

Chapter 2: Regional Profile

This chapter describes the existing demographic and socio-economic conditions for the region and the Quad Cities Metropolitan Area, as well as regional economic and service centers that attract people for employment, medical, educational, or other needs.

Beginning with the 2010 Census, the U.S. Census Bureau redesigned how the decennial census will be conducted. New for the 2010 decennial census was the additional use of the annual American Community Survey (ACS). The ACS was created to replace the former long survey data found in previous decennial censuses. The 2010 Census used only a “short form” for data collection (10 basic questions) with the purpose of showing the number of people that live in the U.S. The ACS is an annual survey that collects more in-depth census statistics of how people live (i.e. housing, employment, education, income) from approximately 1 in 6 households a year. The U.S. Census Bureau began collecting ACS data in 2005 with the first data released in 2006. The U.S. Census Bureau releases ACS surveys for two different time periods; 1-year estimates (for geographies over 65,000) and 5-year estimates (for most geographies). All ACS data are survey estimates and have a stated margin of error.

Datasets from the 2020 Census and the 2021 ACS (2017-2021 5-year estimates) will be used in this document to incorporate all six counties within the Greater Bi-State Region unless otherwise noted. The MPA data is only available from a spatial data analysis program in Esri Community Analyst. The MPA follows census block geographies, and ACS data is generally only available down to census tract level. Currently, 2011-2015 5-year ACS data is available for county-to-county commuting flow patterns.

Planning Area Description

The Greater Bi-State Region, which includes Henry, Mercer, Rock Island, and Whiteside Counties in Illinois and Scott and Muscatine Counties in Iowa, covers 3,393 square miles. It is located along the Mississippi River in eastern Iowa and western Illinois. Map 1.1 represents the region geographically and outlines the Metropolitan Planning Organization (MPO) urban planning boundary as well as the Iowa Region 9 and Illinois Region 2 rural planning boundaries.

Regional Demographic and Socio-Economic Profile

Information on backgrounds and trends will be analyzed for the region and MPA geographic areas. This includes information on population, households, income, employment, and commuting patterns. This regional profile is based on data derived from the 2020 decennial census, the 2017-2021 ACS 5-year estimates, and the 2022 Esri Community Analyst estimates, unless otherwise noted.

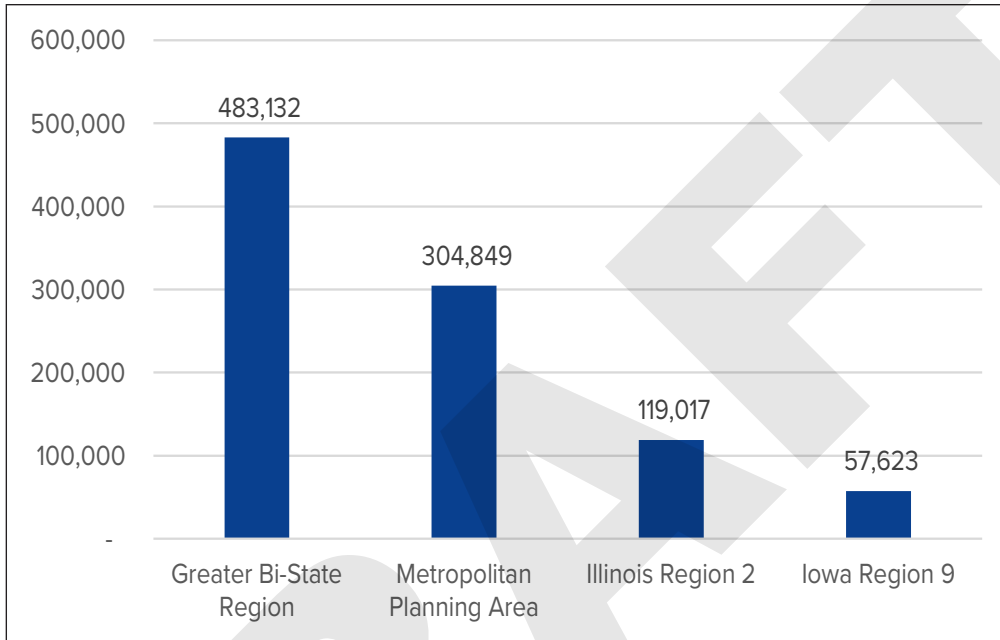
To show the relevance and significance of the data presented, comparisons are made between the region and the MPA. Table 2.7 depicts the geographic distribution of the population with limited English proficiency. Table 2.8 provides a comprehensive listing of socio-economic data for the Greater Bi-State Region, and Table 2.9 provides a comprehensive listing of socio-economic data for the MPA based on Census data. In addition, socio-economic data for the six individual counties can be found in Appendix A. Having a regional profile can aid in the development of mobility options and patterns by understanding the regional background and trends.

Population

The Greater Bi-State Region is an area with a population of 483,132 according to 2021 ACS 5-Year Estimates. The Quad Cities Metropolitan Planning Area (MPA) boundary (a boundary within the Greater Bi-State Region) has a 2022 population of 304,849 according to Esri Com-

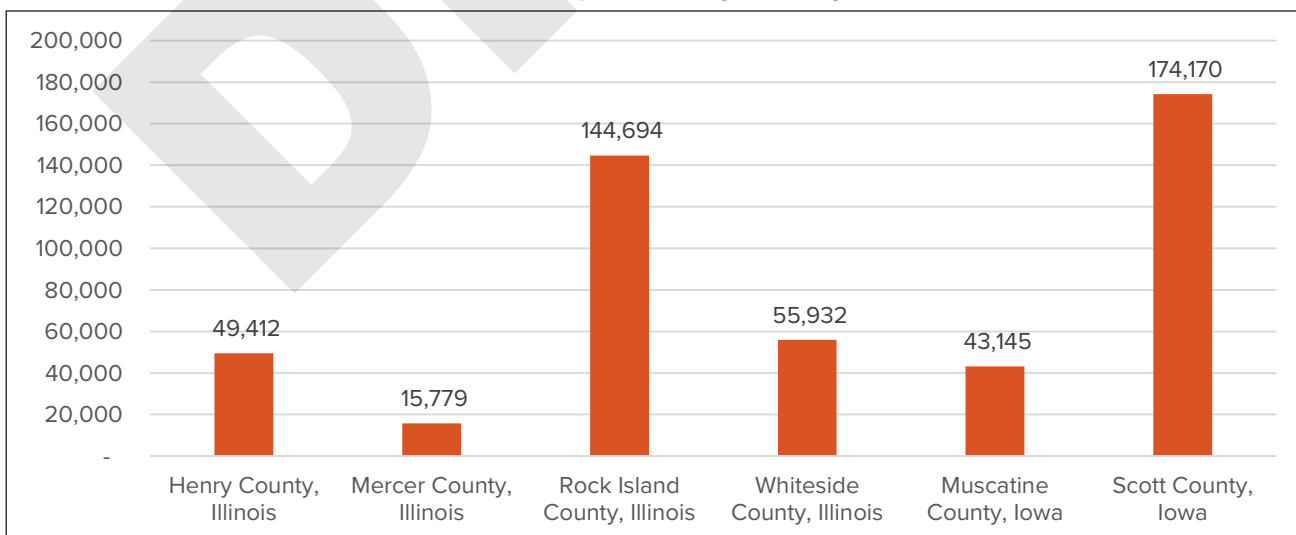
munity Analyst. The MPA makes up approximately 63.1 percent of the population within the Greater Bi-State Region. Figure 2.1 graphically depicts population levels for the Greater Bi-State Region compared to population levels of the MPA, and Figure 2.2 represents population levels for individual counties.

Figure 2.1
Total Population by Region



Source: Greater Bi-State Region: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021. MPA, IL Region 2, and IA Region 9: Esri Community Analyst, 2022 Estimates.

Figure 2.2
Total Population by County



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021. Sex, Race, Ethnicity, and Age

Census data can also be used to show the diversity within a population. The Census Bureau records information on sex, age, race, and ancestry of the nation’s population.

According to 2021 ACS 5-Year Estimates, the population of the Greater Bi-State Region was 49.7 percent male and 50.3 percent female. Comparatively, 2022 Esri Community Analyst estimates the MPA was 49.1 percent male and 50.9 percent female.

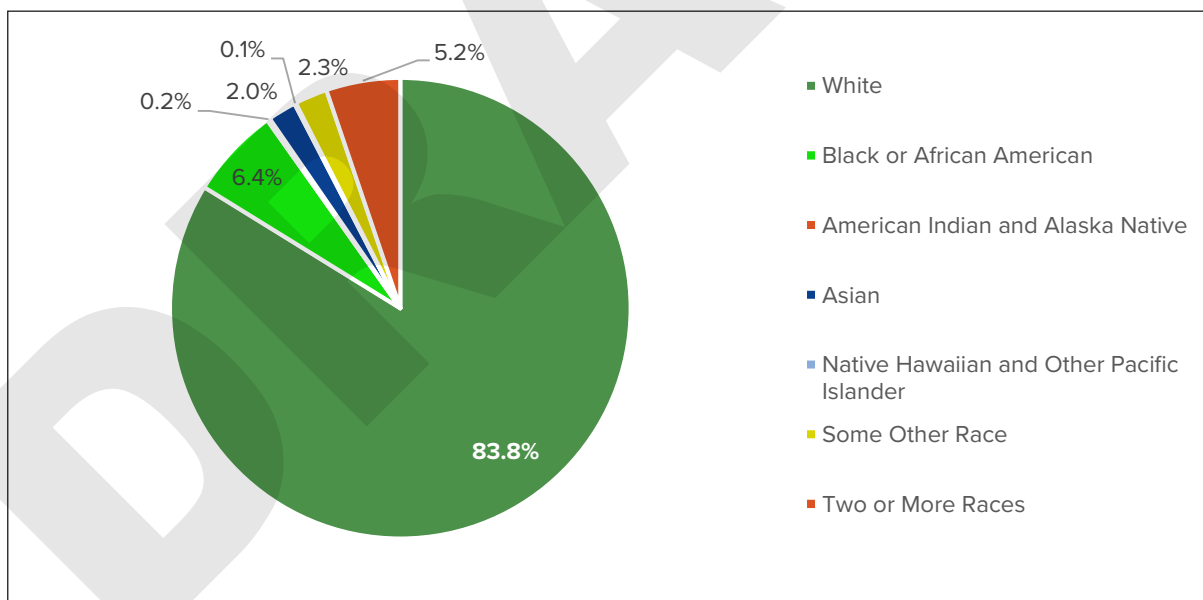
The race and ancestry of a population are determined through “self-identification questions,” where respondents choose the race and ancestry with which they most closely identify. Race data are tabulated into seven main categories:

