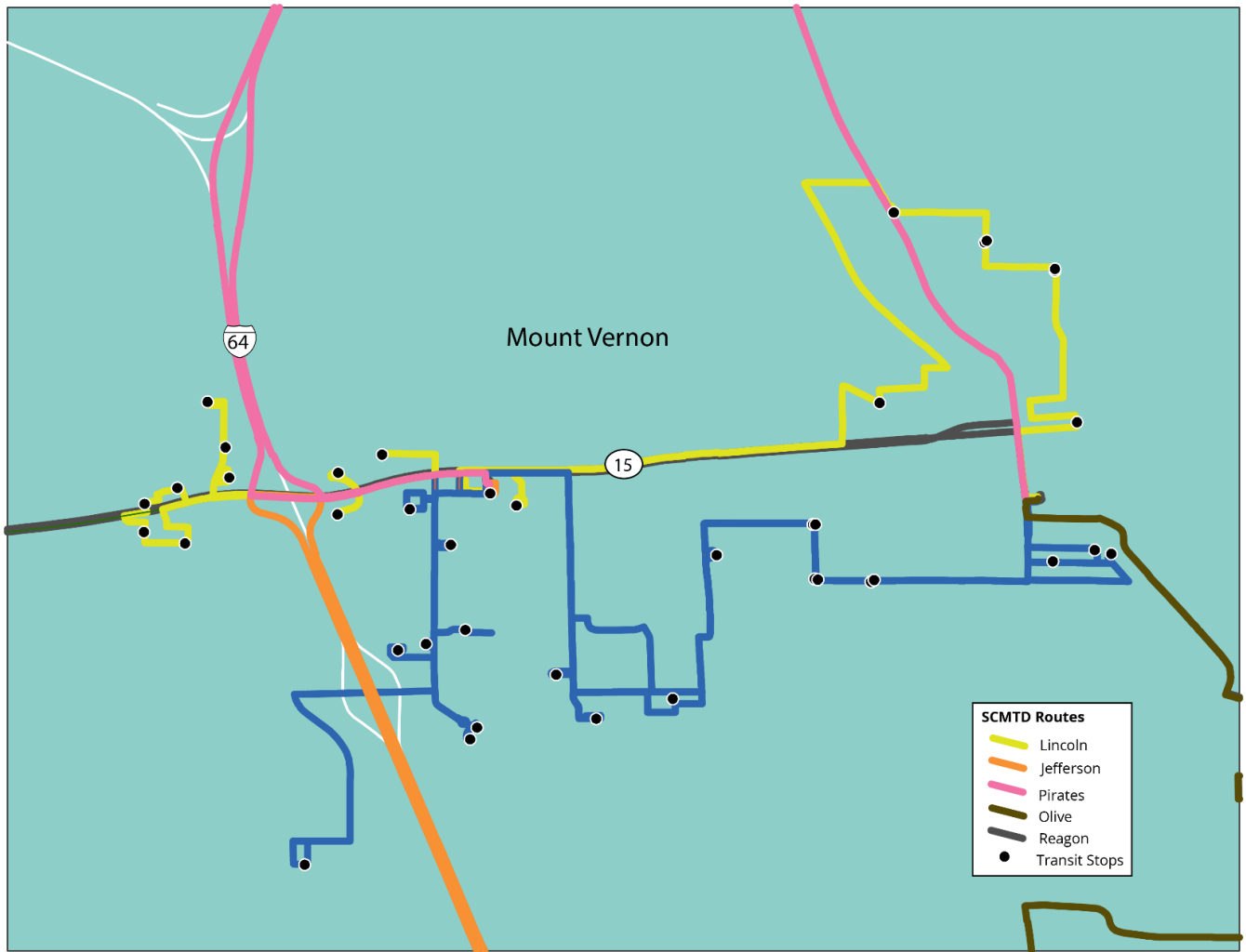
DATA COLLECTION & ANALYSIS

FIGURE 25: INLAY "A"



