



**Illinois Department
of Transportation**

**Downstate Area Programs
5316 Job Access Reverse Commute
Grant Application**

Illinois Department of Transportation

Section 5316 Job Access Reverse Commute

CY 2010 Grant Application

All applications are to be submitted to the Metropolitan Planning Organization (MPO) or Human Services Transportation Planning (HSTP) Regional Coordinator for your county.

PLEASE DO NOT SEND THIS APPLICATION TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION OR THE DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION

SUBMITTED BY

Macoupin County Public Health Department

II. JOB ACCESS REVERSE COMMUTE GRANT APPLICATION CHECKLIST

This checklist represents all of the information and attachments you will need to submit with your application to be considered for funding and must be completed and submitted with the application. Incomplete applications and those submitted after the deadline will not be considered for funding.

1. **Signed Job Access Reverse Commute Grant Application Checklist (THIS PAGE!)**
2. **One single sided "8 1/2 x 11" copy of a completed Project Application.**
Be sure that all parts of the Project Application are submitted. (Parts IV and V, Sections A-I)
3. **Executed Resolution of the Governing Board** (sample included in Appendix A)
*If Board meeting schedule conflicts with application due date, Executed Resolutions will be accepted after filing period.
4. **Letters of Support** (if applicable)

Kent Tarro

Name of Agency's Authorized Representative

Kent Tarro

Signature

2-11-2010

Date

DO NOT COMPLETE THE SECTION BELOW THIS LINE - DPIT STAFF USE ONLY

MPO:	_____
Project Name	_____
Project Type	<input type="checkbox"/> Rolling Stock <input type="checkbox"/> Non-Rolling Stock <input type="checkbox"/> Mobility Mgmt. <input type="checkbox"/> Operating
Total Project Cost \$	_____
Federal Funding Request \$	_____
Toll Revenue Credits Request \$	_____
MPO Review Completed by:	_____

Signature	Date

A complete, original copy of this application is on file with the Illinois Department of Transportation Division of Public and Intermodal Transportation.

An administrative staff review was completed by :

Name	Signature	Date

III. APPLICANT INFORMATION**IV. APPLICANT INFORMATION**

Legal Name of Applicant: Macoupin County Public Health Department
 Contact Person: Kent Tarro
 Address: 805 North Broad Street
 City/State/Zip: Carlinville, IL 62626
 Telephone: (217) 854-3223
 Fax: (217) 854-3225
 Email: ktarro@mcphd.net
 Website: mcphd@mcphd.net

Please note that All New Freedom projects must be contained in a locally developed Coordinated Public – Transit Human Service Transportation Plan (HSTP).

MPO area or HSTP region:

Applicant Type: State or Local Government Private Non-Profit
 Public Transportation Provider Private Operator

Funding Requested For:

Mobility Management (80/20) Rolling Stock (80/20) Non-Rolling Stock (80/20) Operating (50/50)

Toll Revenue Credit Requested For:

Mobility Management (80/20) Rolling Stock (80/20) Non-Rolling Stock (80/20) Operating (50/50)

Project Information

Specific Area To Served:

City(ies)

County(ies)

Macoupin County

Other

Service Provider (if different than above)
Use additional sheets if more than one Service
Provider.

Organization Name:

Contact:

Title:

Address:

City/State/Zip:

Telephone:

E-mail:

I certify that the information and statements provided in this application, and all supporting documents are correct and complete.

Kent Tarro

Signature of Authorized Representative (As Authorized by Board Resolution)

2/11/10

Date

Kent Tarro

Print Name of Authorized Official

Administrator

Title of Authorized Official

V. PROJECT APPLICATION

A. Applicant, Existing Services, and Service Area

1. Please provide a brief description of the applicant and its background with implementing this type of service

MCPHD has been instrumental in the development of a vast number and variety of healthcare services in Macoupin County; including, Maternal and Child Health services, Dental Care, Primary Medical Care, Domestic Violence Victims' Services, Pharmacy Assistance, and medical and senior transportation. In spite of these efforts, the Macoupin County population remains in need of a more comprehensive medical, employment, social, and daily living needs transportation program.

In the more than 1500 community surveys received during Phase II of the Macoupin County Section 5311 Transit Partnership Group planning process, over 40% indicated that they neglect necessary trips due to lack of transportation. In the same survey, it was disclosed that 76% of the respondents said that they would use public transportation if it was available. Also, it was revealed that 20% had missed work in the previous month due to lack of transportation, 65% missed medical appointments, and 47% were prevented from shopping when needed. (See attached survey responses).

MCPHD is the lead agency for the 5311 Transit Partnership Group planning process and has been an active member of the Illinois Region 9 Human Service Transport Planning Committee since its inception in 2006.

MCPHD has extensive experience providing transportation to the low-income, underserved, disabled, and senior residents of Macoupin County. MCPHD accomplishes this through the medical and senior transportation programs. Each of these services is widely utilized from residents from each area of Macoupin County. MCPHD employs 8 part-time drivers to meet the demand.

Through the Medical Transportation Program provided for the past 15 years, MCPHD provides needy Macoupin County residents with rides to and from medical visits, dental visits, eye exams, laboratory appointments, counseling and mental health appointments, and health department related appointments such as clinic visits, immunizations, diabetes education classes, and health screenings. MCPHD transports residents from within Macoupin County to and from services as far away as Decatur Illinois (87 miles one way). Fees for rides range from \$10 to \$120, depending on distance and clients' ability to pay. MCPHD is a Medicaid medical transportation provider.

MCPHD has provided transportation to Macoupin County elderly residents through the Seniors on the Go Transportation program for the past three years. Trips are provided to shopping centers, state parks, tourist attractions, and to medical appointments. Trips provide seniors with the ability to access these locations without driving themselves and to socialize with other seniors.

2. Provide a brief description of the applicant's existing services.

Through the Medical Transportation Program, MCPHD provides needy Macoupin County residents with rides to and from medical visits, dental visits, eye exams, laboratory appointments, counseling and mental health appointments, and health department related appointments such as clinic visits, immunizations, diabetes education classes, and health screenings. MCPHD transports residents from within Macoupin County to and from services as far away as Decatur Illinois (87 miles one way). Fees for rides range from \$10 to \$120, depending on distance and clients' ability to pay. MCPHD is a Medicaid medical transportation provider.

MCPHD provides transportation to Macoupin County elderly residents through the Seniors on the Go Transportation program. Trips are provided to shopping centers, state parks, tourist attractions, and to medical appointments. Trips provide seniors with the ability to access these locations without driving themselves and to socialize with other seniors.

3. Provide a description of the service area. Attach any maps if necessary.

The Macoupin County Public Health Department (MCPHD) serves Macoupin County, Illinois, a rural, highly agricultural community with an increasingly elderly and low-income population. Macoupin County is located in West Central Illinois, approximately 50 miles south of Springfield, Illinois and 50 miles northeast of St. Louis, Missouri. According to US Census data, Macoupin County's population is 48,235 as of 2007. Macoupin County's economic health is dependent on a mix of family farms in remote areas and small to medium businesses.

The county's employment has recently suffered additional blows through the loss of one data processing firm and one local steel plant, each large Macoupin County employers. According to the 2007 US Census, 12.0% of Macoupin County's population falls below the federal poverty level. According to the U.S. Census Bureau, in 2007 16% of children and 32% of female headed households in Macoupin County were below federal poverty standards. With the dramatic increase in unemployment that has occurred, we believe that the percent of Macoupin County's population that falls below the poverty level has exceeded 13%.

Local and county-wide government and businesses continue to struggle due to the resulting loss of over \$1 million in sales tax per year which was lost due to the mine closings alone coupled with the loss of over \$30 million in family income.

A tremendous need exists for the expansion of transportation services for working Macoupin County residents. With the lack of local employment opportunities, Macoupin County residents find it increasingly necessary to travel further from their own communities to find jobs.

B. Proposed Project

1. Describe the proposed project, indicating the specific service to be provided, to implement, support, or maintain transportation service. This should include how service will assist low income workers with transportation options to job sites and employment related activities or serve in a reverse commute capacity. **Be sure to identify each component of the project by the funding requested.**

Macoupin County residents have very limited access to suitable work places within their own communities. The JARC program will allow them to secure employment in Central Illinois locations which would not have been accessible otherwise.

Through Job Access Reverse Commute funding, the Macoupin County Public Health Department will provide transportation services to Macoupin County residents to and from work sites within Macoupin County and in surrounding areas. MCPHD will accomplish this by providing a 12 hours/ 6 days a week transportation program with a deviated fixed-route schedule.

MCPHD will address the demand for work-related public transportation in three phases.

The first phase will be a planning phase, during which MCPHD will determine the specific need of Macoupin County residents, inventory existing local transportation resources, establish routes/ schedules, and promote transportation resources. Planning activities are currently being conducted within Macoupin County for the implementation of 5311 Transit Partnership Group funds. MCPHD will use this as one resource to determine viability and direction for Job Access Reverse Commute funds. **MCPHD is the lead agency for the 5311 Transit Partnership Group planning process and has been an active member of the Illinois Region 9 Human Service Transport Planning Committee since its inception in 2006.**

Macoupin County agencies which will be included in the planning process will include; Macoupin County Public Health Department, Department of Health and Human Services, Locust Street Resource Center (Macoupin County Mental Health), Regional Office of Education, the Carlinville Job Center, the West Central Development Council, Macoupin County Housing Authority, and all other interested community agencies.

Activities which will be achieved during the planning process (Phase I) will include;

- determine start and stop points for deviated fixed routes within and outside Macoupin County
- create schedule for passenger boarding and disembarking at each stop
- determine method for any demand-response service
- hire one dispatcher
- determine fee scale for services
- secure service contracts
- promote Job Access Reverse Commute resource to Macoupin County communities.

- Planning time for MCPHD staff	\$14,200
- Drivers' time (2 nd 6 months of Phase I)	\$10,200
- Purchased Advertising/ Marketing Materials, Printed and Distributed	\$3,000
- Fuel/ Oil for existing MCPHD vehicles	\$1,800
- Maintenance for existing MCPHD vehicles	\$500

In addition to input provided by community planning partners, MCPHD will utilize survey responses obtained through the 5311 Transit Partnership Group to assist with the development of the Job Access Reverse Commute Program.

Macoupin County is a rural area with limited media resources. Macoupin County has 10 weekly newspapers and two radio stations. The planning process for Job Access Reverse Commute funding will also include determining the most effecting method of promoting program services for all Macoupin County residents. In addition to limited local media, it will also be essential to promote through local service agencies, local businesses, faith-based organizations, and during local events.