- White alone

- Black or African American alone
- American Indian or Alaska Native alone
- Asian alone
- Native Hawaiian or other Pacific Islander alone
- Some other race
- Two or more races

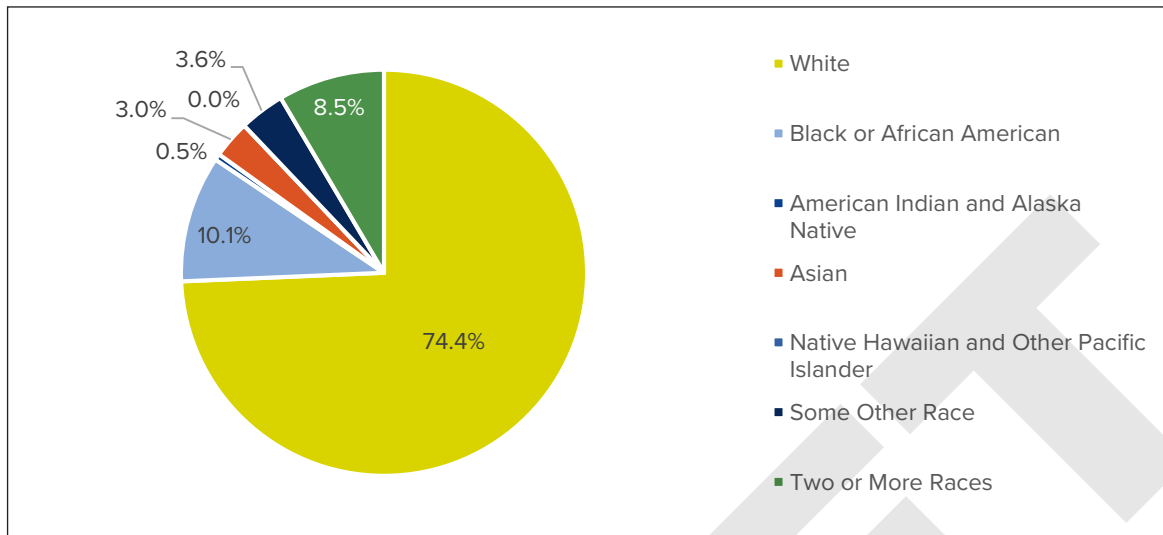
Figures 2.3 and 2.4 show the racial characteristics of the Greater Bi-State Region and the MPA. Map 2.1 identifies the percent minority population distributed by Census tract.

Figure 2.3
Racial Makeup of the Greater Bi-State Region



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

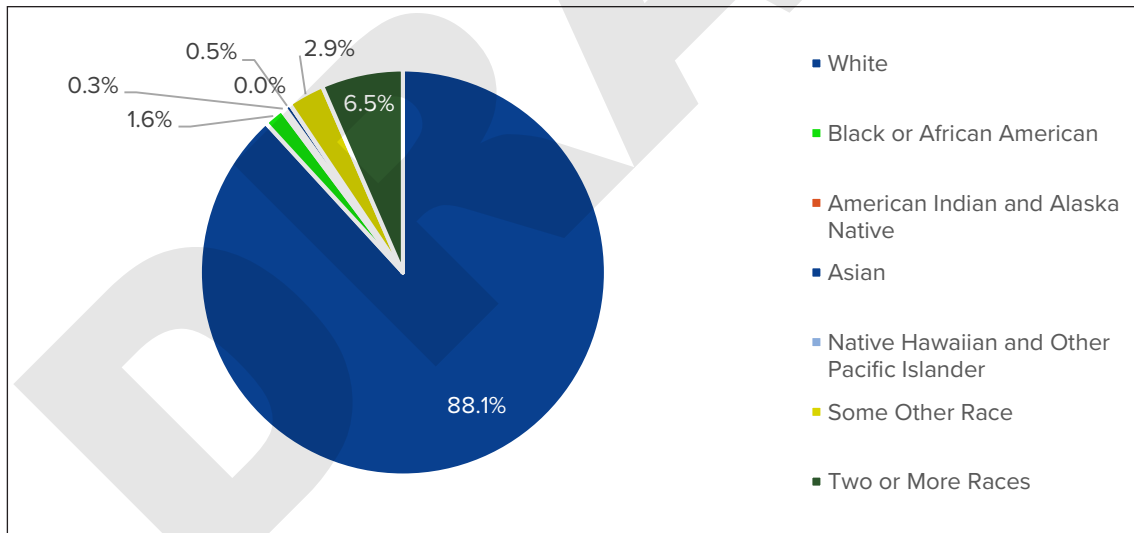
Figure 2.4
Racial Makeup of the MPA



Source: Esri Community Analyst, 2022 Estimates.

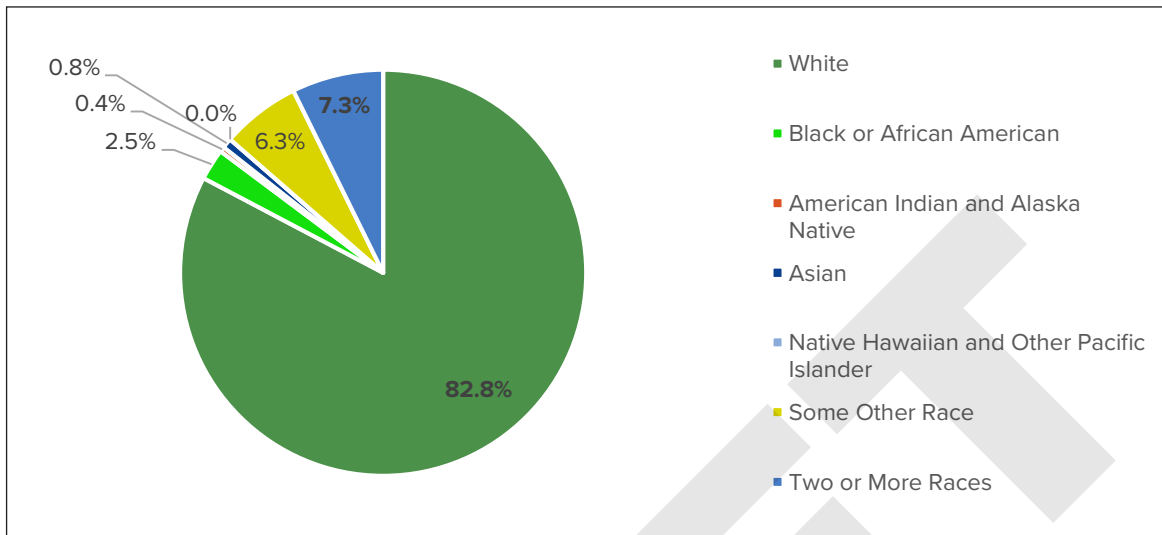
Figures 2.5 and 2.6 show the racial breakdown of the populations in Illinois Region 2 and Iowa Region 9 based on 2022 Esri Community Analyst estimates.

Figure 2.5
Racial Makeup of Illinois Region 2



Source: Esri Community Analyst, 2022 Estimates.

Figure 2.6
Racial Makeup of Iowa Region 9

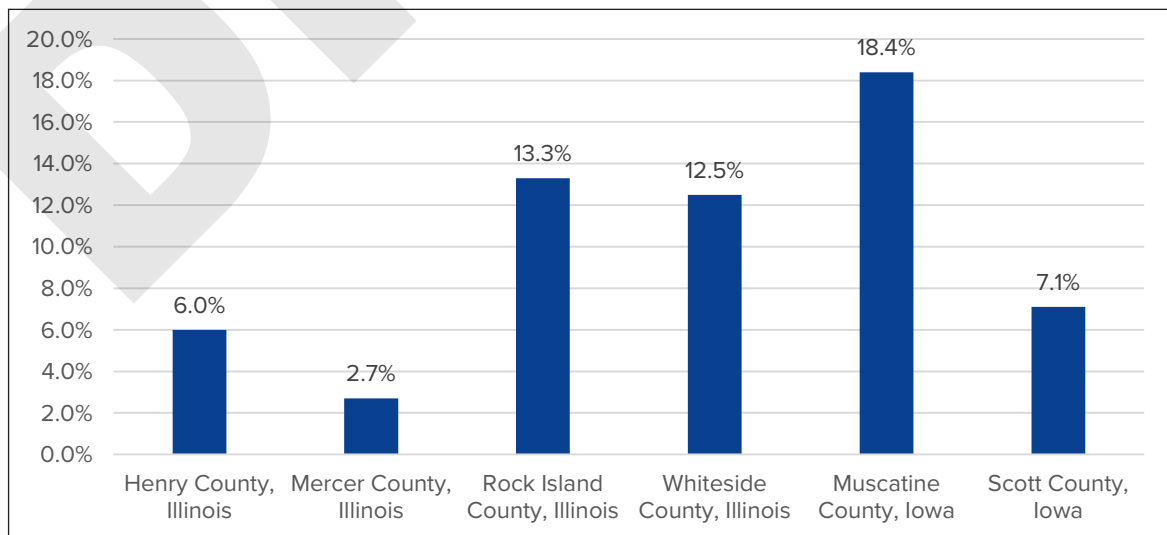


Source: Esri Community Analyst, 2022 Estimates.