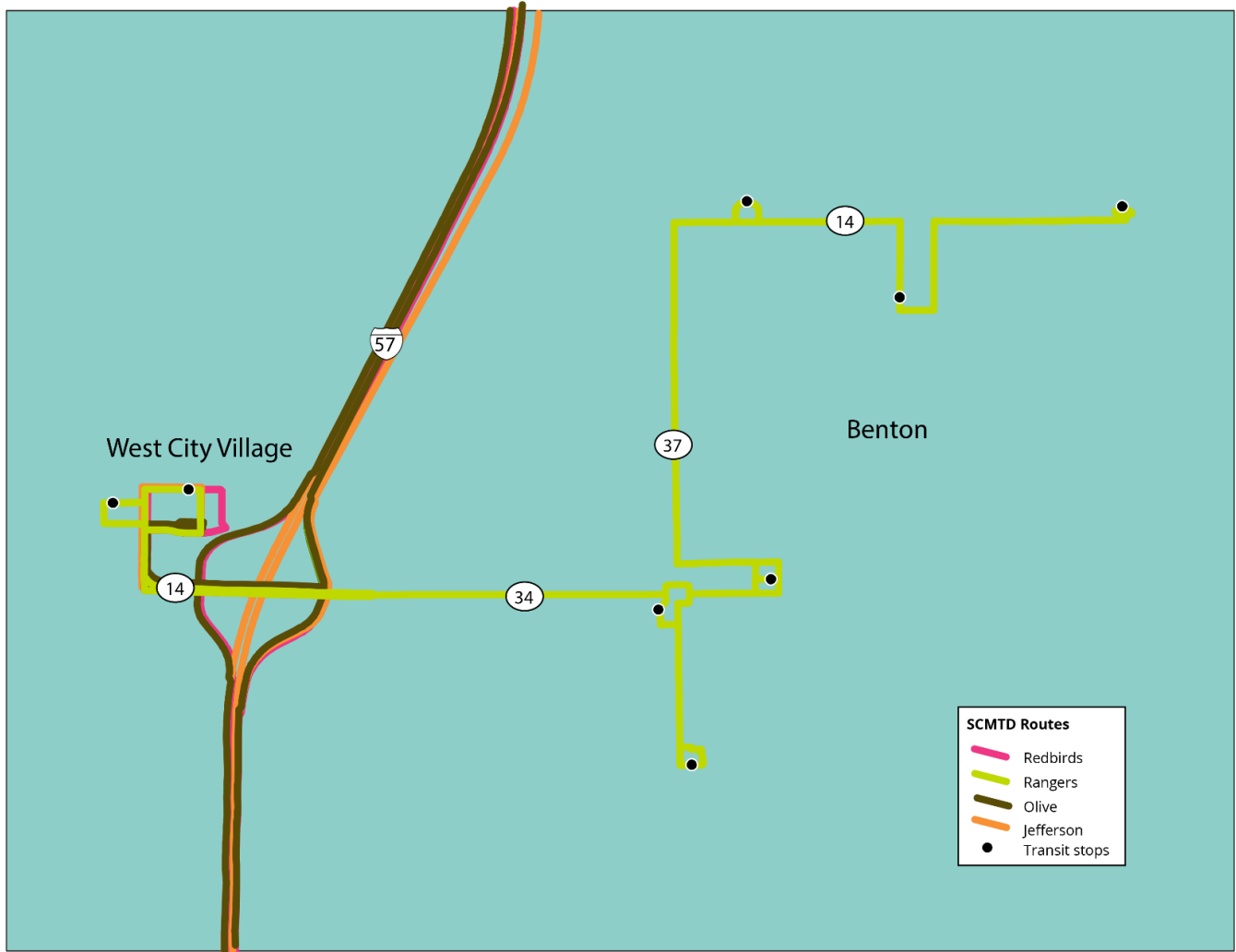
DATA COLLECTION & ANALYSIS

FIGURE 26: INLAY "B"



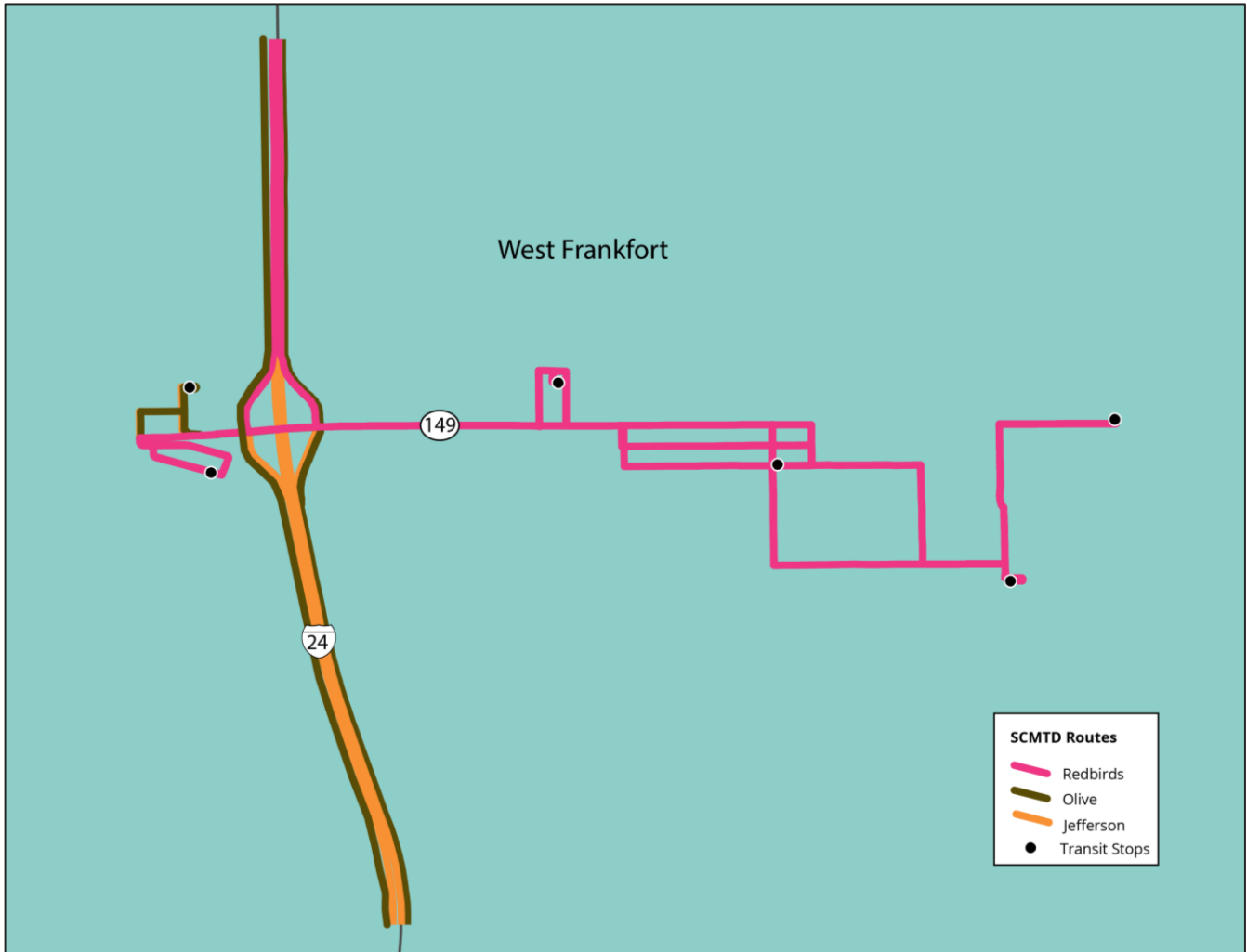
DATA COLLECTION & ANALYSIS

FIGURE 27: INLAY "C"



DATA COLLECTION & ANALYSIS

FIGURE 28: INLAY "D"



DATA COLLECTION & ANALYSIS

SHAWNEE MTD

Operations

Shawnee MTD serves five southernmost counties in Illinois: Alexander, Johnson, Massac, Pulaski and Union. Shawnee MTD provides five transit types:

- Point-Deviated Services – Marion Residential Routes
- Contract Shuttle
- Intercity Service
- Non-Emergency Medical
- Procurements

Shawnee MTD offers shuttle service in Anna/Jonesboro, Metropolis and Vienna. They also offer shuttle routes from Cape Girardeau to Cairo and from Carbondale to Cairo.

The service area for Shawnee MTD is not economically vibrant. Its connections to SCMTD and RIDES services in Carbondale serve primarily to provide access to employment, medical services and SIU from residents of the primary service area. This plan did not consider connections to Shawnee's service area for employment opportunities for Greater Egypt residents to be a significant priority for this project.

DATA COLLECTION & ANALYSIS

INTER-COUNTY WORK FLOWS

Table 7 highlights the most significant intercounty travel patterns. Most workers are traveling between Williamson, Jackson, and Franklin Counties. Figure 29 depicts these worker movements as they relate to where workers live, where they are employed, and the major employers in surrounding counties outside of Greater Egypt.