Expenses involved during Year 1 of the Job Access Reverse Commute program will include time for the Macoupin County Public Health Department Director and transportation program staff who will be essential to the

planning process. An intensive marketing and advertising campaign will be conducted during Year 1. After the initial 6 months of the Year 1 planning process, existing MCPHD vehicles will be utilized to implement JARC services.

The second phase of Job Access Reverse Commute funding will be Implementation during which time expanded job-commuting transportation services will be available to and utilized by Macoupin County residents. Deviated fixed routes and demand-response services will each be promoted and provided.

Transportation services will be provided utilizing deviated fixed routes and demand-response trips from within Macoupin County to and from surrounding areas. Macoupin County residents will benefit from the service through greater accessibility to areas of increased employment.

Activities which will be achieved during the implementation process (Phase II) will include:

- purchase 2 14-passenger vans (\$118,000)
- purchase of CTS routing management software (\$30,000)
- implement deviated fixed routes and demand-response services

- 12 hours per day/ 6 days per week dispatch time	\$53,165
- 12 hours per day/ 6 days per week driver time	\$40,435
- 2 vans (fuel/ oil/ maintenance/ insurance)	\$11,200
- Advertising/ Marketing expense	\$1,500
- CTS routing management software maintenance	\$6,600

Operating expense for Year 2 and Year 3 will include operation periods of 12 hours per day for 6 days per week. Related expenses will include staff time for dispatchers, drivers, fringe costs, fuel, maintenance and insurance costs, marketing expense, and routing software and maintenance costs.

Activities which will be achieved during the maintenance process (Phase III) will include:

- maintain deviated fixed route and demand-response services
- revise JARC program priorities/ operations based on evaluation activities

- 12 hours per day/ 6 days per week dispatch time	\$54,228
- 12 hours per day/ 6 days per week driver time	\$41,334
- 2 vans (fuel/ oil/ maintenance/ insurance)	\$11,800
- Advertising/ Marketing expense	\$1,500
- CTS routing management software maintenance	\$6,600

Years two and three of JARC funding will be utilized to evaluate program activities and to determine revision of program goals. Program details which will be evaluated will include:

- Number of riders per trip
- Number of riders per stop
- Destinations for greatest number of riders
- Trip fees are appropriate for service provided and rider capacity to pay
- Number of riders utilizing deviated fixed-routes vs. riders accessing demand-response services
- Number of drivers/ routes appropriate for demand
- Justification for 12 hour/6 days per week transportation services
- Effectiveness of Promotions/ Media Efforts

The Macoupin County Public Health Department will assemble collected data into a single report which will be disseminated to all planning partner agencies. Meetings will be held to determine the consensus for revisions to program activities and goals.

Suggestions for revision to the transportation model resulting from evaluation activities will guide program activities for the second and third years of Job Access Reverse Commute funding.

The goal of the Macoupin County Public Health Department, through Job Access Reverse Commute funding, is to provide needed transportation services to Macoupin County residents to and from surrounding areas of greater employment opportunities in and around Macoupin County. While accomplishing this, MCPHD will provide services and coordinate resources in the most cost-effective, functional, and practical method as possible. Suggestions for revision to transportation services will be conducted with respect to providing the most convenient service to the greatest number of drivers. If determined necessary, this will be accomplished by increased vans, increased trips, revised hours of operation, increased destinations, and expansion of demand-response services. If determined necessary, resources will be moved between areas within Macoupin County to accomplish these goals.

Also during year two of JARC funding, two 14-passenger vans will be purchased through Section 5316 JARC funding. MCPHD will also assess the feasibility and benefit of utilizing Trip Master Software. This software will allow MCPHD to use resources to their greatest benefit by setting up rides and allowing for demand-response scheduling.

2. Identify the number of estimated individuals with low or limited incomes to be served and describe how this estimate was derived.

The Macoupin County Public Health Department will provide Job Access Reverse Commute to all Macoupin County residents. Deviated fixed routes will be developed which provides the most convenient access to the most Macoupin County residents. Macoupin County is a rural county with large areas dividing its communities. Macoupin County has very little industry or substantial employment opportunities. Immediately to the North is Springfield and to the South of Macoupin County is Alton and the Metro East. Many Macoupin County residents find it necessary to travel to one of these larger urban areas for employment. (See attached commuter maps for initial assessment of Macoupin County work-related commuting patterns in the larger communities of Virden, Girard, Carlinville, Gillespie, Staunton, and Brighton)

Carlinville and Gillespie represent two of the largest central Macoupin County communities and each lie on Route 4. Most of Macoupin County's largest communities are connected by Route 4. JARC operations will derive from and be located in Carlinville and Gillespie. Every morning, one van will leave Carlinville traveling North on Route 4 and one will leave Gillespie traveling South.

MCPHD estimated the need for public transportation for work purposes and the necessary stops by using the following data from the 2008 U.S. Census. Carlinville has 2938 residents who work. The average commute to work is 40.6 miles with the majority of Carlinville residents working outside of Carlinville and split between traveling North to Springfield or Southwest to Alton/ Metro East.

Macoupin towns located immediately to the North of Carlinville on Route 4 include Girard and Virden. Girard has 918 working adults with an average commute to work of 24.9 miles. Virden has 1732 residents employed with their average commute to work of 25.9 miles. Most of the populations of these towns travel North to Springfield for employment.

Macoupin County towns located immediately South of Carlinville on Route 4 include Gillespie and Staunton. These towns have 1674 working residents with an average of 28.0 miles for a work commute and 2369 working residents with an average 25.2 mile work commute respectively. Most of the populations of these communities travel to the Alton/ Metro-East areas for work.

These communities make up approximately 40% (20,000) of the Macoupin County population. In addition to the number of people who access surrounding areas for greater employment opportunities, there are still a significant number of residents who lack the reliable transportation to travel these distances for work. The Job Access Reverse Commute would be greatly beneficial to these residents who have no other means of improving their economic situations.

In addition to the deviated fixed route for the towns which lie on Route 4, MCPHD will also assess the demand for expanded services to outlying communities such as Brighton, Bunker Hill, Palmyra, and Mt. Olive. Each of these communities face the same challenges as every Macoupin County community with their lack of immediate employment options and lack of public transportation to larger areas. Each of these communities will be

represented during the planning process. It will be decided during the planning process to expand the deviated fixed routes to any of these communities or to reserve service for them to demand-response.

The Macoupin County Public Health Department will utilize two 14-passenger vans for the Job Access Reverse Commute program. Each van will operate for 12 hours per day and 6 days per week.

It is anticipated that the existence of this program will allow for increased accessibility of employment in surrounding communities for many of Macoupin County's low and limited income residents. Considering the number of transportation vans dedicated to this program and hours of operation, it is anticipated that approximately 168 Macoupin County residents will use this service each day. Demand for services exceeds the initial capacity of this program. The number of estimated residents served is derived from the number of residents who can ride each of the vans at one time with one dedicated to the Springfield commute and one dedicated to the Alton/ Metro-East commute (14 each for 2 vans) from Carlinville and Gillespie respectively and the average time needed to make each of these trips (4 hours) and how many trips can be accomplished per day to each location (6 total). The number of residents served may increase due to the use of demand-response services which is expected to be significant but unable to be quantified at this time.

3. Identify the number and locations of employers that have been contacted to be served or how the project will increase accessibility of target population to employment / employment opportunities.

The Macoupin County Public Health Department currently collaborates with social service agencies, education institutions, medical facilities, faith-based organizations, employment assistance organizations, and transportation programs as the lead agency of the 5311 Transit Partnership Group. Through this effort, MCPHD has identified areas surrounding Macoupin County which provide increased employment opportunity. The majority of working Macoupin County residents currently travel to these areas for work. Through the Job Access Reverse Commute program, these locations will be accessible for all interested Macoupin County residents, especially low-income and underserved residents who currently lack reliable transportation. These areas include; Springfield, Jacksonville, Litchfield, Alton, the Metro-East, and St. Louis. Other locations within Macoupin County will also be more accessible to Macoupin County residents, including; the Book Bindery (Girard), Prairie Farms (Carlinville), Wal-Mart (Carlinville), Aladdin Steel (Gillespie), etc.

During the first year of Job Access Reverse Commute funding, an extensive media campaign will be implemented to promote the availability and benefits of the transportation program. Macoupin County residents will be encouraged to consider employment opportunities beyond Macoupin County's borders. The JARC program will be promoted as a public resource and subject to public scrutiny. Macoupin County residents will be encouraged to provide their opinion regarding how the JARC program can better assist their employment prospects. MCPHD will adjust the program during years two and three in response to internal assessment and public input.

4. Estimate the number of one way passenger trips per year this service will generate. A trip is defined by each time an individual passenger boards.

Following the initial 6 months of the planning process during Year 1, existing Macoupin County Public Health Department vehicles will be used to provide an estimated 16 trips per day for 5 days per week or 2080 trips for the second 6 month period of Year 1.

During Year 2, through the Job Access Reverse Commute program, the Macoupin County Public Health Department will provide over 10,000 2-way Job Access commutes to Macoupin County residents from the deviated fixed routes alone. It is expected that the majority of these residents will be accessing JARC services to and from their work destination. This number is derived from two full 14-passenger vans providing three round trips each day. One van will transport residents to the Springfield and Jacksonville areas and one van will transport residents to the Alton, Metro-East, and St. Louis areas. This would result in 20,176 one way trips generated from deviated fixed routes.

It is difficult to estimate the number of residents who will be provided service through demand-response services, but it is expected to increase the number of one way rides by at least 936 (3/day). MCPHD will have two 14-

passenger vans operating each day, with one in the North section of Macoupin County and one dedicated primarily to Southern Macoupin County.

In total, the Macoupin County Job Access Reverse Commute program will generate approximately 21,112 one way trips for Macoupin County residents.

5. Identify the service area to be covered by the project (attach maps if necessary).

The service area for the Macoupin County Public Health Department Job Access Reverse Commute program is Macoupin County. (See attached map)

D. Responsiveness to Project Selection Criteria

1. Describe how the project responds to one or more of the strategies identified in the regional HSTP. This includes service gaps, challenges of the project area, or other issues:

Through Job Access Reverse Commute funding and implementation, the Macoupin County Public Health Department will address several of the service gaps outlined in the HSTP Illinois Region 9 Human Services Transportation Plan.