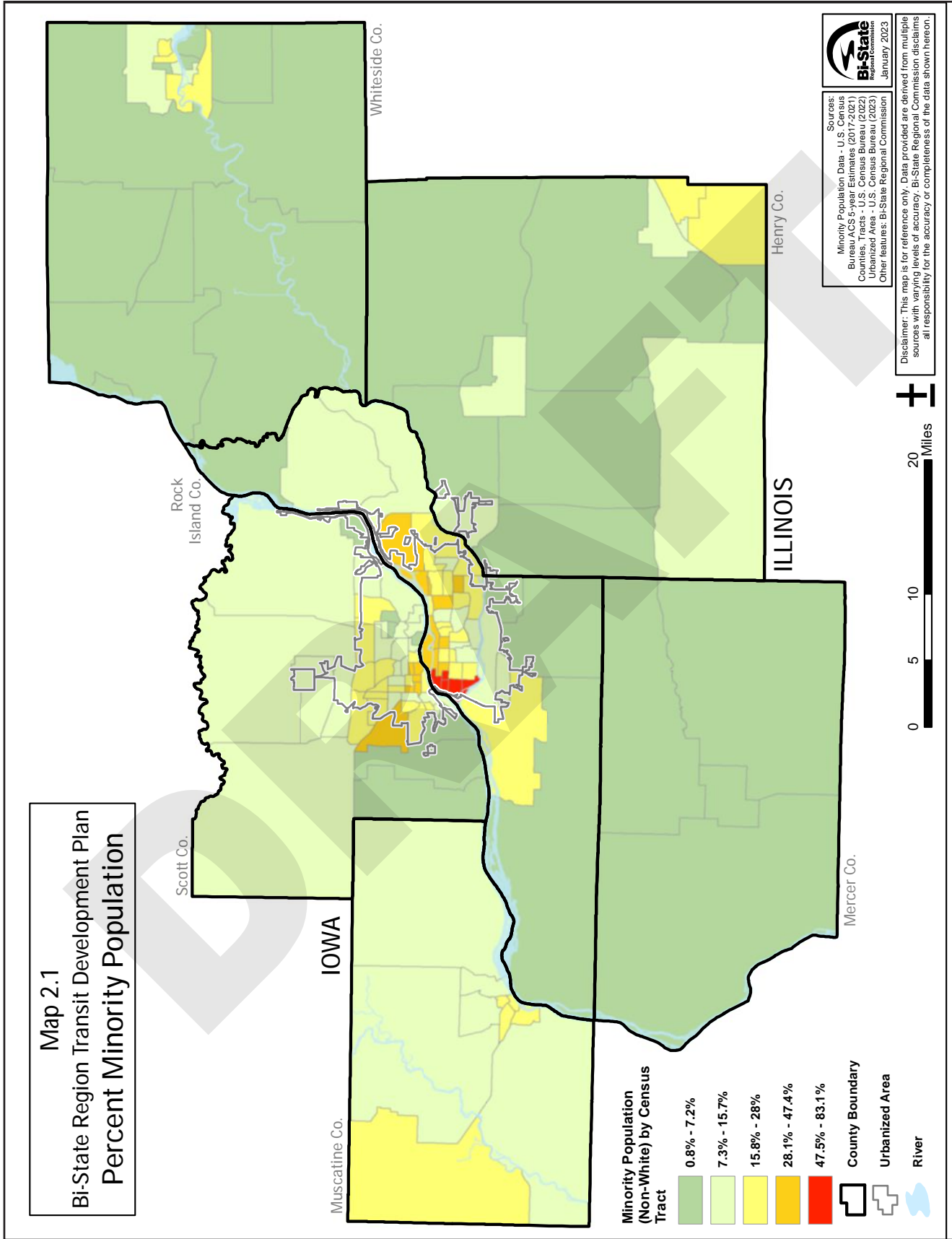
Figure 2.7 displays the number of persons with Hispanic or Latino ethnicity by county in the Greater Bi-State Region. In 2021 ACS 5-Year Estimates, there were 49,945 people reporting Hispanic or Latino ethnicity in the Greater Bi-State Region. Figure 2.8 displays the percentage of persons with Hispanic or Latino ethnicity for the MPA, in rural regions 2 and

9, and the Greater Bi-State area. In the MPA, fixed-route transit already serves areas with high concentrations of minority populations. In rural regions 2 and 9, fewer transit alternatives may be available to serve minority needs. Map 2.2 identifies the percent minority population by Hispanic or Latino origin distributed by Census tract.

Figure 2.7
Hispanic or Latino Ethnicity Population by County



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.



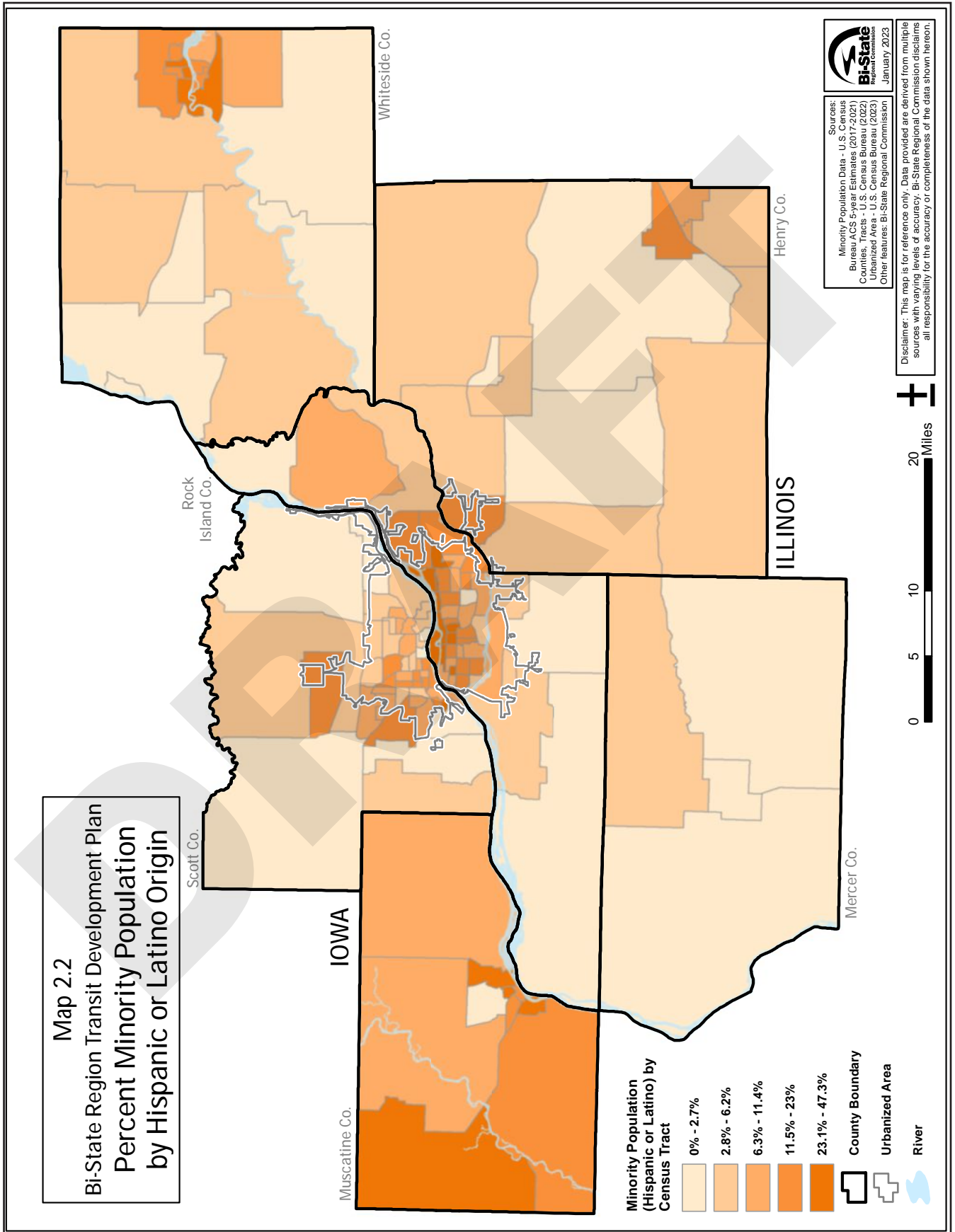
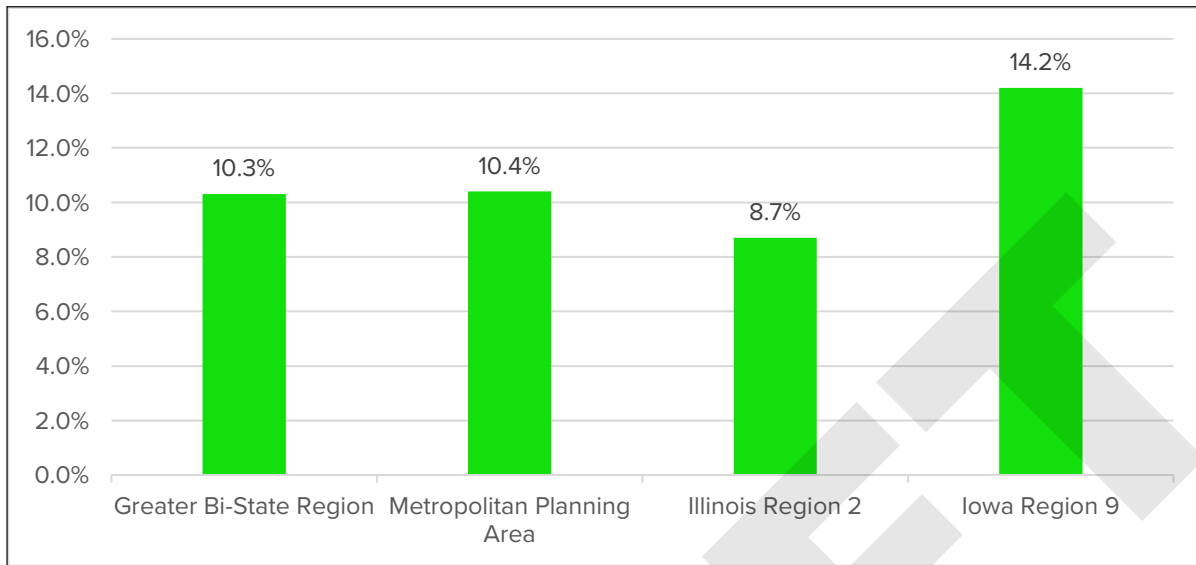