TABLE 7: INTER-COUNTY WORK FLOW

Greater Egypt Regional Planning Area - County of Employment for Greater Egypt Residents

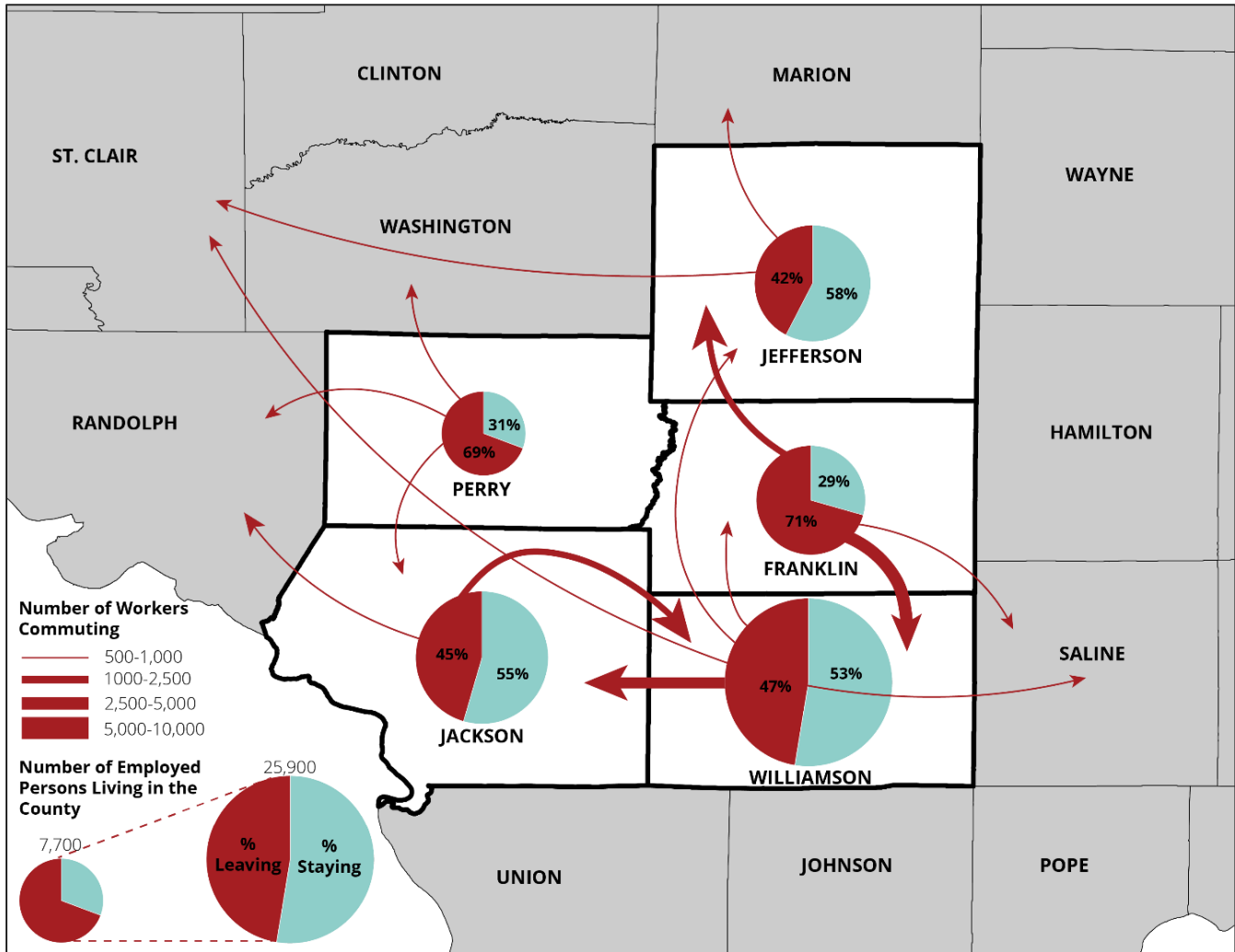
County of Residence	County of Employment											% Intra-County
	Jefferson	Franklin	Williamson	Jackson	Perry	Randolph	Washington	St. Clair	Marion	Saline	Total	
Jefferson	8,767	227	456	292	77	92	341	557	721	127	11,657	75%
Franklin	1848	4146	2915	1062	299	209	83	296	89	517	11,464	36%
Williamson	773	1055	13621	4018	236	271	43	524	139	924	21,604	63%
Jackson	365	217	2269	10234	334	621	65	456	104	146	14,811	69%
Perry	488	200	500	978	2362	811	529	208	49	79	6,204	38%

Source: LEHD On the Map, U.S. Census Bureau, Center for Economic Studies

- Indicates counties where over 2,000 employees commute out of county for work
- Indicates workflows within a single county