According to the HSTP gap analysis:

- Macoupin County suffers from 'a lack of coordination and large gaps in service.'
- Macoupin County 'lacks a public transportation provider' and has 'a real need for human services transportation'
- Macoupin County lacks 'transportation outside of established service areas' and 'Many in the western counties of Region 9 commute into the St. Louis region for work. It was also indicated that service to areas such as Springfield (especially for northern Macoupin County) was needed.'

Providing reliable public transportation to Macoupin County residents to and from work will greatly benefit every Macoupin County community and address many of the gaps identified through the 5311 planning process.

2. Describe how the project demonstrates coordination among local jurisdictions, interested stakeholder organizations, and other agencies. Coordination can include activities such as joint planning or purchasing, sharing vehicles, dispatching, scheduling, training or maintenance, or coordinating client trips.

Pursuit of Job Access Reverse Commute funding has been driven through activities conducted during the planning process involving the 5311 Transit Partnership Group. The Macoupin County Public Health Department serves as the lead agency for the collaborative community partners who collectively serve Macoupin County and reflect their best interests. The completed 5311 application will be submitted to the Illinois Department of Transportation in March 2010 with expected approval to be received in June 2010.

- a. Indicate how other entities will be involved in coordination efforts and/or the project. Letters of support can be included as attachments to the application

The Macoupin County Public Health Department currently collaborates with social service agencies, education institutions, medical facilities, faith-based organizations, employment assistance organizations, and transportation programs as the lead agency of the 5311 Transit Partnership Group. MCPHD will use this same collaboration to promote the Job Access Reverse Commute Program and to direct its progress toward efficient and comprehensive services for Macoupin County residents.

Each collaborative agency will be part of the Year I planning process and will maintain input through all evaluation activities. It is imperative that every population within Macoupin County be adequately represented during every phase of JARC programming.

(See attached Letters of Support)

3. Describe your agency's ability to manage the project, including its financial, human resources, and institutional capabilities. Please include a description of staff and years of experience.

MCPHD has been instrumental in the development of a vast number and variety of healthcare services in Macoupin County; including, Maternal and Child Health services, Dental Care, Primary Medical Care, Domestic Violence Victims' Services, Pharmacy Assistance, and medical and senior transportation. In spite of these efforts, the Macoupin County population remains in need of a more comprehensive medical, employment, social, and daily living needs transportation program.

MCPHD is the lead agency for the 5311 Transit Partnership Group planning process and has been an active member of the Illinois Region 9 Human Service Transport Planning Committee since its inception in 2006.

MCPHD has extensive experience providing transportation to the low-income, underserved, disabled, and senior residents of Macoupin County. MCPHD accomplishes this through the medical and senior transportation programs. Each of these services is widely utilized by residents from each area of Macoupin County. MCPHD employs 8 part-time drivers to meet the demand.

Through the Medical Transportation Program, MCPHD provides needy Macoupin County residents with rides to and from medical visits, dental visits, eye exams, laboratory appointments, counseling and mental health appointments, and health department related appointments such as clinic visits, immunizations, diabetes education classes, and health screenings. MCPHD transports residents from within Macoupin County to and from services as far away as Decatur Illinois (87 miles one way). Fees for rides range from \$10 to \$120, depending on distance and clients' ability to pay. MCPHD is a Medicaid medical transportation provider.

MCPHD provides transportation to Macoupin County elderly residents through the Seniors on the Go Transportation program. Trips are provided to shopping centers, state parks, tourist attractions, and medical appointments. Trips provide seniors with the ability to access these locations without driving themselves and to socialize with other seniors.

MCPHD will use this same expertise and experience to coordinate activities conducted through the Job Access Reverse Commute program.

Kent Tarro will serve as the JARC Director and fiscal agent for JARC programming and funds. Mr. Tarro has 15 years experience administrating transportation programs in Macoupin County. In addition, Mr. Tarro has 20 years experience as Administrator of the Macoupin County Public Health Department with an annual budget of \$2,000,000.

Peggy Dunn will serve as Lead Dispatcher for JARC activities. Mrs. Dunn has 5 years experience coordinating transportation programs in Macoupin County through the Macoupin County Public Health Department.

(See attached Bio Sketches for Mr. Tarro and Mrs. Dunn)

4. What efforts have been undertaken to identify and obtain local funding for this project? What local funding sources have been committed to the project? (Attach documentation if necessary).

The Macoupin County Public Health Department has identified and obtained local funding to help support Job Access Reverse Commute. Funds will include; Senior Transportation program funds, Illinois Downstate Rural Health funds, funds derived from serving as a Medicare Medical Transportation provider, and fares collected through all public transportation programs, including Job Access Reverse Commute services.

5. Describe how this new service will be promoted / marketed to potential users.

The Macoupin County Public Health Department will promote services provided through the Job Access Reverse Commute program through several avenues available in Macoupin County. Advertisements will be placed in local media including weekly newspapers on radio. MCPHD will participate in public forums on WSMI which will allow for a more detailed accounting of services provided through JARC programming. MCPHD will also work through all Macoupin County social service agencies, businesses, chambers of commerce, faith-based agencies, and related agencies. Every effort will be made to ensure that all Macoupin County populations, especially low-income residents, are made aware of the benefits of the JARC program.

6. Briefly describe the new ideas, new technologies, innovative partnerships, creative funding sources, or other characteristics of the project that make it an innovative solution that responds to unmet transportation needs, and how the idea can be replicated elsewhere in the state.

In order to implement Job Access Reverse Commute services for Macoupin County residents, the Macoupin County Public Health Department is building upon existing senior and medical transportation services and funds with cooperative and collaborative community partners. MCPHD will integrate all social services and providers and utilize tracking and routing software to accomplish same day rider appointments and most effective multiple rider route scheduling.

MCPHD has consulted CTS Software Inc. to determine the computer assisted scheduling software suitable for the MCPHD Job Access Reverse Commute program.

7. Describe your agency's involvement in the local transportation planning process.

MCPHD is the lead agency for the 5311 Transit Partnership Group planning process and has been an active member of the Illinois Region 9 Human Service Transport Planning Committee since its inception in 2006.

E. Project Budget

Capital Equipment (Rolling Stock, Non-Rolling Stock, Mobility Management)		Total Capital Cost
Rolling Stock		
2 14-passenger vans (\$59,000 each)		\$118,000
Non-Rolling Stock		
Mobility Management		
CTS Routing Software		\$30,000
Total Capital Cost		(1) \$148,000
Federal Share Capital Cost		(2) \$118,400
Local Share Capital Cost		(3) \$29,600

Operating		Year 1	Year 2	Year 3	Total Operating Cost
Labor		\$18,500	\$71,136	\$72,634	\$162,270
Fringe Benefits		\$5,900	\$22,464	\$22,928	\$51,292
Fuel and Oil		\$1,800	\$7,200	\$7,500	\$16,500
Maintenance		\$500	\$2,500	\$2,800	\$5,800
Vehicle Insurance			\$1,500	\$1,500	\$3,000
Purchased Transportation					
Other Expenses*		\$3,000	\$8,100	\$8,100	\$19,200
Total Operating Expenses (A)	(5)	\$29,700	\$112,900	\$115,462	\$258,062
Total Operating Revenue (B)	(6)	\$2,000	\$6,000	\$7,000	\$15,000
Net Operating Project Cost (A-B)	(7)	\$27,700	\$106,900	\$108,462	\$243,062

Note: The amount of eligible Operating expense does not include revenues.

Federal Share Operating (50%)	(8)	\$14,850	\$56,450	\$57,731	\$129,031
Local Share Operating (50%)	(9)	\$14,850	\$56,450	57,731	\$129,031

PROJECT COST SUMMARY

***Enter sum of all sub-totals for entire project (capital and operating) in the boxes below:*

Total Project Cost	(1+7)	\$391,062
Total Federal Share	(2+8)	\$247,431
Total Local Share	(3+9)	\$158,631
Total Revenue	(6)	\$15,000

* Please Indicate Other Expenses Here:

Advertising - \$3,000 for Year 1; \$1,500 for Year 2; \$1,500 for Year 3

Routing Software Maintenance Expense - \$6,600 for Year 2; \$6,600 for Year 3

F. Sources of Project Funding

Capital Project Funding		
	Rolling Stock	
	Indicate Source of Local Match:	Section 5311 Grant Funding
	Status of Match	Application will be submitted to IDOT 3/2010
	Non – Rolling Stock	
	Indicate Source of Local Match:	
	Status of Match	
Operating Project Funding		
	Year 1	
	Indicate Source of Match Y1:	Senior Transport/ IL Downstate Rural Health
	Status of Match Y1:	Existing
	Year 2	
	Indicate Source of Match Y2:	Senior Transport/ IL Downstate Rural Health
	Status of Match Y2:	Existing
	Year 3	
	Indicate Source of Match Y3:	Senior Transport
	Status of Match Y3:	Existing
Mobility Management Project Costs		
	Indicate Source of Local Match:	Section 5311 Grant Funding
	Status of Match	Application will be submitted to IDOT 3/2010

G. Project Scalability

1. Could the project be implemented on a more limited scope with less funding?

Yes No

If "Yes" please describe:

The Macoupin County Public Health Department will be able to implement the Job Access Reverse Commute program on a limited scope if full funding is unavailable. To account for this, the JARC program will request funding for one van instead of two, will request funding for one driver instead of two, will not request funds for the routing software, and will reduce dispatcher time dedicated to the JARC program by 50%. If taking these measures is necessary, MCPHD will have to reduce the estimated number of trips and riders provided over the course of the program.

2. Could the project be implemented in phases depending upon the availability of project funding?

Yes No

If "Yes" please describe:

If necessary, the Macoupin County Public Health Department can implement the Job Access Reverse Commute program in phases. Phase I of a revised plan would involve the total capital expense of \$59,000 for one 14-passenger van and operating expenses of \$129,031 for the first three years.

Phase II of the JARC program would include a \$59,000 capital expense for a second 14-passenger van and \$129,031 for operating expenses. Funds will be secured through a second 5316 3-year JARC program grant funding or through the pursuit of related public transportation funds (Section 5310 or 5311 funding).