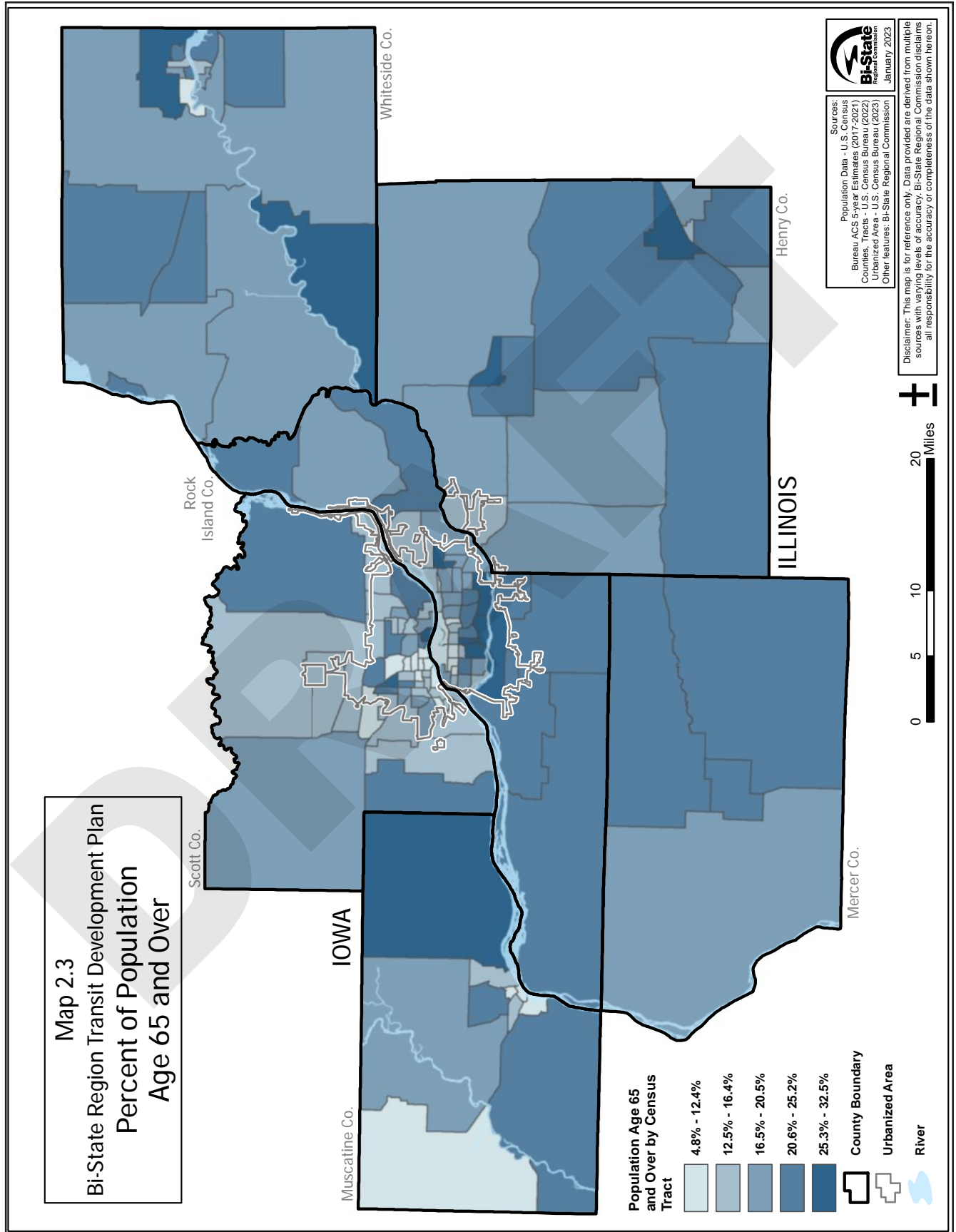
Figure 2.8
Hispanic or Latino Ethnicity by Region



Source: Greater Bi-State Region: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021. MPA, IL Region 2, and IA Region 9: Esri Community Analyst, 2022 Estimates.

The median age of a population provides indication of a particular population’s overall age. The median age is defined as the age at which half of the population is older and half of the population is younger, and is between 38.3 and 44.6 years old for various counties in the Greater Bi-State Region. Muscatine County had the lowest median age at 38.3 years, while Mercer County had the highest with 44.6 years. At the time of the 2021 ACS 5-Year Estimates, the most populous age cohort in the Greater Bi-State Region was 60-64 years at 33,846 persons, followed by the 10-14 years age cohort at 32,773 persons. The age group

of 80-84 was the smallest with a population of 10,060 for the region. Map 2.3 illustrates the concentration of population 65 and older within the region. Figure 2.9 depicts the population of the Bi-State Region as it relates to age. A population pyramid is an important tool for making informed decisions about the needs of the population for the present and the future. Specifically, Figure 2.9 illustrates the growing population of the Bi-State region’s Baby Boomer generation, allowing transit providers to recognize the potential increase in demand for public transit by seniors in the near future.



Map 2.3
Bi-State Region Transit Development Plan
Percent of Population
Age 65 and Over

Population Age 65 and Over by Census Tract

- 4.8% - 12.4%
- 12.5% - 16.4%
- 16.5% - 20.5%
- 20.6% - 25.2%
- 25.3% - 32.5%

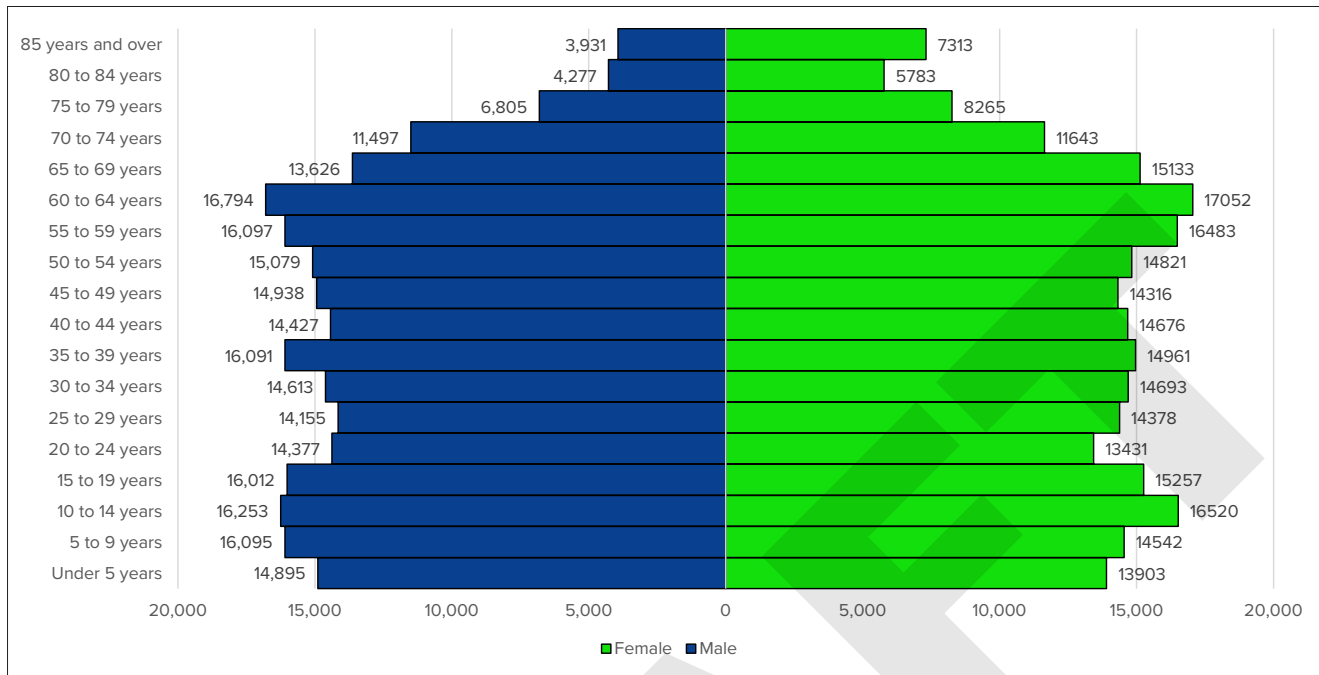
County Boundary
 Urbanized Area
— River

Bi-State Regional Commission
 January 2023
 Sources:
 Population Data - U.S. Census Bureau ACS 5-year Estimates (2017-2021)
 Counties, Tracts - U.S. Census Bureau (2023)
 Urbanized Area - U.S. Census Bureau (2023)
 Other features: Bi-State Regional Commission

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.



Figure 2.9
Greater Bi-State Region – Population Pyramid



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Disability

The 2017-2021 ACS 5-Year Estimates show that within the Greater Bi-State Region there are approximately 61,244 persons or 12.9 percent of the civilian population with a disability. Additionally, of those who are in the labor force, which is those employed and those unemployed but actively seeking work (ages 18-64), approximately 6.0 percent report having a disability. Table 2.1 shows the population by disability in more detail.

Map 2.4 shows the concentration of individuals with a disability in the Greater Bi-State Region by census tract. The impact of people with disabilities on transit pertains to individuals' ability to drive or not. If it is assumed a significant number of individuals with disabilities are not able to drive a personal vehicle, then transit service may be necessary to allow mobility within the region.