DATA COLLECTION & ANALYSIS

FIGURE 29: INTER-COUNTY WORK FLOWS

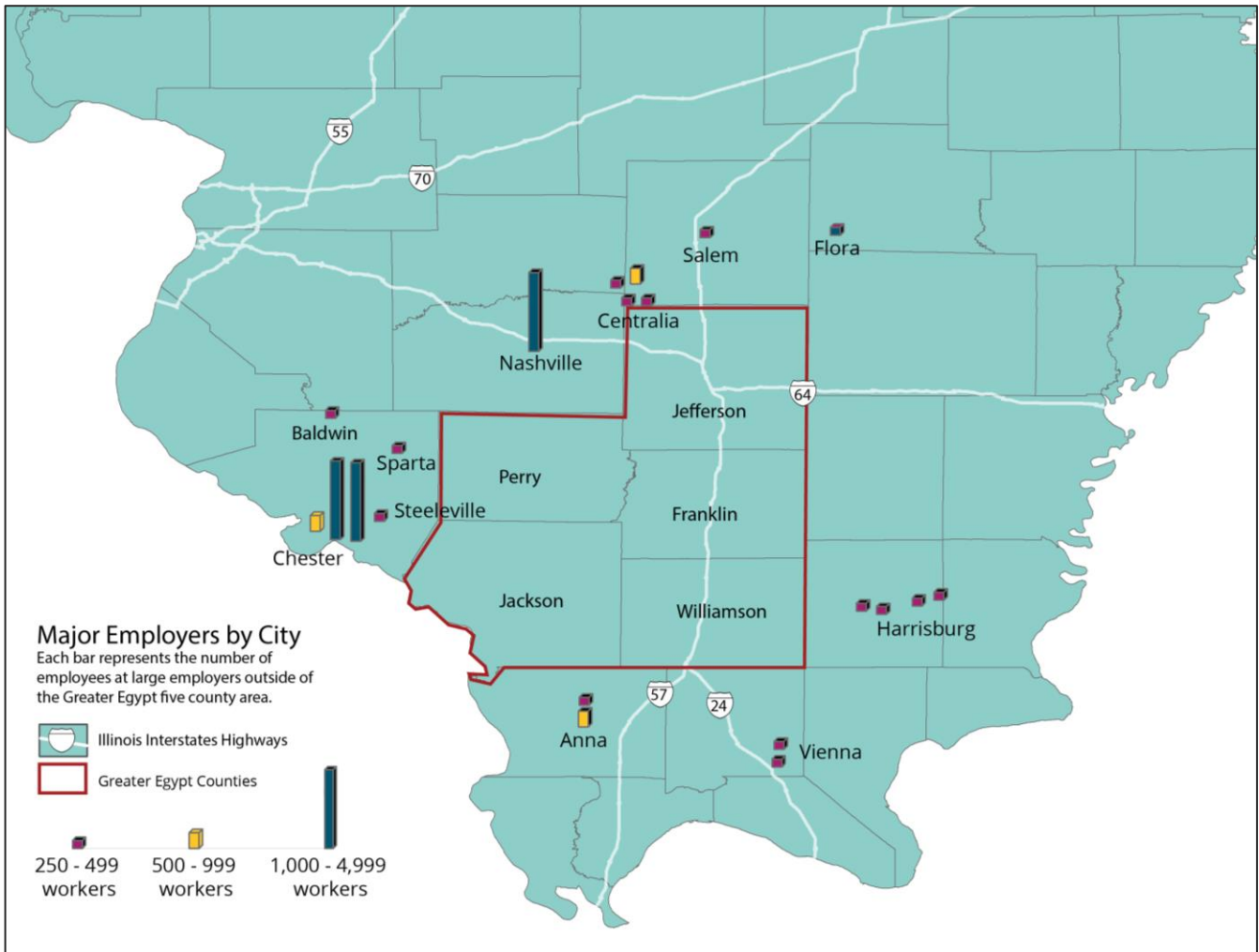


SOURCE: LEHD ON THE MAP, U.S. CENSUS BUREAU CENTER FOR ECONOMIC STUDIES

Most of Franklin and Perry Counties' workforce stay leave their respective county for employment. Perry has the highest percentage of commuters among the Greater Egypt counties. A large proportion of Franklin's employed workforce goes to adjacent Williamson and Jefferson Counties. Williamson is the largest commuting destination for workers in the region of the five counties. Both Jackson and Franklin send a significant portion of their employees to Williamson for work. There is a two-way flow of workers between Williamson and Jackson with slightly more from Williamson going to Jackson than the other way around. This is likely in part due to the larger total employed population in Williamson. Most inter-county travel occurs between adjacent counties. St. Clair county is one of the exceptions to this trend with a moderate number of employees from Williamson and Jefferson commuting to St. Clair for jobs. Jackson and Perry are closer but do not have significant numbers of commuters going to St. Clair. The most common counties outside of the region that Greater Egypt workers commute to are Randolph, St. Clair, Washington, Marion, and Saline. Almost no workers commute south of Greater Egypt.

DATA COLLECTION & ANALYSIS

FIGURE 30: LOCATION OF MAJOR EMPLOYERS OUTSIDE OF GREATER EGYPT

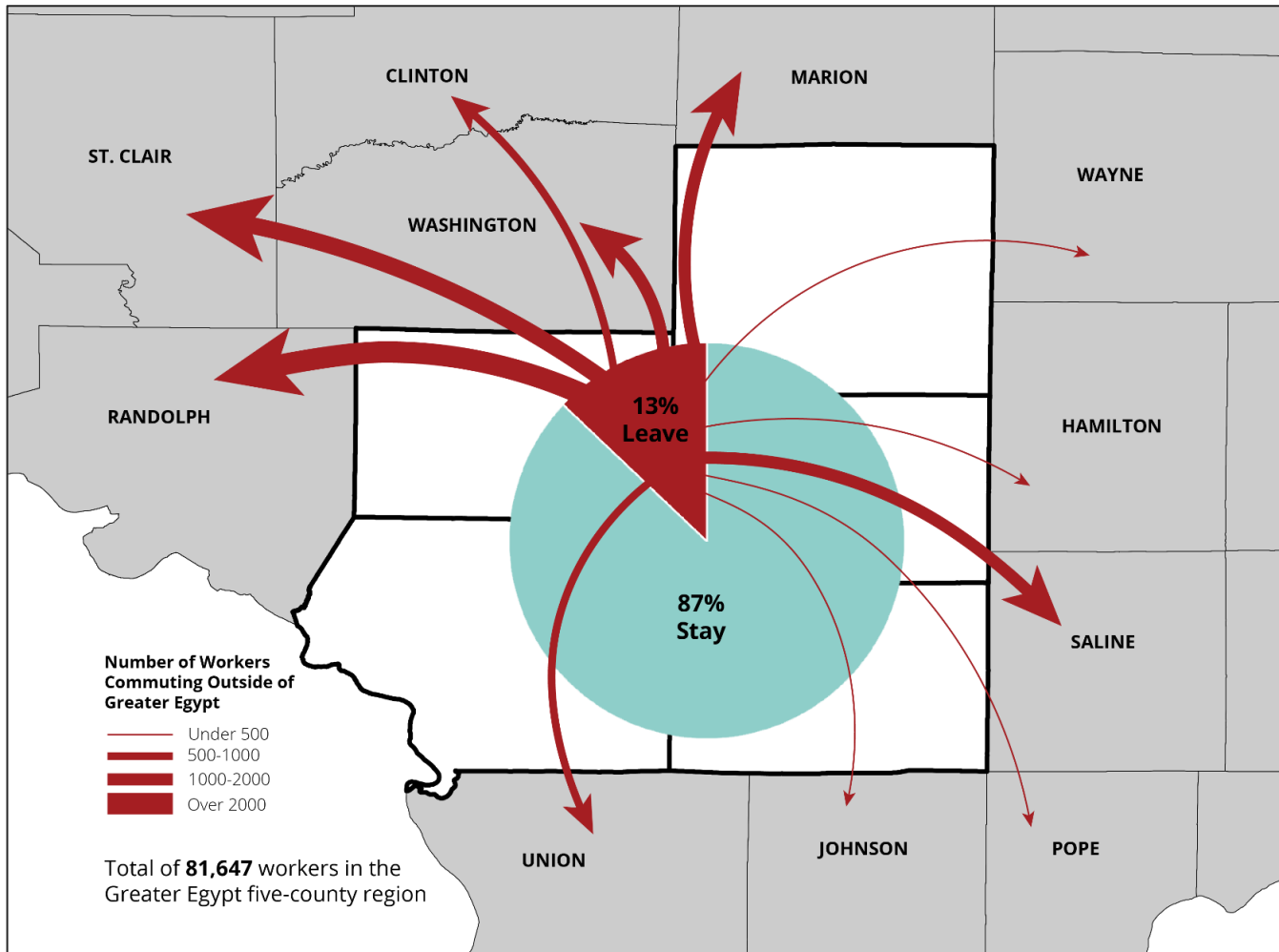


SOURCE: ILLINOIS DEPARTMENT OF EMPLOYMENT SECURITY (IDES)

As noted in the previous map, Randolph, St. Clair, and Washington to the west, Marion to the north, and Saline to the southeast are the most common out-of-region commute destinations for Greater Egypt workers. Communities attracting workers in Randolph county include Chester, Steeleville, Sparta, and Baldwin. Nashville is one of Washington’s largest employers. Centralia and Salem are cities with large employers in Marion County. Harrisburg is likely drawing workers from Greater Egypt into Saline County. Almost no workers from Greater Egypt are commuting to Vienna or Anna.