H. Project Scalability

Provide an estimated operational plan for providing the service including timeline and milestones

Timeline and Project and Milestones	
Describe briefly the major steps that will be followed from project start through project end. For the Date, please indicate estimated Completion of each task after grant approval.	
Milestone	Date
Planning Activities (Phase I)	July 1, 2010
Implement initial transportation services (MCPHD existing vehicles)	January 1, 2011
Complete Planning Phase – determine start and stop points for deviated fixed routes within Macoupin County, determine of start and stop points outside of Macoupin County, create schedule for passenger boarding and disembarking at each stop, determine method for any demand-response service, hire one dispatcher, determine fee scale for services, secure service contracts, promote Job Access Reverse Commute resource to Macoupin County communities.	June 30, 2011
Implementation Activities (Phase II) – purchase 2 14-passenger vans, purchase CTS route management software and implement deviated fixed routes and demand-response services	July 1, 2011
Maintenance Activities (Phase III) – revise JARC program priorities/ operations based on evaluation activities	July 1, 2012
JARC program evaluation and sustainability achieved	June 30, 2013

I. Joint Certifications and Assurances for Grantees**Illinois Department of Transportation ("IDOT") and Federal Transit Administration ("FTA") Assistance Programs Joint Certifications and Assurances for Grantees**

Each Grantee will execute the following applicable assurances and certifications to cover all applications and government agreements that include federal capital and operating assistance. The fifteen categories of certifications and assurances are listed by roman numerals I through XV. All Grantees must make all certifications and assurances in Category I. Categories II through XIII will apply to some, but not all Grantees. The categories correspond to the following description or circumstances mandating submission of specific certifications, assurances or agreements.

The Grantee agrees to comply with all the applicable requirements of IDOT and FTA Assurance Programs Joint Certifications and Assurances for Grantees hereinafter listed.

(The Grantee may make this selection instead of individual selections below.)



OR

The Grantee agrees to comply with the applicable requirements of the following categories it has selected:

- | | | |
|------|--|--------------------------|
| (1) | Certifications and Assurances Required of Each Grantee | <input type="checkbox"/> |
| (2) | Lobbying Certification (if applicable exceeds \$100,000) | <input type="checkbox"/> |
| (3) | Effects on Private Mass Transportation Companies | <input type="checkbox"/> |
| (4) | Public hearing Certification for Projects with Substantial Impacts | <input type="checkbox"/> |
| (5) | Certification for the Purchase of Rolling Stock | N/A |
| (6) | Bus Testing Certification | N/A |
| (7) | Charter Service Agreement | <input type="checkbox"/> |
| (8) | School Transportation Agreement | <input type="checkbox"/> |
| (9) | Certification for Demand Responsive Service | <input type="checkbox"/> |
| (10) | Substance Abuse Certifications | <input type="checkbox"/> |
| (11) | Certification for a Project involving interest or Other Financing Costs | N/A |
| (12) | Certification regarding Intelligent Transportation System Program Assistance | N/A |
| (13) | Certifications for the Urbanized Area Formula Program, Job Access and Reverse Commute Program, and the Clean Fuels Program | <input type="checkbox"/> |
| (14) | Certifications and Assurances for the Elderly and Persons with Disabilities Program | N/A |
| (15) | Certifications for the Nonurbanized Area Formula Program | <input type="checkbox"/> |
| (16) | Certifications and Assurances for the State Infrastructure Bank Program (Not applicable in Illinois) | N/A |

The last page of the Joint Certifications and Assurances as well as the Affirmation of the Grantee's Attorney must be appropriately completed, signed and attached with this application.

1. Certifications and Assurances Required of Each Grantee

A. Authority of Grantee and Its Representatives

The authorized representative of the Grantee and legal counsel who sign these certifications, assurances, and agreements attest that both the Grantee and its authorized representative have adequate authority under state and local law and the by-laws or internal rules of the Grantee organization to:

- (1) Execute and file the applications for Federal assistance on behalf of the Grantee,
- (2) Execute and file the required certifications, assurances and agreements on behalf of the Grantee binding the Grantee; and
- (3) Execute grant agreements and cooperative agreements with FTA or IDOT on behalf of the Grantee

B. Standard Assurances

The Grantee assures that it will comply with all applicable state & federal statutes, regulations, executive orders, FTA circulars, and other federal administrative requirements in carrying out any project supported by an FTA grant or cooperative agreement. The Grantee acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant or cooperative agreement issued for its approved project with IDOT or FTA. The Grantee understands that federal laws, regulations, policies, and administrative practices might be modified from time to time and those modifications may affect project implementation. The Grantee agrees that the most recent state & Federal laws, regulations, requirements and directives will apply to the project, unless IDOT or FTA issues a written determination otherwise.

C. Debarment, Suspension, and Other Responsibility Matters for Primary Covered Transactions

Until new federal debarment and suspension regulations are promulgated that discontinue the current requirement for the Debarment and Suspension Certification and in accordance with U.S. Department of Transportation (U.S. DOT) regulations on Government wide Debarment and Suspension (Nonprocurement) at 49 CFR Part 29.510, the Grantee certifies to the best of its knowledge and belief, that it and its principals:

- (1) Are not presently debarred, suspended, proposed for debarment declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
- (2) Have not within a three year period preceding this Certification been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (3) Are not presently indicted for or otherwise criminally or by civil action by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (2) of the certification; and,
- (4) Have not within a three year period preceding this Agreement had one or more public transactions (Federal, state, or local) terminated for cause or default.

The Grantee certifies that if it becomes aware of any later information that contradicts the statements in paragraphs (1) through (4) above, it will promptly inform IDOT. Should the Grantee be unable to certify the statements set forth paragraphs (1) through (4) above, it shall so acknowledge with its signature and provide a written explanation to IDOT.

D. Drug-Free Workplace Certification

Until new U.S. DOT Drug-Free Workplace regulations that rescind the requirements for a Drug-Free Workplace certification are promulgated, and in accordance with Illinois and U.S. DOT regulations on Drug-

Free Workplace Requirements (Grants) at 30 ILCS 580/1 *et seq.* and 49 CFR Part 29 at Subpart F, as amended by 41 U.S.C. Section 702 the Grantee certifies that it will provide a drug-free workplace by:

- (1) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the Grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- (2) Establishing an ongoing drug-free awareness program to inform employees about:
 - (a) The dangers of drug abuse in the workplace
 - (b) The Grantee's policy of maintaining a drug-free workplace;
 - (c) Any available drug counseling, rehabilitation, and employee assistance programs; and,
 - (d) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace
- (3) Making it a requirement that each employee to be engaged in the performance of the grant or cooperative agreement be given a copy of the statement required by paragraph (1).
- (4) Notifying the employee in the statement required by paragraph (1) that, as a condition of employment financed with federal and state assistance provided by the grant or cooperative agreement, the employee will:
 - (a) Abide by the terms of the statement, and
 - (b) Notify the employer in writing of her or her conviction of a criminal drug statute occurring in the workplace no later than 5 calendar days after such conviction.
- (5) Notifying IDOT in writing, within 10 calendar days after receiving notice under paragraph (4)(b) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every project officer or other designee on whose project activity the convicted employee was working. Notice shall include the identification number(s) of each affected grant or cooperative agreement.
- (6) Taking one of the following actions, within 30 calendar days of receiving notice under paragraph (4)(b), with respect to any employee who is so convicted:
 - (a) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (b) Requiring such employee to participate satisfactorily in drug abuse assistance or rehabilitation program approved for such purposes by federal, state or local health law enforcement, or other appropriate agency.
 - (c) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (1), (2), (3), (4), (5), and (6). The Grantee has or will provide to IDOT a list identifying its headquarters location and each workplace it maintains in which project activities supported by IDOT are conducted.

E. Drug-Free Workplace Certification

If required, the Grantee assures that each project application submitted to IDOT for assistance has been or will be submitted, as required by each state, for intergovernmental review to the appropriate state and local agencies. Specifically, the Grantee assures that it has fulfilled or will fulfill the obligations imposed on FTA by U.S. DOT regulations, "Intergovernmental Review of Department of Transportation Programs and Activities: 49 CFR Part 17.

F. Nondiscrimination Assurance

In accordance with 49 U.S. C. Section 5332, Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. Section 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act," 49CFR Part 21.7, the Grantee assures that it will comply with all requirements pursuant to 49 CFR Part 21; FTA Circular 4702.1, "Title VI Program Guidelines for Federal Transit Administration Recipients", and other applicable directives so that no person in the United States, on the bases of race, color, national origin, creed, sex or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of mass transportation services and mass transportation related benefits) for which the Grantee receives federal financial assistance from the U.S. DOT or the FTA.

The Grantee assures that the project or program will be conducted, property acquisitions will be undertaken, and project equipment will be operated in compliance with all requirements of 49 CFR Part 21 and 49 U.S. C. Section 5332. The Grantee understands that this assurance extends to its entire facility and to equipment operated in connection with the Project.

The Grantee assures that it will take appropriate action to ensure that any transferee receiving property financed with federal assistance derived from U.S. DOT for FTA will comply with the provisions of 49 CFR Part 21 and 49 U.S.C. Section 5332. As required by 49 CFR Part 21.7(a)(2), the Grantee will include in each third party contract, subgrant, or sub-agreement appropriate clauses to impose the requirements of 49 CFR Part 21, and 49 U.S.C. Section 5332; and include appropriate provisions imposing those requirements in deeds and instruments recording the transfer of real property, structures, improvements.

The grantee assures that it will promptly take the necessary actions to effectuate this assurance. In particular, the Grantee will notify the public that complaints pertaining to discrimination in the provision of mass transportation – related services or benefits may be filed with U.S. DOT or FTA. Upon request by U.S. DOT or FTA, the Grantee assures that it will make such changes in its 49 U.S.C Section 5332 and Title VI implementing procedures as U.S. DOT or FTA may request.

G. Assurances of Nondiscrimination on the Basis of Disability

As required by 49 U.S. C. 5332 and in accordance with U.S. DOT regulations, “Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance,” 49CFR Part 29, the Grantee assures that, as a condition to the approval or extension of any federal financial assistance from FTA or U.S. DOT to construct any facility, obtain any rolling stock or other equipment, undertake studies, conduct research, or to participate in or obtain any benefit from any program administered by FTA or IDOT, no otherwise qualified person with a disability shall be solely by reason of that disability, excluded from participation in denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving or benefiting from federal financial assistance administered by the FTA or IDOT or any entity within U.S. DOT.

Specifically the Grantee assures it will implement any program or operate any facility so assisted in compliance with all applicable requirements implied by U.S. DOT regulations implementing the Rehabilitation Act of 1973, as amended, 29 U.S. C. Section 794 et seq., and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. Section 12101 et seq. and implementing U.S. DOT regulations, 49 CFR parts 27, 37 and 38, as well as all applicable regulations and directives issued in accordance thereto by other federal departments or agencies.