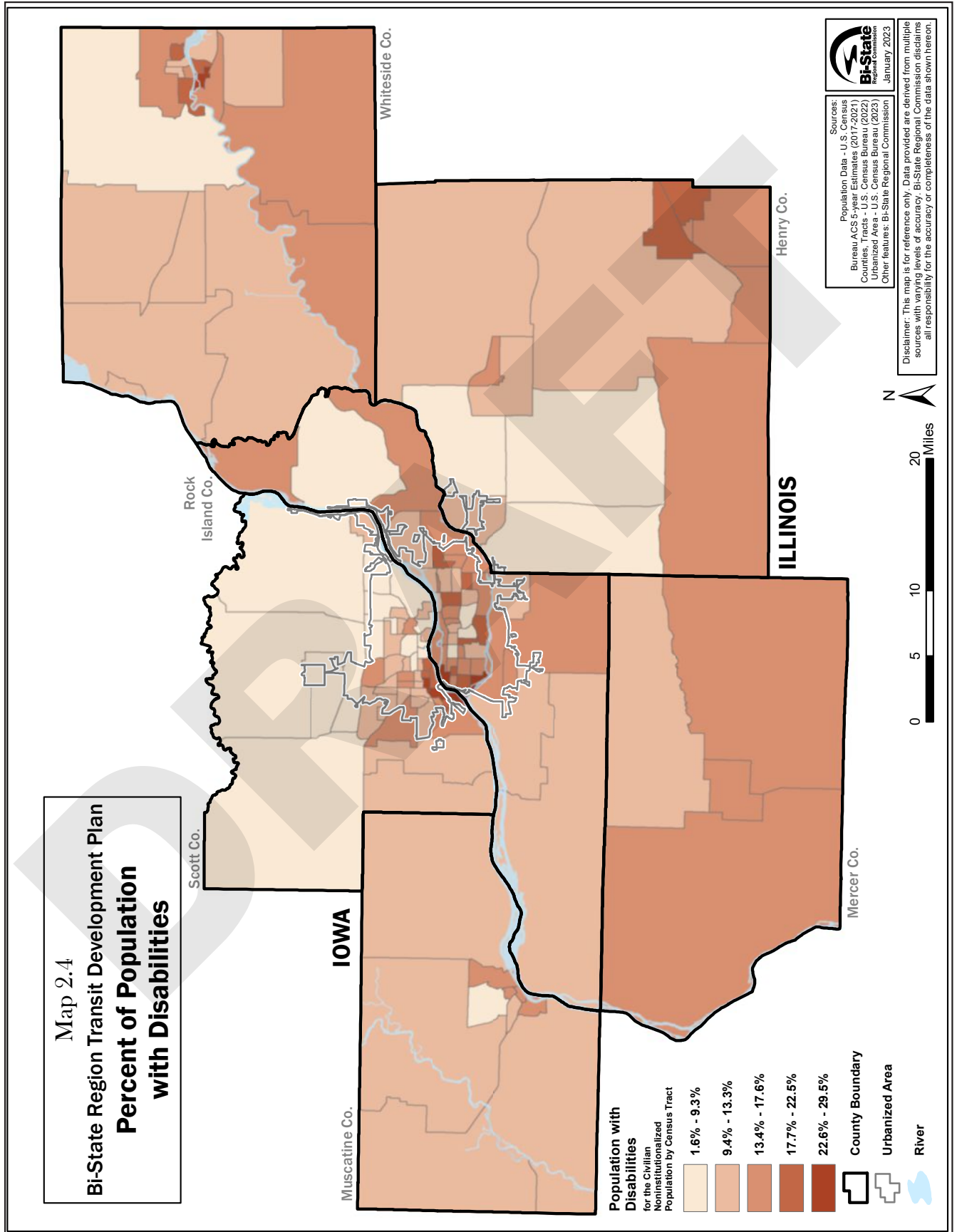


Table 2.1
Total Civilian Population with a Disability in the Greater Bi-State Region

	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa
Total Civilian Population	48,729	15,576	142,036	55,128	42,552	172,568
Civilians with a Disability	6,325	2,164	20,100	7,959	5,275	19,421
Under 5 years	0	0	11	71	19	140
5 to 17 years	333	85	2,211	643	387	1,780
18 to 34 years	552	154	2,041	601	654	2,442
35 to 64 years	2,305	849	7,166	2,960	1,977	7,602
65 to 74 years	1,494	353	3,662	1,383	1,041	3,453
75 years and over	1,641	723	5,009	2,301	1,197	4,004

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Note: Civilian population does not include institutionalized individuals.

Table 2.2
Employment and Disability Status for the Population 18 – 64

	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa
In the Labor Force	22,532	7,040	65,131	25,594	20,390	83,614
Employed	21,652	6,743	60,913	24,561	19,655	80,263
With a disability	1,236	421	3,719	1,450	1,032	4,153
No disability	20,416	6,322	57,194	23,111	18,623	76,110
Unemployed	880	297	4,218	1,033	735	3,351
With a disability	106	43	503	107	114	496
No disability	774	254	3,715	926	621	2,855
Not in the Labor Force	5,345	1,890	17,286	6,040	4,649	20,048
With a disability	1,515	539	4,985	2,004	1,485	5,395
No disability	3,830	1,351	12,301	4,036	3,164	14,653

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Table 2.3
Households by Type

	Henry County	Mercer County	Rock Island County	Whiteside County	Muscatine County	Scott County
Total households	20,109	6,339	60,694	23,194	16,785	69,955
Female householder, no spouse/partner present	4,697	1,273	17,909	6,224	3,941	18,594
With children of the householder under 18 years	939	275	3,942	1,384	868	3,535
Male householder, no spouse/partner present	3,618	1,074	12,207	4,381	3,281	12,697
With children of the householder under 18 years	306	99	870	371	424	1,350

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Households Profile and Income

According to the 2017-2021 ACS 5-Year Estimates, there are approximately 197,076 households within the Greater Bi-State Region. Approximately 17.9 percent of the total households have a household income of less than \$25,000. Single-headed households account for approximately 45.6 percent of all households. There are approximately 52,638 (26.7 percent) female-headed households with no spouse or partner present; comparatively there are approximately 37,258 (18.9 percent) male-headed households with no spouse or

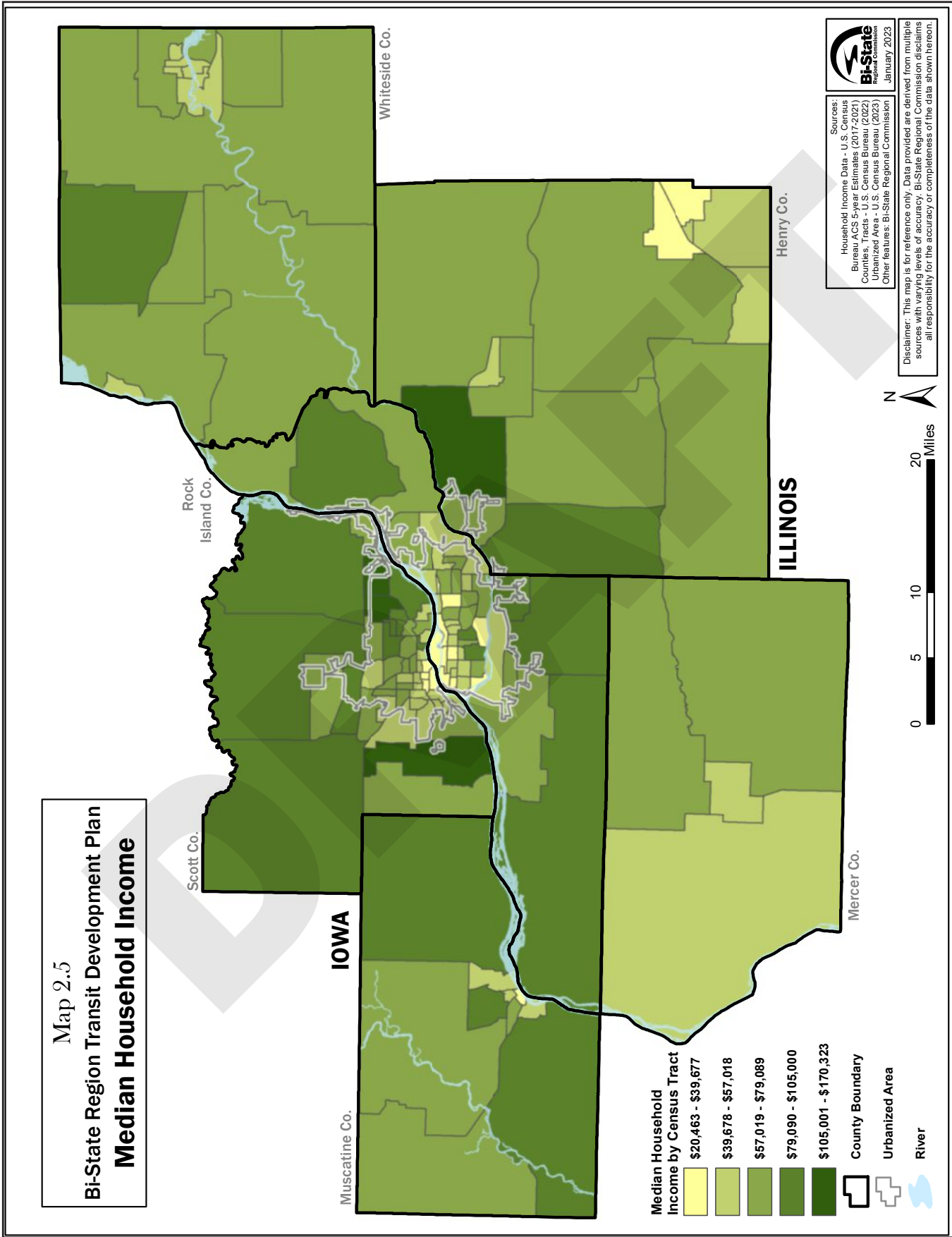
partner present. Among the female-headed households, 20.8 percent have children present under the age of 18, compared to 9.2 percent of male-headed households. The availability of transit services is important to low-income households that may not have the necessary funds to purchase and/or maintain a personal vehicle to access employment or social services. Without accessibility and expanded hours of service, it often times becomes even harder for low-income individuals to utilize public transit.

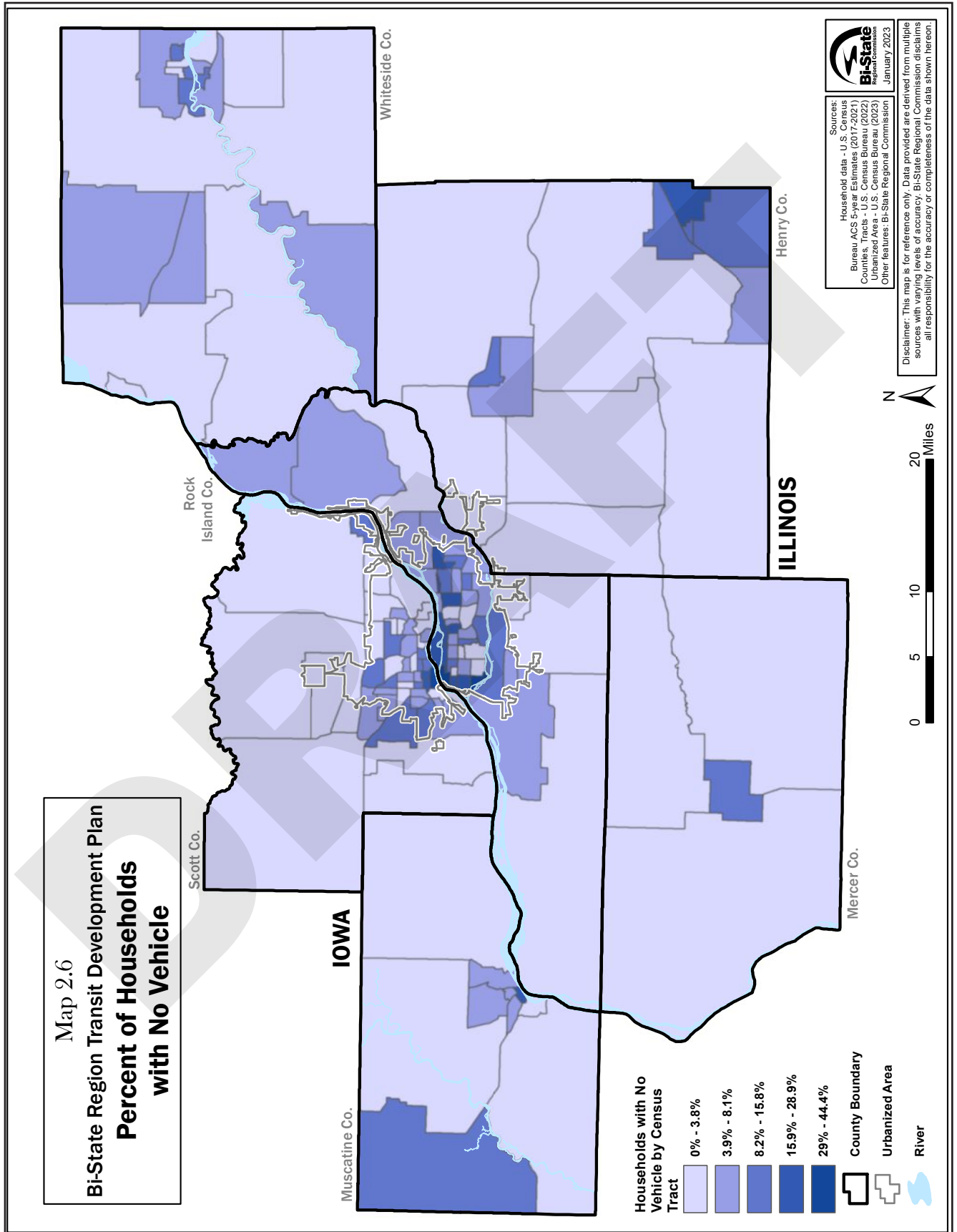
Table 2.4
Households with no vehicles available