DATA COLLECTION & ANALYSIS

FIGURE 31: WHERE GREATER EGYPT RESIDENTS ARE WORKING OUTSIDE OF GREATER EGYPT

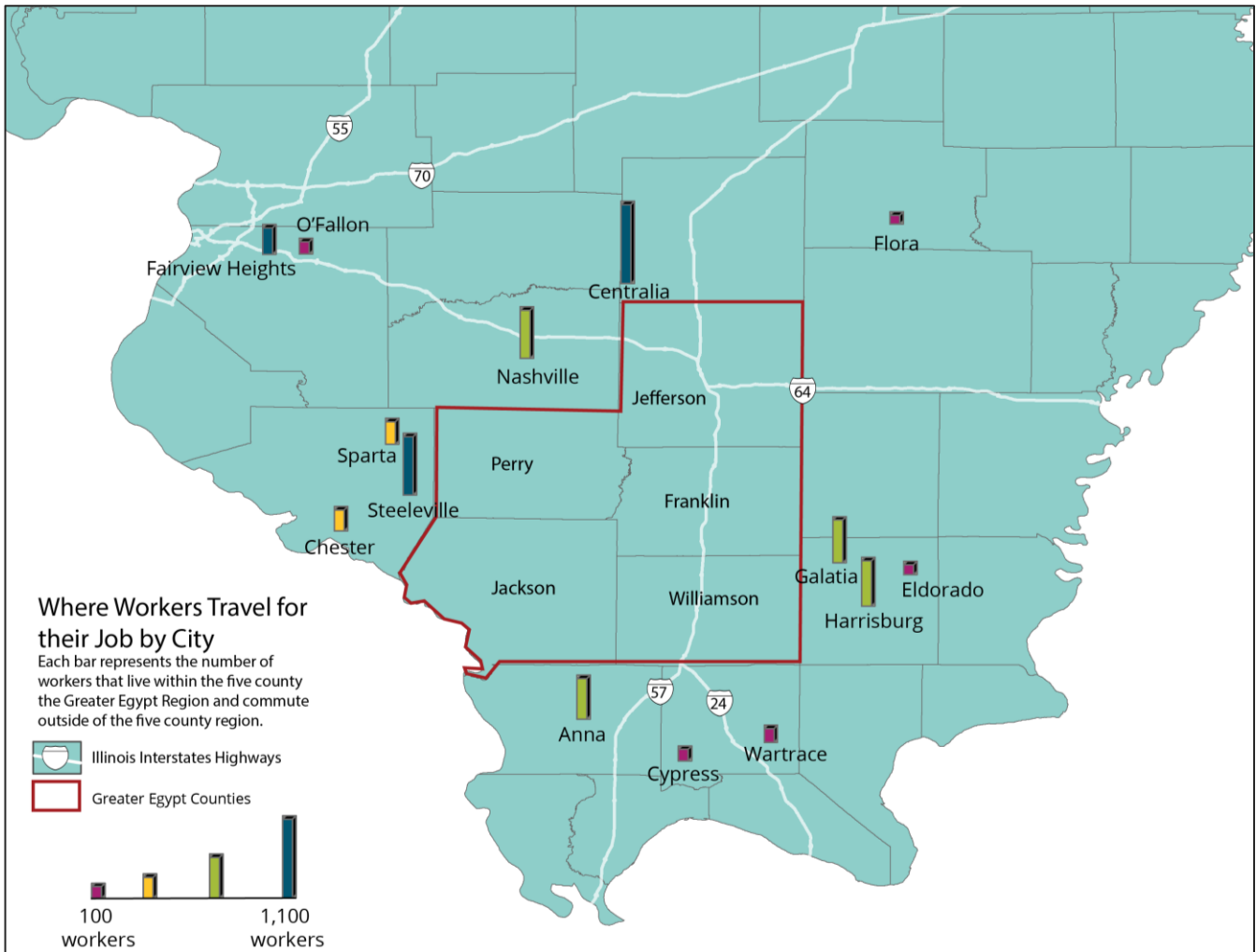


SOURCE: LEHD ON THE MAP, U.S. CENSUS BUREAU CENTER FOR ECONOMIC STUDIES

Most commuting by Greater Egypt workers is done within or between Greater Egypt’s five counties (87%) with 13% of commuters from the region going to surrounding counties. In general, commuters from Greater Egypt are going west and north to Randolph, St. Clair, and Marion. Saline and Union draw a portion of the Greater Egypt commuters to the south and southeast respectively.

DATA COLLECTION & ANALYSIS

FIGURE 32: WHERE GREATER EGYPT RESIDENTS WORK BY MAJOR EMPLOYER OUTSIDE OF GREATER EGYPT



SOURCE: IDES

The bars in the map above represent the number of workers from the Greater Egypt region working in major cities outside of the region. Most of the major employment centers are in cities to the northwest.

TRANSFER LOCATION ANALYSIS

POTENTIAL TRANSFER LOCATIONS

The most promising locations for potential transfer facilities were identified based upon key findings described in previous sections. These include:

- Major employers are concentrated in Jackson, Williamson and Jefferson counties. There are significantly fewer employment opportunities in Franklin and Perry counties.
- Employees have little or no flexibility in employer expectations that they arrive to work “on time”. Providing transit services and transit centers near to employment centers will facilitate meeting employer expectations.
- Jefferson County is a magnet for employees residing in other counties. It offers more employment than it has residents in the workforce.
- Existing RIDES and JCMTD service focuses on two of the major employment centers (Carbondale and Marion). In addition, the Marion transit center is opening this summer.
- Within the Greater Egypt Area, Mt. Vernon is the primary node for SCMTD service.
- Major intercounty worker commute flows are between Jackson and Williamson counties, Franklin and Jefferson counties, and Franklin and Williamson counties.

In consideration of the combination of these factors, the most promising locations for transfer centers are in Mt. Vernon (Jefferson County), Marion (Williamson County) and Carbondale (Jackson County). The Marion transit center is opening this summer and should begin at least “soft operations” about the time this report is released. The City of Carbondale has put forward detailed plans for a multi-modal transit center at the Carbondale Amtrak Station². Its application for funding in 2018 was not successful, but it has plans to revise and submit its application. The findings of this study support the Carbondale multi-modal transit center.