H. Procurement Compliance

The grantee certifies that its procurements and procurement system that involved FTA assistance will comply with all applicable requirements imposed by federal and state laws, executive orders, or regulations and FTA directives (including the requirements of FTA circular 4220.1E, “Third Party Contracting Guidelines, “including any revisions thereto) and other requirements FTA may issue and any revisions thereto. The Grantee certifies that it will include in its contracts financed in whole or in part with FTA assistance all clauses required by federal and state laws, executive orders, or regulations, and will ensure that each subrecipient and contractor will also include in its subagreements and contracts financed in whole or in part with FTA assistance all applicable clauses required by federal laws, executive orders, or regulations.

I. Certifications Prescribed by the Office of Management and Budget (SF-424B and SF-424D)

The Grantee certifies that it:

- (1) Has the legal authority to apply for federal assistance and the institutional, managerial, and financial capability (including sufficient to pay the non-federal share of project cost) to ensure proper planning, management, and completion of the project described in its application.
- (2) Will give FTA, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or

- documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (3) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain.
 - (4) Will initiate and complete the work within the applicable project time periods following receipt of FTA approval.
 - (5) Will comply with all statutes relating to nondiscrimination including, but not limited to:
 - (a) Title VI of the Civil Rights Act, 42 U.S.C. Section 2000d, which prohibits discrimination on the basis of race, color, or national origin;
 - (b) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. Sections 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFT Part 25, which prohibits discrimination on the basis of sex;
 - (c) Section 504 of the Rehabilitation Act of 1973, as amended 29 U.S.C. Section 794, which prohibits discrimination on the basis of handicaps;
 - (d) The Age Discrimination Act of 1975, as amended 42 U.S.C. Sections 6101 through 6107, which prohibit discrimination on the basis of age;
 - (e) The Drug Abuse Office and Treatment Act of 1972, Pub. L. 92-255, March 21 1972, and amendments thereto, 21 U.S.C Section 1174 et seq., relating to nondiscrimination on the basis of drug abuse.
 - (f) The Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, Pub. L. 91-616 December 31, 1970, and amendments thereto, 42 U.S.C. Section 4581 et seq., relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (g) The Public Health Service Act of 1912, as amended, 42 U.S.C Sections 290dd-3 and 290ee-3, related to confidentiality of alcohol and drug abuse patient records;
 - (h) Title VIII of the Civil Rights Act, 42 U.S.C. Sections 3601 et seq., relating to nondiscrimination in the sale, rental or financing of housing;
 - (i) Any other nondiscrimination provisions in the specific statutes under which federal assistance for the project may be provided including, but no limited to 49 U.S.C Section 5332, which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business or business opportunity, and section 1101(b) of the Transportation Equity Act for the 21st Century, 23 U.S.C. Section 101 note, which provides for participation of disadvantaged business enterprises in FTA programs; and
 - (j) The requirements of any other nondiscrimination statute(s) that may apply to the project.
 - (6) Will comply, or has complied, with the requirements of titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Relocation Act) 42 U.S.C. Section 4601 et seq., which among other things, provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of federal participation in purchases. As required by U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," at 49 CFR Part 24.4, and Sections 210 and 305 for the Uniform Relocation Act, 42 U.S.C Sections 4630 and 4655, the Grantee assures that it has the requisite authority under applicable state and local law and will comply with or has complied with that Act and those U.S. DOT implementing regulations, including, but no limited to the following:
 - (a) The Grantee will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR Part 24;
 - (b) The Grantee will provide fair and reasonable relocation payments and assistance required by 42 U.S.C Sections 4622, 4623, and 4624; 49 CFR Part 24; and any applicable FTA procedures, to or for families, individuals, partnerships, corporations or associations displaced as a result of any project financed with FTA assistance;
 - (c) The Grantee will provide relocation payments and assistance required by 42 U.S.C. Sections 4622, 4623, and 4624; 49 CFR Part 24; and any applicable FTA procedures, to or for families, individuals, partnerships, corporations or associations in the manner provided in 49 CFR Part 24 and FTA procedures;
 - (d) Within a reasonable time before displacement, the Grantee will make available comparable placement swellings to displaced families and individuals as required by 42 U.S.C. Section 4625 (c)(3);

- (e) The Grantee will carry out the relocation process in such a manner as to provide displaced persons with uniform and consistent services, and will make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin;
 - (f) In acquiring real property, the Grantee will be guided to the greatest extent practicable under state law, by the real property acquisition policies of 42 U.S.C. Sections 4651 and 4652;
 - (g) The Grantee will pay or reimburse property owners for necessary expenses as specified in 42 U.S.C. Sections 4653 and 4653, understanding that FTA will participate in the Grantee's costs of providing those payments and that assistance for the project as required by 42 U.S.C. Section 4631;
 - (h) The Grantee will execute such amendments to third party contracts and subagreements financed with FTA assistance and execute, furnish and be bound by such additional documents as FTA may determine necessary to effectuate or implement the assurances provided herein; and
 - (i) The Grantee agrees to make these assurances part of or incorporate them by reference into any third party contract or subagreement, or any amendments thereto., relating to any project financed by FTA involving relocation or land acquisition and provide in any affected document that these relocation and land acquisition provisions shall supersede any conflicting provisions.
- (7) To the extent applicable will comply with the Davis-Bacon Act, as amended, 40 U.S.C. Section 3141 et. seq., the Copeland Act, as amended, 18 U.S.C. Section 874, and the Contract Work Hours and Safety Standards Act, as amended, 40. U.S.C. Sections 3701 et seq., regarding labor standards for federally – assisted subagreements.
- (8) To the extent applicable, will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. Section 4012(a), which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (9) Will comply with environmental standards that may be prescribed to implement the following federal laws and executive orders:
- (a) Institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. Section 4321 et seq., and Executive Order No. 11514, as amended, 42 U.S.C. Section 4321 note;
 - (b) Notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. Section 7606 note;
 - (c) Protection of wetlands pursuant to Executive Order No. 11900, 42 U.S.C Section 4321 note, and the Interagency Wetland Policy Act (20 ILCS 830);
 - (d) Evaluation of flood hazards in floodplains in accordance with Executive Order No. 11988, 42 U.S.C. Section 4321 note;
 - (e) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. Section 1451 et. seq.;
 - (f) Conformity of federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1995, as amended, 42 U.S.C. Section 7401 et seq.;
 - (g) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended 42 U.S.C. Section 300h et seq.;
 - (h) Protection of endangered species under the Endangered Species Act of 1973, as amended, Endangered Species Act of 1973 as amended, 16 U.S.C. Section 1531 et seq.;
 - (i) Environmental protections for federal transit programs, including, but not limited to protections for a park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance or any land from a historic site of national, state, or local significance used in a transit project as required by 49 U.S.C. Section 303;
 - (j) Protection of the components of the national wild and scenic rivers system, as required under the Wild and Scenic Rivers Act of 1968, as amended, 15 U.S.C. Section 1271 et seq.; and
 - (k) Provision of assistance to FTA and IDOT in assuring compliance with section 106 of the national Historic Preservation Act of 1966, as mended 16 U.S.C. Section 470f, Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. Section 470 note, and the Archaeological and historic Preservation Act of 1974, as amended, 16 U.S.C. Section 469a-1 et seq.
- (10) Will comply with the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. Section 4831(b), which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
- (11) Will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities on which a construction project supported with FTA assistance takes place

without permission and instructions from the awarding agency. Will record the federal interest in the title of real property in accordance with FTA directives and will include a covenant in the title of real property acquired in whole or in part with federal assistance funds to assure nondiscrimination during the useful life of the project.

- (12) Will comply with FTA requirements concerning the drafting, review, and approval of construction plans and specifications of any construction project supported with FTA assistance. As required by U.S. DOT regulations, "Seismic Safety," 49 CFR Part 41.117(d), before accepting delivery of any building financed with FTA assistance, it will obtain a certificate of compliance with the seismic design and construction requirements of 49 CFR Part 41.
- (13) Will provide and maintain competent and adequate engineering supervision at the construction site of any project supported with FTA assistance to ensure that the complete work conforms to the approved plans and specifications and will furnish progress reports and such other information as may be required by FTA or IDOT.
- (14) Will comply with the National Research Act, Pub. L. 93-348, July 12, 1974, as amended, regarding the protection of human subjects involved in research, development, and related activities supported by the FTA assistance and DOT regulations. "Protection of Human Subjects." 49CFR Part II.
- (15) Will comply with the Laboratory Animal Welfare Act of 1966, as amended, 7 U.S.C. Section 2131 et seq. and pertaining to the care, handling, and treatment of warm blooded animals held or research, teaching or other activities supported by FTA assistance.
- (16) Will have performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996, 31 U.S.C. Section 7501 et seq. and OMB Circular No. A-133, "Audits of States, Local governments and Non-Profit Organizations." And the most recent applicable OMB A-133.
- (17) Will comply with all applicable requirements of all other federal laws, executive orders, regulations, and policies governing the project.

2. Lobbying Certification Required for Each Application Exceeding \$100,000

In accordance with U.S. DOT regulations, "New Restrictions on Lobbying," at 49 CFT Part 20.110, for each application for federal assistance exceeding \$100,000, the Grantee's authorized representative certifies to the best of his or her knowledge and belief that:

- A. No federal appropriated funds have been paid or will be paid, by or on behalf of the Grantee, to any person for influencing or attempting to influence an officer or employee or any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal grant or cooperative agreement, and the extension continuation, renewal, amendment, or modification of any federal grant or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal grant or cooperative agreement, the Grantee shall complete and submit Standard Form - LLL, "Disclosure For to Report Lobbying," in accordance with its instructions as amended by "Government Wide Guidance for New Restriction on Lobbying," including the information required by the form's instructions, which may be amended to omit such information as permitted by 31 U.S.C. Section 1532.
- C. The Grantee shall require that the language of this certification be included in the award documents for each sub-award at any tiers (including subcontracts, sub-grants, sub-agreements and contract under grants and cooperative agreements financed with FTA assistance) and that each grantee shall certify and disclose accordingly.