	Henry County	Mercer County	Rock Island County	Whiteside County	Muscatine County	Scott County
Occupied housing units	20,109	6,339	60,694	23,194	16,785	69,955
No vehicle available	1,199	325	5,362	1,190	1,012	4,421
Percentage	6.0%	5.1%	8.8%	5.1%	6.0%	6.3%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Of all occupied housing units surveyed in the Greater Bi-State Region, 13,509, or about 6.9 percent of the total had no vehicles available. Maps 2.5 and 2.6 identify concentrations of households by income and those without a vehicle, respectively.





Employment

According to the 2017-2021 ACS 5-Year Estimates, the total civilian labor force for the population of 16 years and over in the Greater Bi-State Region was 244,316. The most common industry sectors identified in the region include education, health, and social service, which employ approximately 21.8 percent, followed by manufacturing, (18.2 percent) and retail trade (11.8 percent). Table 2.10 lists the largest employers by county in the region. Maps 2.8 and 4.1 illustrate the concentration of labor force employees and locations of major employers in the region. It appears that most of the large employers in the MPA are served by fixed-route transit operations, but many of

the rural employers are underserved. Employee shuttles, carpool programs, telework and work from home options may reduce employee turnover rates and increase the geographic area from which these businesses may recruit employees.

Commuting Patterns

Currently, 2011-2015 5-year ACS data is available for county-to-county commuting flow patterns. Table 2.5 shows the commuting flows within and out of the six-county Transit Planning Area. Table 2.6 identifies commuting flows among counties within the six-county Transit Planning Area. Map 2.7 shows the commuting flows throughout the Greater Bi-State Region.

Table 2.5
Commuting Flows in the Greater Bi-State Region for Workers 16 and Over

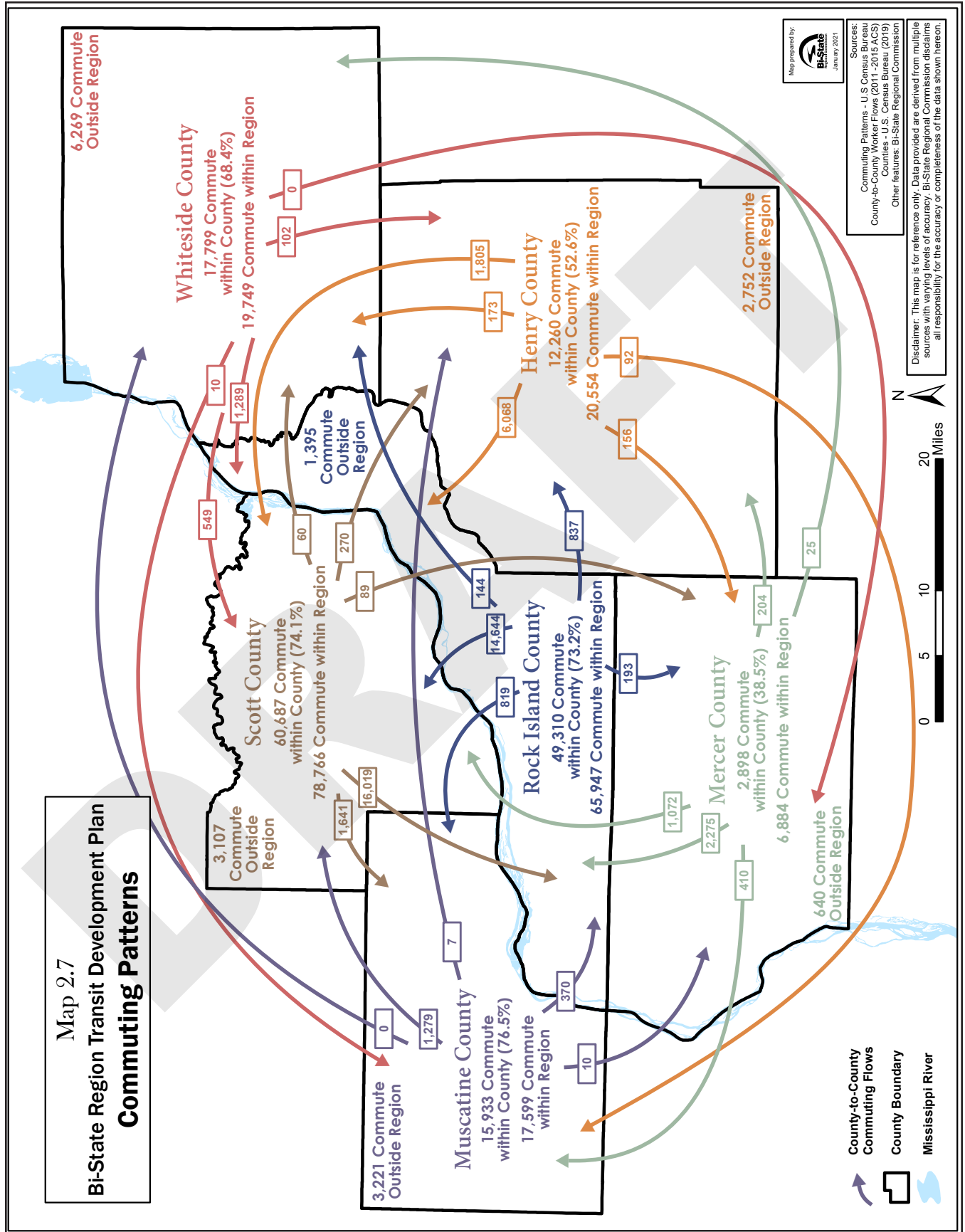
	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA
Residents who commute within the 6 County Area	20,554	6,884	65,947	19,749	17,599	78,766
Residents who commute outside the 6 County Area	2,752	640	1,395	6,269	3,221	3,107
Total Residents who commute	23,306	7,524	67,342	26,018	20,820	81,873

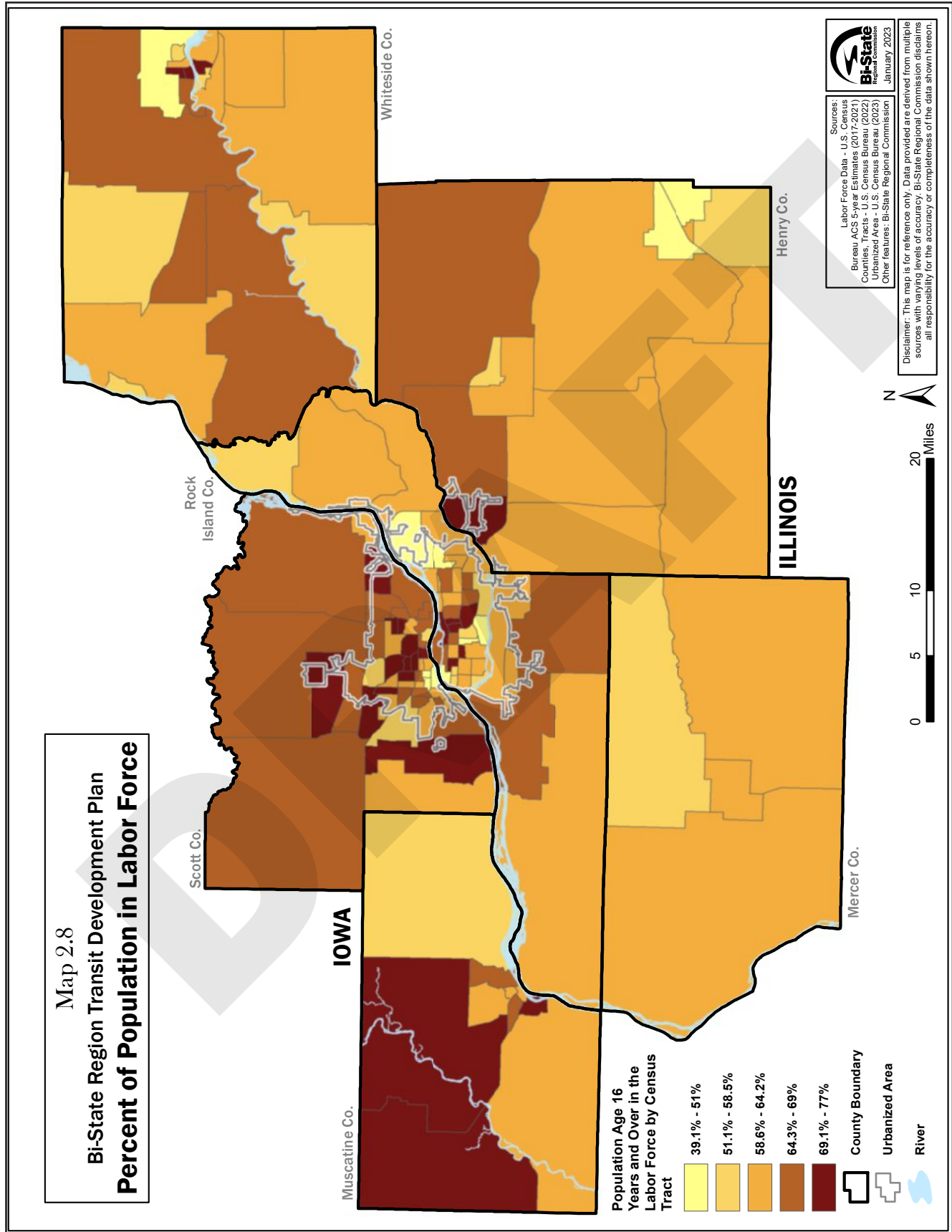
Source: U.S. Census Bureau, ACS 5-Year Estimates, 2011-2015, Commuting Flows.