EXISTING PUBLIC LANDS FOR FACILITIES – GIS ANALYSIS

We identified all parcels in the five-county region that were publicly owned (excluding parks and recreation and conservation land), greater than 1/6 of an acre (0.1667 acres), and within a half mile of an incorporated area. In total, there are 1,593 parcels in the Greater Egypt region that meet these criteria. This information is provided electronically in **Appendix E** (an excel spreadsheet providing information on each parcel) and in **Appendix F** (GIS shapefiles showing these parcels).

TABLE 8: DESCRIPTION OF AVAILABLE PARCELS FOR A TRANSIT CENTER IN EACH GREATER EGYPT COUNTY

County	Total Parcels	Parcels <1 Acre	Parcels 1-5 Acres	Parcels >5 Acres
Franklin	122	15	33	74
Jefferson	413	280	93	39
Jackson	208	111	49	43
Williamson	743	432	165	146
Perry	107	49	29	29
Total	1,593	887	369	337

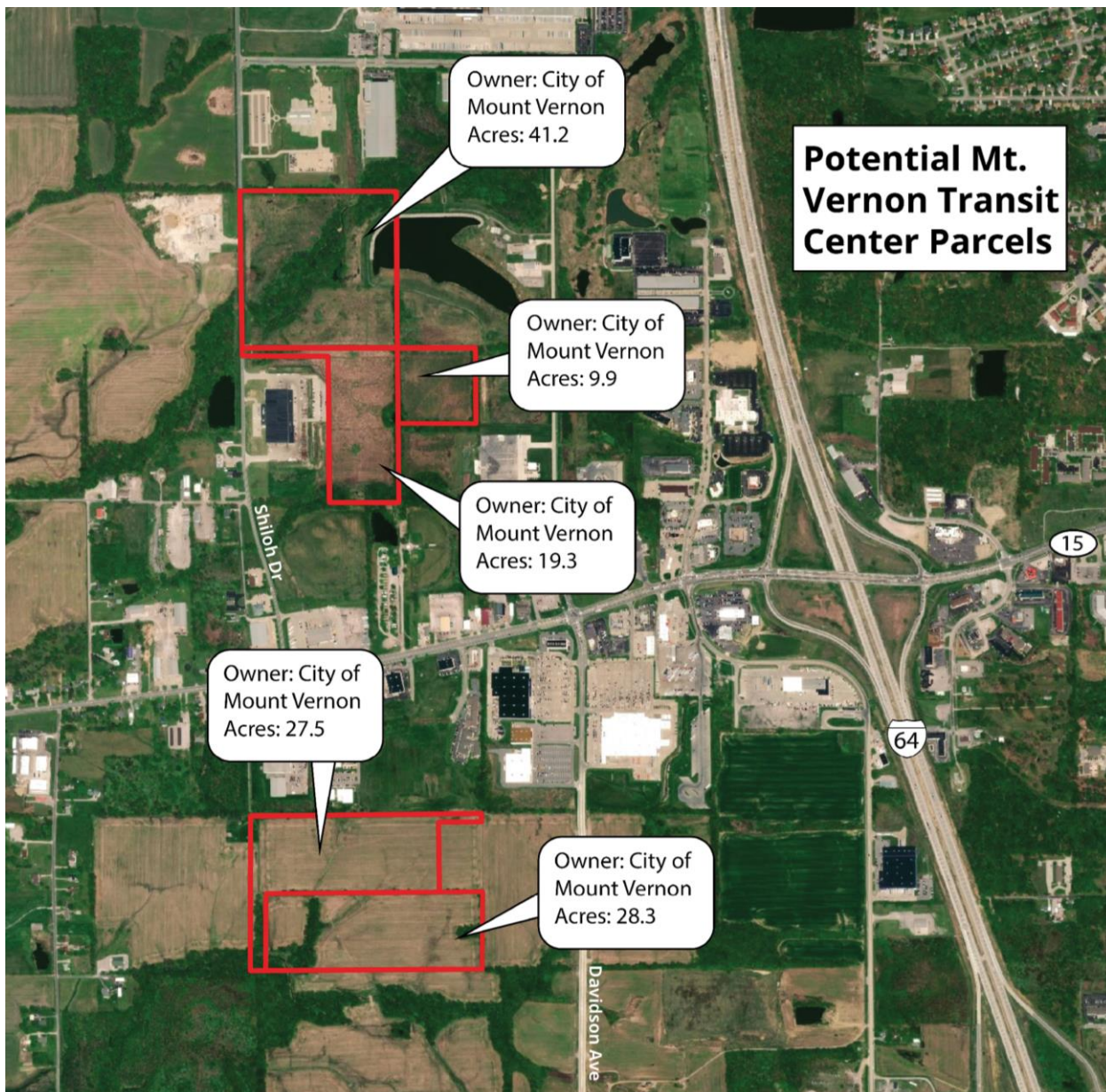
² See grant application at <https://explorecarbondale.com/419/Multimodal-Transportation-Project>.

TRANSFER LOCATION ANALYSIS

FIELD INSPECTIONS

In early June 2019, Lochmueller staff made a field review of publicly-owned parcels in Mt. Vernon where a transit center could be located. We identified several parcels owned by the City of Mt. Vernon along and near Shiloh Drive just west of the I-57/I-64/SR 15 interchange. They provide a well-situated focal point for the Marion-to-Mt. Vernon service, as well as service into Mt. Vernon, Marion, Washington and Clinton counties. These parcels are shown in **Figure 33**.

FIGURE 33: POTENTIAL TRANSIT CENTER LOCATIONS – MT. VERNON, IL



TRANSFER LOCATION ANALYSIS

Any transit center would require approximately 0.5 acres of one of these locations. It would include parking for 10 to 12 vehicles, berthing for 3 to 4 buses, and a passenger shelter. **Table 9** provides an estimate of the potential costs of such a facility. It is based upon unit costs used by Lochmueller Group in previous transit studies. It is not an engineering estimate and is not based upon a specific facility layout.

TABLE 9: MT. VERNON POTENTIAL TRANSIT CENTER COSTS

Item	Amount	Quantity	Unit Cost	Total Cost
Site Improvement	0.3	Acre	\$ 600,000	\$ 180,000
Curb/Gutter	500	Feet	\$ 12	\$ 6,000
Sidewalk/Paving	3000	Feet ²	\$ 5	\$ 15,000
Shelter	1		\$ 10,000	\$ 10,000
Subtotal				\$ 211,000
Contingency	20%			\$ 42,000
Total				\$ 253,000

Unit costs are based upon previous Lochmueller Group analyses of transit facilities. This is only a general estimate of the potential cost of the facility. It is not an engineering estimate.