The Grantee understands that this certification is a material representation of fact upon which reliance is placed and that the submission of this certification is a prerequisite for providing Federal assistance for a transaction covered by 31 U.S.C. Section 1352; and the Grantee also understands that any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. Effects on Private Mass Transportation Companies

As required by 49 U.S.C. Section 5323(a)(1), the Grantee certifies that before it acquires property or an interest in property of a private mass transportation company or operates mass transportation equipment or a facility in competition with or in addition to transportation service provided by an existing mass transportation company it has or will have:

- A. Found that the assistance is essential to carrying out a program of projects as determined by the plans and programs of the metropolitan planning organization;
- B. Provided for the participation of private mass transportation companies to the maximum extent feasible, consistent with applicable FTA requirements and policies;
- C. Paid or will pay just compensation under state or local law to a private mass transportation company for its franchises or property acquired; and
- D. Acknowledged that assistance falls within the labor standards compliance requirements of 49 U.S.C. Section 5333(a) and 5333(b)

4. Public Hearing Certification For A Capital Project That Will Substantially Affect a Community or Its Transit Service

A Grantee seeking federal or state assistance under 49 U.S.C. Section 53 to acquire rolling stock must provide the certification detailed herein. As required by 49 U.S.C. Section 5323(b), the Grantee certifies that it has, or before submitting its application, will have:

- A. Provided an adequate opportunity for a public hearing with adequate prior notice of the proposed project published in a newspaper or general circulation in the geographic area to be served;
- B. Held that hearing and provided FTA and IDOT a transcript or detailed report summarizing the issues and responses, unless no one with a significant economic, social, or environmental interest requests a hearing;
- C. Considered the economic, social, and environmental effects of the project; and
- D. Determined the project to be consistent with official plans for developing the urban area.

5. A Grantee Seeking Federal Certification of Pre-Award and Post-Delivery Audit of Rolling Stock Required for Each Grantee That Purchases Rolling Stock

As required by 49 U.S.C. Section 5323(m), and implementing FTA regulations at 49 CFR Part 663.7, the Grantee certifies that it will that it will comply with the requirements of 49 CFR Part 663, in the course of purchasing revenue service rolling stock. Among other things, the Grantee will conduct or cause to be conducted the prescribed pre-award and post-delivery audits, and will maintain on file the certifications required by 49 CFR Part 663, Subparts B, C, and D.

6. Bus Testing Certification Required for the Acquisition of New Buses

In accordance with FTA regulations, "Bus Testing," at 49 CFR Part 665.7, the Grantee certifies that before authorizing final acceptance of the first bus of any new bus model with a major change in configuration or components (as described in 49 CFR Part 665) acquired or leased with federal assistance funds obligated by FTA, the following two conditions will have been met: (a) the model of the bus will have been tested at a bus testing facility approved by FTA; and (b) the Grantee will have received a copy of the test report prepared on the bus model.

7. Charter Service Agreement

In accordance with 49 U.S.C. Section 5323(d) and FTA regulations, "Charter Service," at 49 CFR Part 604.7, the Grantee agrees that it will provide charter service that uses equipment or equipment acquired with federal assistance authorized for 49 U.S.C. Section 53; or Title 23 U.S.C., only to the extent that there are no private charter service operators willing and able to provide the charter service that it or its recipients desire to provide unless one or more of the exceptions in 49 CFR Part 604.9 applies.

The Grantee further agrees that it will comply with the provisions of 49 CFR Part 604 before it provides any charter service using equipment or equipment provided with federal assistance authorized for the above statutes, that the requirements of 49 CFR Part 604 will apply to any such charter service that is provided, and that the definitions in 49 CFR Part 604 apply to this Agreement. The Grantee understands that a violation of this agreement may require corrective measures and the imposition of penalties, including Debarment from the receipt of further federal assistance for mass transportation.

8. School Transportation Agreement

- A. As required by 49 U.S.C. Section 5323(f) and FTA regulations, "School Bus Operations," at 49 CFR Part 605.14 the Grantee agrees that it:
- (1) Engage in school transportation operations in completion with private school transportation operators only to the extent permitted by an exception provided by 49 U.S.C. Section 5323(f) and implementing regulations, and
 - (2) Comply with the requirements of 49 CFR Part 605 before providing any school transportation using equipment or facilities acquired with federal assistance awarded by FTA and authorized by 49 U.S.C. Section 53 or Title 23 U.S.C. for transportation projects.
- B. The Grantee understands that the requirements of 49 CFR Part 605 will apply to any school transportation it provides, the definitions of 49 CFR Part 605 apply to this school transportation agreement, and a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further federal assistance for transportation.

9. Certification Required for the Direct Award of FTA Assistance to a Grantee for its Demand Response Service

In accordance with U.S. DOT regulations, "Transportation service for Individuals with Disabilities (ADA)," AT 49 CFR Part 37.77, the Grantee certifies that its demand responsive service offered to persons with disabilities, including persons who use wheelchairs, is equivalent to the level and quality of service offered to persons without disabilities. Such service, when viewed in its entirety, is provided in the most integrated setting feasible and is equivalent with respect to: (1) response time; (2) fares; (3) geographic service area; (4) hours and days of service; (5) restrictions on trip purpose; (6) availability of information and reservation capability ; and (7) constraints on capacity or service.

10. Prevention of Alcohol Misuse and Prohibited Drug Use Certification

As applicable to the Grantee pursuant to federal regulations "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," at 49 CFR Part 665, Subpart I, the Grantee certifies that it has established and implemented an anti-drug and alcohol misuse program, and has complied with or will comply with the applicable requirements of FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," at 49 CFR Part 665"

11. Certification for a Project Involving Interest or Other Financing Costs

As required by 49 U.S.C. Section 5307(g), 49 U.S.C. Section 5309(g)(2)(B), 49 U.S.C. Section 5309(g)(3)(A), and 49 U.S.C. Section 5309(3), the Grantee certifies that it will not seek reimbursement for interest and other financing costs unless its records demonstrate it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA might require.

12. Intelligent Transportation System Program Assistance

As applicable to any Intelligent Transportation System (ITS) PROJECT OF THE Grantee assures that it will comply with, and require its contractors and subcontractors to comply with, all applicable requirements imposed by Section V (Regional ITS Architecture) and Section VI (Project Implementation) of the FTA Notice, "FTA National Intelligent Transportation System Architecture Policy on Transit Projects" at 66 Fed. Reg. 1455 et seq. dated January 8, 2001 and other FTA requirements that may be issued in connection with any ITS project it undertakes financed with Highway Trust Funds (including funds from the mass transit account) or

funds made available for the ITS program authorized by TEA-21, Title V, subtitle C, 23 U.S.C. Section 502 note.

13. Certifications for the Urbanized Area Formula Program, The Job Access and Reverse Commute Program, and the Clean Fuels Program

In addition to the following certifications listed in A., B., and C., and if it has received Transit Enhancement funds under 49 U.S.C. Section 5307(k) (1), the Grantee must submit in its quarterly report for the fourth quarter of the proceeding federal fiscal year a list of the Transit Enhancement projects carried out during that federal fiscal year using those funds, and that report is incorporated by reference and made part of its certifications and assurances.

In addition to the following certifications listed in A., B., and C., and if it has received Transit Enhancement funds under 49 U.S.C. Section 5307(k) (1), the Grantee must submit in its quarterly report for the fourth quarter of the proceeding federal fiscal year a list of the Transit Enhancement projects carried out during that federal fiscal year using those funds, and that report is incorporated by reference and made part of its certifications and assurances.

A. Certifications Required by Statute

As required by 49 U.S.C. Section (d)(1)(A) through (J), the Grantee certifies that:

- (1) It has or will have the legal, and technical capacity to carry out the proposed program of projects;
- (2) It has or will have satisfactory continuing control over the use of the equipment and facilities;
- (3) It will adequately maintain the equipment and facilities;
- (4) It will ensure that the elderly and handicapped persons, or any persons presenting a Medicare card issued to himself or herself under Title II or Title XVIII of the Social Security Act (42 U.S.C. Section 401 et seq. or 42 U.S.C. Section 1395 et seq.), will be charged during non-peak hours for transportation using or involving a facility or equipment of a project financed with federal assistance authorized for 49 U.S.C. Section 5307 or Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21), 49 U.S.C. Section 5309 note, not more than 50 percent of the peak hour fare;
- (5) In carrying out a procurement financed with federal assistance authorized for the Urbanized Area Formula Program at 49 U.S.C. Section 5307 or Section 3037 of TEA-21, 49 U.S.C. Section 5309 note, it will use competitive procurement (as defined or approved by the Secretary), it will not use a procurement using exclusionary or discriminatory specifications, and it will comply with applicable Buy America laws in carrying out a procurement;
- (6) It has complied or will comply with the requirements of 49 U.S.C. Section 5307, specifically, it has or before submitting its application it will: (a) make available to the public information on amounts available for the Urbanized Area Formula Program at 49 U.S.C. Section 5307 and, if applicable, the Job Access and Reverse Commute Grant Program, 49 U.S.C. Section 5309 note, and the program of projects it proposes to undertake with those funds; (b) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed; (c) publish a proposed program of projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the Grantee; (d) provide an opportunity for a public hearing to obtain the views of citizens on the proposed program of projects; and (e) ensure that the proposed

- (9) It has a locally developed process to solicit and consider public comment before raising fares or implementing a major reduction of transportation; and
- (10) As required by 49 U.S.C. Section 5307 (d)(1)(J), unless the Grantee has determined that it is not necessary to expend one percent of the amount of federal assistance it receives for this transit security projects, it will expend at least one percent of the amount of that assistance for transit security projects, including increased lighting in or adjacent to a transit system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned transit system.

B. Certification Required for Capital Leasing

As required by FTA regulations, "Capital Leases," 49 CFR Parts 639.15(b)(1) and 639.21, to the extent that the Grantee uses federal assistance authorized for 49 U.S.C. Section 5307 or Section 3037 of TEA-21, 49 U.S.C. Section 5309 note, to acquire any capital asset by lease, the Grantee certifies that:

- (1) It will not use federal assistance authorized for 49 U.S.C. Section 5307 or Section 3037 of TEA-21, 49 U.S.C. Section 5309 note, to finance the cost of leasing any capital asset until it undertakes calculations demonstrating that it is more cost-effective to lease the capital asset than to purchase or construct similar assets;
- (2) It will complete these calculations before entering into the lease or before receiving a capital grant for the asset, whichever is later; and
- (3) It will not enter into a capital lease for which FTA can only provide incremental funding unless it has the financial capacity to meet its future obligations under the lease in the event federal assistance is not available for capital projects in subsequent years.

C. Certifications Required for Sole Purchase of Associated Capital Maintenance Item

As required by 49 U.S.C. Section 5325(c), to the extent that the Grantee procures an associated capital maintenance item under the authority of 49 U.S.C. Section 5307(b)(1), the Grantee certifies that it will use competition to procure an associated capital maintenance item unless the manufacturer or supplier of that item is the only source for the item and the price of the item is no more than the price similar customers pay for the item, and maintain sufficient records pertaining to each such procurement on file easily retrievable for FTA or IDOT inspection.