Table 2.6
Commuting Flows Among Counties in the Greater Bi-State Region for Workers 16 and Over

Residents of → Commuting to ↓	Henry County, IL	Mercer County, IL	Rock Island County, IL	Whiteside County, IL	Muscatine County, IA	Scott County, IA
Henry County, IL	12,260	204	837	102	7	270
Mercer County, IL	156	2,898	193	0	10	89
Rock Island County, IL	6,068	2,275	49,310	1,289	370	16,019
Whiteside County, IL	173	25	144	17,799	0	60
Muscatine County, IA	92	410	819	10	15,933	1,641
Scott County, IA	1,805	1,072	14,644	549	1,279	60,687

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2011-2015, Commuting Flows.





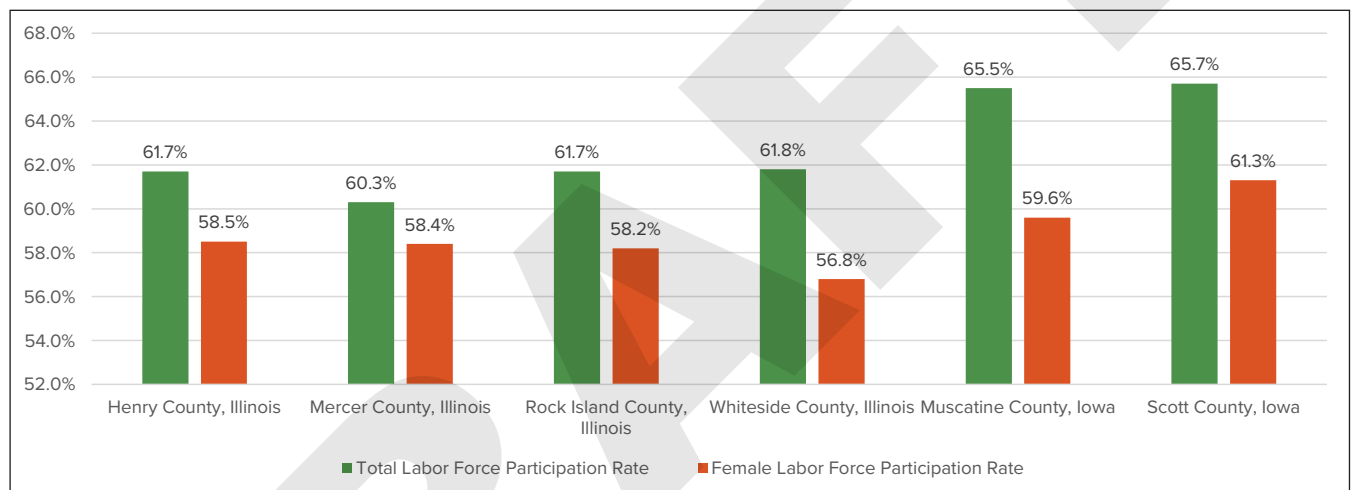
Workforce Trends

Using the regional profile and trends, the Greater Bi-State Region can examine regional strengths and opportunities. As a result, future economic development and opportunities may be addressed through the delivery of mobility choices in the region. There are several key trends shaping the future workforce that will have an impact on regions.

While the long-term trend has seen a growing number of women participating in the work-

force, the short-term trend has witnessed mixed results. Figure 2.10 shows the labor force participation rates in the six counties. These figures often vary by the presence or lack of children in the home by age cohort. This trend should continue to be monitored in future plans. Map 2.8 identifies the percent of the population in the labor force by Census tract.

Figure 2.10
Labor Force Participation Rates for the Population 16 and over



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

Following global market disruptions caused by COVID-19 and its aftermath, many regions around the country describe a labor shortage, where employers cannot find people to fill open positions. This is in addition to the Baby Boomer generation, those born between 1946 and 1962, reaching retirement age. Increased automation and remote work capabilities will affect transportation and commuting patterns in years to come. The economy must adapt to the evolving conditions, as the Greater Bi-State Region must, too. Drawing people to the community who have technical expertise will be important to compete on a global scale. Transportation plays a major role in global competition, as the movement of people and goods can help or harm a region depending on its ease of access.

The Greater Bi-State Region is uniquely poised to offer many economic and logistical advantages through the multi-modal transportation network including highways, rail networks, airports, and the Mississippi River. Understanding how a community and its workforce can connect to global supply chains is vitally important for community and regional development. Communities that offer a high quality of life, or a high-tech telecommunications network, or access to global markets will benefit in the future. Having a well-connected telecommunications infrastructure in place will enhance transit providers' abilities to communicate between systems and/or regions as well as with their customers.

Regional Profile

Health, safety, and security issues in the post Covid-19 era will continue as companies adapt to this reality. Development of inter-jurisdictional and interagency agreements and cooperation, as needed by a transit mobility system, will aid the region in meeting routine needs as well as for natural and man-made hazard response and mitigation. Transit providers in the Greater Bi-State Region have diligently trained their individual operators to handle emergency situations, should they ever arise.

Aging and Mobility

Within the 2050 planning horizon of MPA transportation planning, a major change in the demographic profile of the nation and this region is expected. According to the U.S. Census Bureau's National Population Projections, the size of the baby boomer population will expand to the point that 1 in every 5 residents will be retirement age by 2030. Older people are projected to outnumber children for the first time in U.S. history, according to Jonathan Vespa, a demographer with the U.S. Census Bureau. "By 2034, there will be 77.0 million people 65 years and older compared to 76.5 million under the age of 18."

The aging of the population will have implications for transportation infrastructure. As people age, they develop physical, sensory, and cognitive limitations that often restrict their ability to drive, walk, or use traditional public transportation. Transportation planners must prepare for a population where at least one in five or one in four people may be seniors. Enabling the continued safety and mobility of this changing population will increase pressure for changes in transportation planning and investment.

The change in population is coming quickly. The first of the Baby Boomer generation began to turn 65 years old in 2011. By 2030, all baby boomers will be older than age 65. Within the Greater Bi-State Region, those within the ages of 45 to 64, according to the 2021 ACS 5-Year Estimates, accounted for 26.0 percent of the total population, representing 125,580 people. In addition to population numbers,

there are other characteristics of this age group that may have bearing on their transportation choices as they age. Compared to previous generations, the upcoming age wave is characterized by improved health, increased education levels, greater income, and vehicle dependence.

While it is difficult to predict how this age wave will affect transportation planning, it may be assumed that more people will continue driving into older ages, particularly if they live in areas without other transportation options. The most immediate solutions would be to make safety improvements to roadways that address the limitations that aging may impose on older drivers. These would include such things as larger lettering and more contrast for signs, distance and repetition of warnings and information, and other safety features. From an investment standpoint, roadway improvements that address limitations for older drivers generally improve safety for all drivers. For the longer term, people who experience limitations in their ability to drive will be looking for housing and transportation alternatives. Areas with the population density to support public transportation options would seem to be more likely to retain and attract seniors. Considering the increasing disposable income levels projected for older individuals, this would make transportation alternatives an economic development issue as well as a transportation planning issue.

Enhanced mobility related projects in some areas have been implemented to allow greater accessibility and convenience for the growing senior population, providing public transportation services and alternatives beyond those required by ADA. With the implementation of these services, effective training on how to utilize them should be provided to seniors to encourage a sense of security and comfort.

Regional Economic and Service Centers

The Greater Bi-State Region offers a variety of employment and housing opportunities within the six-county area. However, there are additional opportunities in neighboring regions

that are attractive for employment, medical, retail, or social service needs. Some of these extra-regional needs, especially transportation to medical facilities, have been identified in surveys of human services providers and transportation providers. Others are identified using commuting patterns.

In order to demonstrate which areas of the region may have a greater need for transit service to regional economic and service centers, Chapter 4 contains several maps that include locations of employment centers as well as census tracts with a higher density of target populations. Map 4.1 identifies major employers in the region and also identifies census tracts containing a greater population of labor force employees, households without a vehicle, and low-income households. Similarly, Maps 4.2, 4.3, and 4.4 display census data for individuals with disabilities, seniors, and households without a vehicle as well as locations of regional service centers, medical facilities, and social service centers.

Limited English Proficiency (LEP)

As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. Identifying the number of these persons in the Greater Bi-State Region allows transit systems to determine who may need language assistance, the ways in which assistance may be

provided, staff training that may be required, and how to notify LEP persons of service changes, updates, and how to access assistance.

For the purposes of this analysis, persons who speak another language at home and speak English less than “very well” are considered to be LEP. According to the 2021 ACS 5-Year Estimates, approximately 25,997 people, or 5.7 percent of the population, 5 years and older in the Greater Bi-State Region speak a language other than English at home, with 3.1 percent speaking English less than “very well.” The counties with the largest LEP populations are Rock Island (4.9 percent), Muscatine (4.2 percent), and Scott (2.1 percent). Table 2.7 provides data on English speaking abilities by county. Transit systems have taken measures such as translating key rider information, educating drivers and dispatching staff on the awareness of language services, maintaining communication with community-based organizations that commonly work with LEP populations, and in some cases, developing transit brochures in Spanish to cater to the Spanish-speaking population. Demographic data and the frequency of requests for language assistance are monitored to determine when additional services are needed. A detailed LEP analysis for the Greater Bi-State Region is provided in Appendix D.