GAP ANALYSIS

GAP ANALYSIS

TRANSIT SERVICE NEEDS

The analysis of work flows shows that major movements correspond to existing transit networks. Listed below in bullet point format are the existing major inter-county work flows, along with the transit services already provided. These intercounty workflows are given in **Table 7** and shown in **Figure 29**.

- **Jackson – Williamson counties.** The largest intercounty workflows within the region are Jackson County residents who work in Williamson County (2,269) and Williamson County Residents who work in Jackson County (4,018). Southern Illinois University is the largest employer in Jackson County, and is a major attraction for the Williamson County labor force.
- **Franklin – Williamson counties.** There are significant workflows between Franklin and Williamson counties. There are 2,915 Franklin County residents who work in Williamson County, and 1,055 Williamson County residents who work in Franklin County.
- **Jefferson – Franklin counties.** There are 1,848 Franklin County residents who work in Jefferson County. However, only a small number of Jefferson County residents (227) work in Franklin County.

Table 7 shows that for Jefferson, Williamson and Jackson counties, most county residents (between 63% and 75%) work within their county of residence. For these counties, intra-county transit service is more important for serving work trips. By contrast, 62% to 64% of Perry and Franklin county residents leave their county to commute to work. For these counties, inter-county transit service is more important for serving work trips.

The primary work destination markets for Perry County residents are Jackson and Randolph counties. Service to eastern Randolph County is provided. Single-route service into Jackson County is provided only from DuQuoin.

Figures 22 through 24 illustrate that fixed-route transit currently serves these major work flows. We have identified two major gaps in the ways in which transit service currently is provided. Our assessment is that the most significant gap is not related to routes and schedules of service. These gaps are described below.

PUBLIC INFORMATION – AWARENESS OF TRANSIT SERVICE

During the employer surveys and especially during the follow up group interviews, the most consistent feedback is that a **lack of information** about existing transit service is the most significant impediment to its use. Key specifics of this feedback include:

- **Route and schedule information is not available.** Employers and those in the work force cite lack of information about available transit as a major barrier to transit use. Frequent instances were provided of employees being hired who only then seek information about transit service. They often find it very difficult to secure information.
- **Transit needs a more visible presence in the community.** The lack of designated bus stops is an often-cited barrier. There is a widespread feeling that “you don’t know where to get the bus.”
- **Employers generally are unaware of RIDES’ “One-call Center”.** During the employer meetings, the RIDES “One-Call” center was mentioned. It’s ability to provide information and coordinate transportation was described. Employers generally felt this could address several of their transportation needs, but they previously were unaware of its existence.

GAP ANALYSIS

In addition to this employer feedback, Lochmueller reviewed the route and schedule information available on the RIDES (<http://www.ridesmtd.com/>), South Central MTD (<http://southcentraltransit.org/>) and Jackson County Mass Transit District (<http://www.jcmttd.com/home/>) web sites. We could not identify route maps showing service within the Greater Egypt area. SCMTD's provides route schedules, but they are not accompanied by a map. The service maps provided in **Figures 22 through 28** were generated by Lochmueller staff based upon information provided by the operators. To our knowledge, this information is not available to the public in this form.

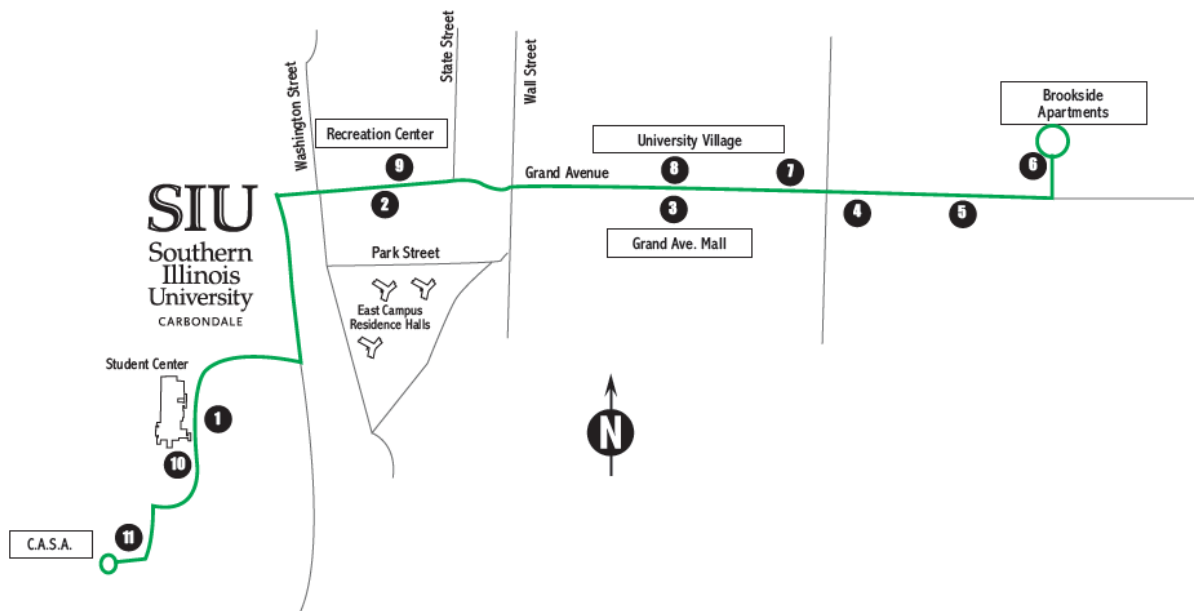
It is Lochmueller's assessment that the most important financial priority to better serve work trips in the Greater Egypt region is to make a **significant** investment in public information regarding existing transit service. These investments include:

- **Route maps with corresponding timetable schedules.** This is fundamental information which transit systems provide to inform their customers where and when their service is available. **Figure 33** provides an example of such a map and schedule combination. This is from the *2017 SIMPO Transit Study – Existing Conditions Report*.
- **System maps which show connections between routes.** Potential users need overall maps which show connections between routes. See **Figure 24** as an example. It shows a system route map for SCMTD service.
- **Widespread publicity of the One-call center.** RIDES has invested significant resources to establish this facility and strengthen lines of communications with other transit operators. A description of the One-Call center should be prominent on the SCMTD, RIDES and JCMTD web sites.
- **Significant investments in bus stop signs and (in higher volume locations) bus benches or shelters.** The need for bus stop signs was identified in the *2017 SIMPO Transit Study*. Some progress has been made, but this study has identified it as a continuing need. Bus shelters also can include route and schedule information, as well as system maps.