D. Certification Required for Clean Fuels Program

As required by 49 U.S.C. Section 5308 (c)(2), the Grantee certifies that, in connection with any application for assistance authorized for the clean Fuels Formula Program, vehicles purchased with grant funds made available for 49 U.S.C. Section 5308 will be operated only with clean fuels.

14. Certifications and Assurances for the Elderly and Persons with Disabilities Program

Based on its own knowledge the Grantee, administering the Elderly and Persons with Disabilities Program authorized by 49 U.S.C. Section 5310, certifies and assures that the following requirements and conditions will be fulfilled:

- A. It will not enter into a capital lease for which FTA can only provide incremental funding unless it has the financial capacity to meet its future obligations under the lease in the event federal assistance is not available for capital projects in subsequent years.
- B. The Grantee assures that it either is recognized under state law as private nonprofit organization with the legal capability to contract with the state to carry out the proposed project, or is public body that has met the statutory requirements to receive federal assistance authorized for 49 U.S.C. Section 5310.
- C. The Grantee application for 49 U.S.C. Section 5310 assistance contains information for which the state concludes that the transit service provided or offered to be provided by existing public or private transit operators is unavailable, insufficient, or inappropriate to meet the special needs of the elderly and persons with disabilities.
- D. The Grantee assures that sufficient non-federal funds have been or will be committed to provide the required local share.

- E. The Grantee has, or will have by the time of delivery, sufficient funds to operate and maintain the vehicles and equipment purchased with federal assistance awarded for this project.
- F. The Grantee has, to the maximum degree feasible, coordinated with other transportation providers and users, including social service agencies authorized to purchase transit service, and have provided an opportunity for a public hearing in connection with any capital assistance.
- G. The Grantee is in compliance with all applicable civil rights requirements, and has signed the Nondiscrimination Assurance.
- H. The Grantee will comply with applicable requirements of U.S. DOT regulations on participation of disadvantaged business enterprises in U.S. DOT programs.
- I. The Grantee will comply with all existing federal requirements regarding transportation of the elderly and persons with disabilities. The Grantee has provided to the state an Assurance of Nondiscrimination on the Basis of Disability, as set forth in the Certifications and Assurances required of each Grantee for FTA assistance. If non-accessible vehicles are being purchased for use by a public entity in demand responsive service for the general public, the Grantee will provide a "Certification of Equivalent Service," which states that the public entity's demand responsive service offered to persons with disabilities, including persons who use wheelchairs, meets the standard of equivalent service set forth in 40 CFR Part 37.77.
- J. The Grantee will comply with the transit employee protective provisions of 49 U.S.C. Section 5333(b).
- K. The Grantee will comply with 49 CFR Part 604 in the provision of any charter service provided with equipment or facilities acquired with FTA funds.
- L. The Grantee has certified to the state that it will comply with applicable provisions of 49 CFR Part 605 and 20 ILCS 2705/49.19(6) pertaining to school bus operations.
- M. Unless otherwise noted, each of the Grantee's projects qualifies for a categorical exclusion and does not require further environmental approvals, as described in the joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," at 23 CFR Part 771.117. The Grantee certifies that financial assistance will not be provided for any project that does not qualify for a categorical exclusion described in 23 CFR Part 771.117(c) until FTA has made the required environmental finding. The Grantee further certifies that no financial assistance will be provided for project requiring a conformity finding in accordance with the Environmental Protection Agency's Clean Air Conformity regulations at 40 CFR Parts 51 and 93, until FTA makes the required conformity finding.
- N. The Grantee has submitted (or will submit) all applicable certifications and assurances currently required, including, but not limited to: a certification that its procurements and procurement system will comply with all applicable requirements imposed by federal laws, executive orders, or regulations and requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and other implementing requirements FTA may issue; a certification that its project provides for the participation of private mass transportation companies to the maximum extent feasible; a certification that it has paid or will pay just compensation understate or local law to each private mass transportation company for its franchise or property acquired under the project, a non-procurement suspension and debarment certification, a bus testing certification for new models; a pre-award and post-delivery review certification, and a lobbying certification for each application exceeding \$100,000.
- O. The Grantee recognizes FTA's and IDOT's authority to conduct audits to verify compliance with the foregoing requirements and stipulations.

15. Certifications and Assurances for the Nonurbanized Area Formula Program

The Grantee administering the Nonurbanized Area Formula Program authorized by 49 U.S.C. Section 5311 certifies and assures that the following requirements and conditions will be fulfilled:

- A. The Grantee will have necessary legal, financial, and managerial capability to apply for, receive and disburse federal assistance authorized for 49 U.S.C. Section 5311; and to implement and manage the project.
- B. The Grantee assures that sufficient non-federal I funds have been or will be committed to provide the required local share.
- C. The Grantee has, or will have by the time of delivery, sufficient funds to operate and maintain the vehicles and equipment purchased with federal assistance authorized for this project.
- D. The Grantee has, to the maximum extent feasible, coordinated with other transportation providers and users, including social service agencies authorized to purchase transit service.
- E. The Grantee is in compliance with all applicable civil rights requirements, and has signed the Nondiscrimination Assurance.

- F. The Grantee will comply with applicable requirements of U.S. DOT regulations on participation of disadvantaged business enterprise in U.S. DOT programs.
- G. The Grantee will comply with all existing federal requirements regarding transportation of elderly persons and persons with disabilities. The Grantee has provided to the IDOT an Assurances of Nondiscrimination on the Basis of Disability, as set forth in the Certifications and Assurances required for each Grantee for FTA assistance in Category 1 of this document. If non-accessible vehicles are being purchased for use by a public entity in demand responsive service for the general public, the state will obtain from the Grantee a "Certification of Equivalent Service," which states that the public entity's demand responsive service offered to persons with disabilities, including persons who use wheelchairs, meets the standards of equivalent service set forth in 40 CFR Part 37.77c.
- H. The Grantee has complied with the transit employee protective provisions of 49 U.S.C. Section 5333(b), by one of the following actions: (1) signing the Special Warranty for the Nonurbanized Area Formula Program, (2) agreeing to alternative comparable arrangements approved by the Department of Labor (DOL), or (3) obtaining a waiver from DOL, and the state has certified the Grantee's compliance to DOL.
- I. The Grantee has certified to the state that it will comply with 49 CFR 604 in the provision of any charter service provided with equipment or facilities acquired with FTA assistance, and will also comply with applicable provisions 49 CFR Part 605 pertaining to school transportation operations. (See Category VII, "Charter Bus Agreement" and Category VIII, "School Bus Agreement.")
- J. The Grantee has certified to the state that it will comply with 49 CFR 604 in the provision of any charter service provided with equipment or facilities acquired with FTA assistance, and will also comply with applicable provisions 49 CFR Part 605 pertaining to school transportation operations. (See Category VII, "Charter Bus Agreement" and Category VIII, "School Bus Agreement.")
- K. Unless otherwise noted, each of the Grantee's projects qualifies for a categorical exclusion and does not require further environmental approvals, as described in the joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," at 23 CFR Part 771.117. The Grantee further agrees that no financial assistance will be provided for a project requiring a conformity finding in accordance with the Environmental Protection Agency's Clean Air Conformity regulations at 40 CFR Parts 51 and 93, until FTA makes the required conformity final.
- L. The Grantee has submitted (or will submit) all applicable certifications and assurances currently required, including but not limited to: a certification that its procurements and procurement system will comply with all applicable requirements imposed by federal laws, executive orders, or regulations and requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and other implementing requirements FTA may issue; a certification that its project provides for the participation of private mass transportation companies to the maximum extent feasible; a certification that it has paid or will pay just compensation under state or local law to each private mass transportation company for its franchise or property acquired under the project; a non-procurement suspension and debarment certification, a bus testing certification for new bus models, a pre-award and post-delivery review certification, a lobbying certification for each application exceeding \$100,000, and if required by FTA, an anti-drug program certification and an alcohol testing certification, and the certification required for a project involving interest or other financial costs.
- M. The Grantee recognizes FTA's and IDOT's authority to conduct audits to verify compliance with the foregoing requirements and stipulations.

16. Certifications and Assurances for the State Infrastructure Bank Program

Name of Grantee: Macoupin County Public Health Department

Name of Authorized Representative: Kent Tarro

Relationship of Authorized Representative: Administrator

BY ENDORSING THIS SIGNATURE, I,

Kent Tarro

Declare that I am duly authorized by the Grantee to make the certifications and assurances on behalf of the Grantee and bind the Grantee to comply with them. Thus, when its authorized representative signs this document, the Grantee agrees to comply with all federal statues, regulations, executive orders, and administrative guidance required for any application it makes to the Federal Transit Administration (FTA) and Illinois Department of Transportation (IDOT)

IDOT and FTA intend that the certifications and assurances apply, as required, to each project for which the Grantee seeks now, or may later seek FTA and IDOT assistance.

The Grantee affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA or IDOT, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. Section 3801 et seq., as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies." 49 CFR Part 31 apply to any certification, assurance or submission made to IDOT or FTA. The criminal fraud provisions of 18 U.S.C. Section 1001 apply to any certification, assurance, or submission made in connection with the FTA and IDOT formula assistance program for urbanized areas, and may apply to any other certification, assurance, or submission made in connection with any program administered by FTA or

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Grantee are true and correct.

2/11/2010

Date

Kent Tarro

Authorized Representative of Grantee

J. Affirmation of Grantee's Attorney


For: Macoupin County Public Health Department, Director Kent Tarro

As the undersigned legal counsel for the above named Grantee, I hereby affirm that the Grantee has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Grantee.

I further affirm that, to the best of my knowledge is no legislation or litigation pending or threatened that might adversely affect the validity of these certifications and assurances, or of the performance of the project.



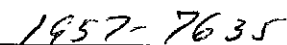
Signature of Grantee's Attorney



Date



Print Name of Grantee's Attorney



ARDC Registration Number

MACOUPIN COUNTY BOARD OF HEALTH RESOLUTION

Created on January 14, 2010

Resolution authorizing application for Public Transportation Financial Assistance under Section 5316 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311).

WHEREAS, the provision or enhancement of public transit or specialized transportation service is essential to the transportation of persons with disabilities and other transportation disadvantaged persons, including Senior Citizens and low income persons; and

WHEREAS, Section 5316 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311), makes funds available to help offset certain eligible capital or operating expenses; and


WHEREAS, grants for said funds will impose certain obligations upon the recipient, including the provision by it of the local share of funds necessary to cover costs not covered by funds provided under Section 5316 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311).