Table 2.7
Language Spoken at Home for the Population 5 Years and Over

	Henry	Mercer	Rock Island	Whiteside	Muscatine	Scott
Population 5 years and over	46,783	14,962	135,974	52,817	40,412	163,386
English only	45,095	14,583	117,511	48,954	34,541	153,759
Language other than English	1,688	379	18,463	3,863	5,871	9,627
Speak English less than “very well”	732	125	6,615	1,248	1,686	3,488

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

**Table 2.8 –
Regional Profile – Greater Bi-State Region**

2000 Total Population	478,394	Median Home Value	
2010 Total Population	480,933	2020	\$143,166
2020 Total Population	482,720	2025	\$162,521
2020 Group Quarters Population	10,453	Per Capita Income	
2025 Total Population	480,298	2020	\$30,923
2020-2025 Annual Rate	-0.1%	2025	\$33,895
2020 Total Daytime Population	482,570	Median Age	
Workers	222,068	2010	39.5
Residents	260,502	2020	40.9
Household Summary		2025	41.6
2000 Households	189,257	2010 Population by Race/Ethnicity	
2000 Average Household Size	2.47	Total	480,933
2010 Households	195,327	White Alone	87.0%
2010 Average Household Size	2.41	Black Alone	5.7%
2020 Households	197,612	American Indian Alone	0.3%
2020 Average Household Size	2.39	Asian Alone	1.4%
2025 Households	197,093	Pacific Islander Alone	0.0%
2025 Average Household Size	2.38	Some Other Race Alone	3.0%
2020-2025 Annual Rate	-0.05	Two or More Races	2.6%
2010 Families	127,864	Hispanic Origin	8.8%
2010 Average Family Size	2.95	Diversity Index	36.1
2020 Families	127,059	2020 Population by Race/Ethnicity	
2020 Average Family Size	2.94	Total	482,720
2025 Families	126,002	White Alone	83.4%
2025 Average Family Size	2.94	Black Alone	6.9%
2020-2025 Annual Rate	-0.17	American Indian Alone	0.3%
Housing Unit Summary		Asian Alone	2.4%
2000 Housing Units	200,328	Pacific Islander Alone	0%
Owner Occupied Housing Units	68.4%	Some Other Race Alone	3.6%
Renter Occupied Housing Units	26.1%	Two or More Races	3.3%
Vacant Housing Units	5.5%	Hispanic Origin	10.5%
2010 Housing Units	210,790	Diversity Index	43.1
Owner Occupied Housing Units	66.6%	2025 Population by Race/Ethnicity	
Renter Occupied Housing Units	26.0%	Total	480,298
Vacant Housing Units	7.3%	White Alone	81.4%
2020 Housing Units	216,004	Black Alone	7.6%
Owner Occupied Housing Units	64.6%	American Indian Alone	0.4%
Renter Occupied Housing Units	26.9%	Asian Alone	3%
Vacant Housing Units	8.5%	Pacific Islander Alone	0.1%
2025 Housing Units	218,652	Some Other Race Alone	3.9%
Owner Occupied Housing Units	63.9%	Two or More Races	3.8%
Renter Occupied Housing Units	26.3%	Hispanic Origin	11.6%
Vacant Housing Units	9.9%	Diversity Index	46.8
Median Household Income			
2020	\$55,929		
2025	\$58,989		

Sources: U.S. Census Bureau, Decennial Census, 2010. Esri Community Analyst, 2020 and 2025 Estimates.

Table 2.9
Regional Profile – MPA
(Quad Cities Metropolitan Planning Area Boundary)

2000 Total Population	293,732	Average Home Value	\$211,392
2010 Total Population	297,986	2020 Population by Race/Ethnicity	
2020 Total Population	302,452	Total	302,452
2020 Group Quarters	7,962	White Alone	78.90%
2025 Total Population	302,862	Black Alone	9.90%
2020-2025 Annual Rate	0.03%	American Indian Alone	0.30%
2020 Total Daytime Population	313,623	Asian Alone	3.40%
Workers	150,186	Pacific Islander Alone	0.10%
Residents	163,437	Some Other Race Alone	3.50%
Household Summary		Two or More Races	3.90%
2000 Households	117,910	Hispanic Origin	10.60%
2000 Average Household Size	2.43	Diversity Index	48.7
2010 Households	122,350	2025 Population by Race/Ethnicity	
2010 Average Household Size	2.37	Total	302,862
2020 Households	124,928	White Alone	76.40%
2020 Average Household Size	2.36	Black Alone	10.60%
2025 Households	125,329	American Indian Alone	0.30%
2025 Average Household Size	2.35	Asian Alone	4.30%
2020-2025 Annual Rate	0.06%	Pacific Islander Alone	0.10%
2010 Families	77,097	Some Other Race Alone	3.80%
2010 Average Family Size	2.96	Two or More Races	4.50%
2020 Families	77,264	Hispanic Origin	11.60%
2020 Average Family Size	2.95	Diversity Index	52.5
2025 Families	77,068	2010 Population by Relationship and Household Type	
2025 Average Family Size	2.95	Total	297,986
2020-2025 Annual Rate	-0.05%	In Households	97.40%
Housing Unit Summary		In Family Households	79.00%
2000 Housing Units	124,716	Householder	25.90%
Owner Occupied Housing Units	65.80%	Spouse	18.80%
Renter Occupied Housing Units	28.70%	Child	29.40%
Vacant Housing Units	5.50%	Other relative	2.40%
2010 Housing Units	131,356	Nonrelative	2.40%
Owner Occupied Housing Units	64.20%	In Nonfamily Households	18.50%
Renter Occupied Housing Units	29.00%	In Group Quarters	2.60%
Vacant Housing Units	6.90%	Institutionalized Population	1.30%
2020 Housing Units	135,525	Noninstitutionalized Population	1.20%
Owner Occupied Housing Units	62.60%	2020 Population 25+ by Educational Attainment	
Renter Occupied Housing Units	29.60%	Total	209,749
Vacant Housing Units	7.80%	Less than 9th Grade	2.90%
2025 Housing Units	137,529	9th - 12th Grade, No Diploma	5.90%
Owner Occupied Housing Units	62.10%	High School Graduate	24.60%
Renter Occupied Housing Units	29.00%	GED/Alternative Credential	4.70%
Vacant Housing Units	8.90%	Some College, No Degree	22.50%
Median Age		Associate Degree	10.50%
2010	38.4	Bachelor's Degree	18.40%
2020	39.7	Graduate/Professional Degree	10.60%
2025	40.6	2020 Population 15+ by Marital Status	
		Total	246,797
		Never Married	32.20%
		Married	48.50%
		Widowed	6.60%
		Divorced	12.70%

Sources: U.S. Census Bureau, Decennial Census, 2010. Esri Community Analyst, 2020 and 2025 Estimates.

Table 2.10
Largest Employers by County

HENRY COUNTY, IL		MERCER COUNTY, IL	
EMPLOYER	TOTAL EMPLOYEES	EMPLOYER	TOTAL EMPLOYEES
Great Dane Trailers	600	Mercer County Board-Education	220
Hammond-Henry Hospital	260	General Grind & Machine Inc	150
Walmart Supercenter	250	YMCA	65
OSF Medical Group	250	Walmart	97
Henry County Courthouse	230	United North Elementary School	60
KONE Inc	190	Sherrard Senior High School	90
Kewanee Park District	150	Mercer County Nursing Home	50
Veterans of Foreign Wars	125	Mercer County High School	50
Hillcrest Home	122	Meminger Metal Finishing	75
Royal Oaks Care Ctr	120	Mc Donald's	50
MUSCATINE COUNTY, IA		ROCK ISLAND COUNTY, IL	
EMPLOYER	TOTAL EMPLOYEES	EMPLOYER	TOTAL EMPLOYEES
HNI Corporation (The HON Company, Allsteel)	3,200	Rock Island Arsenal	6,300
Kent Corporation	1,011	XPAC	1000
Muscatine Community School District	823	Unity Point Health Rock Is	2048
Trinity Hospital Muscatine	483	Unity Point Health Moline Cmps	2700
SSAB	410	Tyson Fresh Meats	2400
Musco Sports Lighting	400	John Deere Harvester Works E Moline	2800
Monsanto Company	381	Deere & Co Moline Branch	1600
Walmart	350	Tax Slayer Ctr	500
Heinz, USA	305	Pfg Tpc Roma Foods	530
The Stanley Group	279	Jumer's Casino & Hotel	550
SCOTT COUNTY, IA		WHITESIDE COUNTY, IL	
EMPLOYER	TOTAL EMPLOYEES	EMPLOYER	TOTAL EMPLOYEES
John Deere Davenport Works	2,000	CGH Medical Ctr	1,197
Arconic	2,000	Wahl Clipper Corp	900
Genesis Medical Ctr Davenport	1,574	Walmart Distribution Ctr	500
Tri City Engrng & Integration	1,200	Cgh Medical Ctr Main Clinic	500
Elite Casino Resorts LLC	1,000	Timken Drives LLC	430
Cobham North America	900	Walmart Supercenter	420
Davenport City Hall Civil	800	Self Help Enterprises Inc	400
Scott County Family Y	600	HALO Branded Solutions Inc	400
Directv Authorized Retailer	600	Sterling Coliseum	200
Bettendorf Event Ctr	600	Focus Services	200

Sources: Data Axle Reference Solutions, Reference USA Gov, 2021. Greater Muscatine Chamber of Commerce & Industry, 2021.

Table 2.11
Employment by Industry Sector

INDUSTRY	Henry County, Illinois	Mercer County, Illinois	Rock Island County, Illinois	Whiteside County, Illinois	Muscatine County, Iowa	Scott County, Iowa	TOTAL	PERCENT OF TOTAL
Civilian employed population 16 years and over	23,385	7,361	66,746	26,706	21,323	86,591	232,112	100.0%
Agriculture, forestry, fishing and hunting, and mining	792	351	758	718	667	995	4,281	1.8%
Construction	2,069	799	4,475	1,474	1,212	6,024	16,053	6.9%
Manufacturing	3,616	1,064	11,100	5,627	6,662	14,220	42,289	18.2%
Wholesale trade	783	187	1,579	811	417	2,259	6,036	2.6%
Retail trade	3,122	888	7,801	3,150	1,789	10,707	27,457	11.8%
Transportation & warehousing, and utilities	1,388	548	4,885	1,531	1,466	4,167	13,985	6.0%
Information	264	70	640	205	169	1,192	2,540	1.1%
Finance and insurance, and real estate and rental and leasing	1,355	388	4,010	955	641	4,841	12,190	5.3%
Professional, scientific, and management, & administrative and waste management services	1,196	360	5,574	1,753	1,274	6,953	17,110	7.4%
Educational services, and health care and social assistance	4,649	1,606	13,865	5,963	4,607	20,021	50,711	21.8%
Arts, entertainment, and recreation, & accommodation and food services	1,976	452	6,145	1,965	1,047	7,687	19,272	8.3%
Other services, except public administration	1,049	338	2,730	1,245	911	3,744	10,017	4.3%
Public administration	1,126	310	3,184	1,309	461	3,781	10,171	4.4%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2017-2021.

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