GAP ANALYSIS

Figure 33: SCT Example Map with Time Table Schedule

1	:00	:20	:40	Student Center (East Side)	195
2	:02	:22	:42	Charlotte West Stadium	239
3	:04	:22	:44	Grand Avenue Mall	132
4	:05	:25	:45	Grand @ Lewis	131
5	:06	:26	:46	Aspen Court	107
6	:07	:27	:47	Brookside Apartments	112
7	:09	:29	:49	Georgetown Apartments	128
8	:10	:30	:50	University Village	147
9	:11	:31	:51	Recreation Center	178
10	:14	:34	:54	Student Center (West Side)	196
11	:15	:35	:55	C.A.S.A.	211



CONNECTIONS TO EMPLOYER LOCATIONS

CONNECTIONS TO EMPLOYER LOCATIONS

The system envisioned in the project's recommendations involves regional core service connecting key transit hubs. These hubs are proposed for Carbondale, Marion, and Mt. Vernon. Key transit corridors in these core services include:

- Marion to Carbondale (via SR 13)
- Marion-West Frankfort-Benton-Mt. Vernon (via I-57)

A key element of successful service will be local connections to employer locations and employee residences in and near Carbondale, Carterville/Herrin, Marion, West Frankfort, Benton and Mount Vernon. Both RIDES and SCMTD actively coordinate with area employers to coordinate fixed route service with employer shift times. Enhanced regional core services will be complemented by increased coordination with existing RIDES, SCMTD and JCMTD services. This plan provides high-level operating cost estimates for such enhanced service. The exact schedule and routing for this service will be determined in coordination with employers.

POTENTIAL NEW SERVICE TYPES

The project considered the potential for new service types to address transit service gaps. These service types include employer-based vanpool services and subscription transit service (regular route transit service partially underwritten by employers).

An initial assessment of the feasibility of employer support of transit was made during the web-based employer survey. Question 14 of this survey asked employers how likely they were to provide "Employee financial assistance for transportation programs such as vanpools and bus passes." Of 50 responses, only 2 indicated they were "very likely" and 3 indicated they were "somewhat likely" to participate in such arrangements. More than half of respondents said they were "not at all likely" to participate.

Based upon this employer feedback, these potential new service types were not considered further.

FINANCIAL INVESTMENTS

Facility recommendations focus on a transfer location in Mt. Vernon. The new Marion Transit Center and the anticipated Carbondale Multi-Modal Center are separate undertakings. Based upon the feedback from area employers, the financial estimates do not reflect employer participation. As shown in **Table 9**, the construction cost of a simple transit center in Mt. Vernon is approximately \$250,000. This is a planning-level estimate, which assumes a facility of 0.5 acre or less. It assumes it is situated on public-owned land which is available for the facility at no cost.

SERVICE DELIVERY OPTIONS

The primary corridors for worker commutes in the Greater Egypt area are along the SR 13 corridor between Marion and Carbondale³, and along the I-57 corridor between Marion and Mount Vernon. Along these corridors, at least hourly service is recommended during peak work commute times, weekdays. Based on the results of the employer survey, weekday work shift times peak between 6 am and 9 am, 2 pm and 6 pm and (potentially) 9:30 pm to 11:30 pm. These services will be complemented by local feeder services which provide the first mile/last mile connection to employers.

³ RIDES presently provides direct service between Marion and Centerville, with continuing service "on call" to Carbondale. These recommendations assume incorporation of this existing service into the Marion-Carbondale corridor service.

CONNECTIONS TO EMPLOYER LOCATIONS

Table 10 shows marginal operating costs calculated from recent National Transit Database (NTD) submittals from RIDES and SCMTD, complemented with additional cost data provided by SCMTD. The operating cost factors will be used to estimate direct operating costs for additional service.

TABLE 10: TRANSIT SERVICE OPERATING COST

Planning-Level Costs - Based upon Recent NTD Submittals						
Operator	Vehicle Hours Costs			Vehicle Hours Costs		
	Vehicle Operations Cost	Vehicle Hours Operated	Cost/Hr.	Vehicle Maintenance Cost	Vehicle Miles Operated	Cost/Hr.
RIDES	\$8,345,717	\$221,644	\$37.65	\$1,447,993	\$3,842,286	\$0.38
SCMTD	\$2,690,212	\$98,323	\$27.36	\$1,293,574	\$2,186,426	\$0.59

Source: 2017 National Transit Database Submittal (except for SCMTD costs - provided in March 11, 2019 email)

The following assumption are used to estimate a planning-level cost for these services.

- For purposes of this initial estimate, only the 6 – 9 am and 2 – 6 pm times are served by the Marion-Carbondale and Marion-Mt. Vernon services.
- Service is provided in these two corridors on an hourly basis.
- Existing RIDES service can provide the Marion-Carbondale route at all times.
- Existing SCMTD service can provide one trip in each direction during both periods of service on the Marion-Mt. Vernon route.
 - Two additional round trips between Marion and Mt. Vernon would be required between 6 – 9 am.
 - Three additional round trips between Marion and Mt. Vernon would be required between 2 – 6 pm.
 - A one-way trip for the Marion-Mt. Vernon route requires 50 bus miles and requires 1.25 bus hours (including stops).
 - Interlining among SCMTD services will be required to provide hourly service on this route.
- Connecting service at transit centers for local distribution can be provided by existing RIDES and SCMTD services.

These assumptions result in an added 500 daily vehicle miles and 12.5 daily vehicle hours operated by SCMTD service. Using the SCMTD cost factors shown above, the direct operating cost of this added service is \$360 per day, or \$92,000 annually. This assumes the service operates for 255 weekdays a year.

RECOMMENDATIONS

RECOMMENDATIONS

The summary recommendations for the Greater Egypt Workforce Transit Study are as follows:

- **Significantly increase public information about transit routes and schedules.** Lochmueller regards this as the most pressing need. This will involve a significant level of investment. It will include:
 - Providing route maps with corresponding timetable schedules for all routes on system web sites
 - Providing system maps displaying all routes, including connection points
 - Widespread publicizing of the One-Call Center
 - Significant investments in bus stop signs, as well as some bus benches and shelters
- **Providing hourly service in two key corridors (SR 13 and I-57)**
 - These will serve transit centers in Carbondale (future), Marion (now open) and Mt. Vernon (future)
 - Tentative times for this hourly service are weekdays 6 – 9 am, 2 – 6 pm, and 9:30 – 11:30 pm
 - Added operating costs for this hourly service is estimated at \$92,000 annually (weekdays during the 6 – 9 am and 2 – 6 pm periods).
- **These corridor services will be complemented by local feeder services to provide access to employers.**
 - These local feeder services will be provided by existing RIDES and SCMTD routes.
- **A transit transfer center in Mt. Vernon will be served by the Marion-Mt. Vernon corridor service.**
 - Potential locations near I-57/I-64 along SR 15 have been identified.
 - The estimated cost of such a transit center (assuming publicly-owned land is available at no additional cost) is approximately \$250,000.