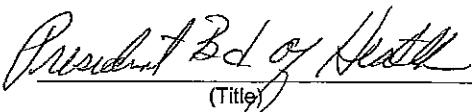
NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE MACOUPIN COUNTY PUBLIC HEALTH DEPARTMENT (MCPHD)

- Section 1. That an application be made to the Division of Public and Intermodal Transportation, Department of Transportation, State of Illinois, for a financial assistance grant under Section 5316 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311), for the purpose of off-setting a portion of Job Access Reverse Commute grant assistance program.
- Section 2. That while participating in said assistance program the MCPHD will provide all required local matching funds or will request the use of State of Illinois Toll Revenue Credits
- Section 3. That the administrator of the MCPHD is hereby authorized and directed to execute and file on behalf of the MCPHD such application, and administrate and operate the transportation program should funds be awarded.
- Section 4. That the administrator of the MCPHD is authorized to furnish such additional information as may be required by the Illinois Department of Transportation and the Federal Transit Administration in connection with the aforesaid application for said grant.
- Section 5. That administrator of the MCPHD is hereby authorized and directed to execute and file on behalf of the MCPHD all required Grant Agreements with the Illinois Department of Transportation, in order to obtain grant assistance under the provisions of the Section 5316 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311).
- Section 6. That administrator of the MCPHD is hereby authorized to provide such information and to file such documents as may be required to perform the Grant Agreement and to receive the grant.

PRESENTED and ADOPTED this 20th day of January, 2010


(Signature of Authorized Official)


(Attest)


(Title)

01 / 20 / 10
(Date)

Public Hearing Minutes
February 9, 2010
Section 5317 New Freedom & Section 5316 Job Access Reverse Commute
Macoupin County Public Health Department (MCPHD)

Present: Kent Tarro- MCPHD Administrator
Peggy Garrison – MCPHD
Peggy Dunn –MCPHD Transportation Coordinator
Shirley Young- MCPHD WIC Program
Peg Barkley- Macoupin County Housing Authority
Marilyn Lowe- Domestic Violence Prevention
Michael Sherer- West Central Development Council
Cathy Contarino- IMPACT CIL

Meeting called to order at 11:00 A.M.

Macoupin County Board Room - 215 South East Carlinville, IL 62626

Kent Tarro presented the pursuit of funding for new transportation vans and equipment for the Macoupin County transportation program. The program is funded by the Federal Public Transit Financial Assist Program under Section 5316 and 5317 of the Federal Transit Act of 1991.

Section 5317 New Freedom

The purpose is to assist mentally and physically disabled persons with mobility to meet their medical, educational, employment, social and daily living needs. The three year grant program will be used to pay for six days a week of driving, fuel cost, vehicle maintenance and insurance, and marketing of the program.

In the first year the plan is to request the purchase of a 7-passenger handicap accessible vehicle.

Section 5316 Job Access Reverse Commute

The purpose is to assist low-income and senior citizens with transportation to employment and job training.

In the first year the plan is to request for administrative time to determine what job commuting needs there are and marketing for the job commuting transportation program. Existing vans will be used to begin the job access program after six months of the first year.

In the second year the grant funds will be used to pay for twelve hours a day of drive time six days a week, twelve hours a day for mobility management time six days a week, fuel, vehicle maintenance and insurance.

On going expenses will also include advertising, meeting expenses and routine software. Two 14-passenger handicap accessible vehicles and routing software will be pursued with use of the 5316 grant funds at the beginning of the second year.

In the third year the plan is to assist paying for all operating funds started in year two.

All discussions were positive regarding the two federal transportation programs. No negative comments were received.

Meeting was adjourned at 11:35 A.M.

Submitted by Peggy Dunn
February 9, 2010

Macoupin

- Macoupin Community Transportation Survey (%) -

The purpose of this survey is to help improve your community's public transportation system by finding out what your transportation needs are. Even if you don't need transportation at this moment, please consider what your future needs might be if you were unable to drive for any reason.

General:

Date: (mm/dd/yy) 100.0%

County name: 100.0%

Transportation Needs:

1. Do you or members of your household have access to (and can afford) a car or other vehicle that is running, licensed, and insured?
84.1% Yes 15.9% No

- 2a. Are there trips you or members of your household can't make because of a lack of transportation?
40.4% Yes 59.6% No

- 2b. If yes, what kind of trips? (Check all that apply)

22.5% Work	19.6% Kids activities (pool, park, golf, skating rink, etc.)
78.5% Medical appointments	11.5% Senior nutrition or day center
43.4% Visiting friends or family	20.9% Social service agency appointments
60.6% Shopping	27.5% Religious
30.4% Social/entertainment opportunities	18.8% Other
12.8% School	

3. How do you or members of your household travel now? (Check all that apply)

81.2% Drive or ride in household member's vehicle	3.0% Church or social service agency vehicle
37.8% Drive or ride in someone else's vehicle (other than a household member's)	3.2% Public transportation
23.8% Walk, bike, use wheelchair, etc.	4.0% Other

- 4a. Do you or members of your household currently use public transportation?
8.9% Yes 91.1% No

- 4b. If yes, what types of public transportation do you or members of your household use? (Check all that apply)
45.9% Bus 14.4% Taxi 64.9% Van

5. In the last six months, have you or members of your household missed the following due to a lack of transportation? (Check all that apply)
20.2% Work 16.6% Kids activities (pool, park, golf, skating rink, etc.)

64.4%	Medical appointments	7.0%	Senior nutrition or day center
41.7%	Visiting friends or family	15.5%	Social service agency appointments
46.8%	Shopping	22.7%	Religious
28.8%	Social/entertainment opportunities	13.1%	Other
9.6%	School		

6a. Would you or members of your household use public transportation if it was available? (If no, skip to question 10)
 75.9% Yes 24.1% No

6b. If available, what types of public transportation would you or members of your household use? (Check all that apply)
 76.9% Bus 41.7% Taxi 68.9% Van 22.4% Other

6c. If available, how would you or members of your household prefer to get a ride? (Check all that apply)
 52.5% Catch a bus at a bus stop
 57.4% Call ahead for a ride (curb-to-curb demand response service)
 43.4% Call ahead for a ride (door-to-door demand response service for elderly or people with disabilities)

7a. Please list the locations (city/town names) that you or members of your household would travel to using public transportation? (If there are none, skip to question 8)

100.0%

7a.1 Please list the locations (city/town names) that you or members of your household would travel to using public transportation?

0.1%	Alhambra	0.7%	Chicago	0.4%	Greenville	0.3%	Medora	13.4%	Stanton
21.6%	Alton	0.7%	Collinsville	0.1%	Hamel	0.1%	Nilwood	22.0%	St Louis
0.4%	Auburn	0.4%	Decatur	0.1%	Hardin	0.1%	O'Fallon	0.1%	Swansea
1.1%	Belleville	0.1%	Edgeron	0.1%	Hettick	0.3%	Ohio	0.3%	Taylorville
3.6%	Benld	10.6%	Edwardsville	0.1%	Highland	0.4%	Palmyra	0.1%	Thayer
2.9%	Bethalto	0.1%	Effingham	1.2%	Hillsboro	0.1%	Pawnee	0.1%	Troy
0.1%	Bloomington	4.1%	Fairview Heights	1.1%	Jacksonville	0.1%	Peoria	5.4%	Virden
1.9%	Brighton	0.8%	Farmersville	3.0%	Jerseyville	0.1%	Piasa	0.1%	Waverly
3.4%	Bunkerhill	13.1%	Gillespie	38.4%	Litchfield	0.1%	Quincy	0.3%	Wildwood
38.7%	Carlinville	7.4%	Girard	0.8%	Livingston	0.1%	Rochester	0.1%	Williamsville
0.4%	Carrollton	0.4%	Glen Carbon	0.1%	Macomb	0.3%	Sawyerville	0.1%	Wilsonville
0.1%	Champaign	1.9%	Godfrey	0.6%	Madison County	0.6%	Shipman	0.1%	Witt
0.8%	Chatham	0.3%	Grafton	2.6%	Maryville	0.1%	South Roxanna	1.9%	Wood River
0.3%	Chesterfield	0.4%	Granite City	1.8%	Mt. Olive	45.5%	Springfield	0.1%	Worden

7b. Using public transportation, how often would you or members of your household travel to the communities listed above?

19.8% Daily 43.5% Weekly 36.7% Monthly

8. What times would you or members of your household need public transportation? (Check all that apply)

16.6%	Weekdays, before 7:00 AM	39.3%	Weekends, 7:00 AM to 5:00 PM
80.1%	Weekdays, 7:00 AM to 5:00 PM	23.6%	Weekends, 5:00 PM to 10:00 PM
27.7%	Weekdays, 5:00 PM to 10:00 PM	8.2%	Weekends, after 10:00 PM

BIOGRAPHICAL INFORMATION

Kent Tarro, B.S., M.S., R.D., L.D.
Macoupin County Public Health Department
805 North Broad
Carlinville, IL 62626-1075

Summary of Public Health Professional Information:

Public Health Administrator, Health Education Program Coordinator, WIC Coordinator and Nutritionist, Dental Program Administrator, Medical Clinic Program Administrator, and Domestic Violence Victims Services Coordinator
Transportation Program Director

Currently oversees an FY '10 budget of \$2.2 million and a staff of 65 professional and support personnel.

Detailed Experience in Public Health Field:

Public Health Administrator – past 20 years
WIC Coordinator and Nutritionist – past 27 years
Dental Program Administrator – past 17 years
Medical Program Administrator – past 14 years
Transportation Program Administrator – past 15 years
Registered Dietician – previously worked as Hospital Clinical Dietician
4 years experience in Corporate Administration
Currently active in the Illinois Rural Health Association, the Illinois Association of Public Health Administrators, the Illinois Public Health Association, the American Dietetic Association, the American Heart Association, the American Diabetes Association, the American Cancer Society, the University of Illinois Cooperative Extension Service, and the Macoupin County Interagency Council.

Teaching and Coaching Experience

School Health Educator – 10 years
S.I.U. Dental School Ad-Hoc Professor – 6 years
Youth Soccer Coach – 8 years
Coordinated youth soccer program – 6 years
Assistant High School Soccer Coach – 6 years
Competitive Soccer Team Manager and Coach – 5 years
Certified Substitute Teacher – 5 years
ASEP Certificate – 5 years

Graduated in 1982 from the University of Illinois at Springfield with a Master Degree in Nutrition and from Illinois State University in 1975 with a Bachelor Degree in Business Management.

BIOGRAPHICAL INFORMATION

Margaret Rose Dunn (Peggy)
Macoupin County Public Health Department
805 North Broad
Carlinville Il 62626-1075

Summary of Public Health Professional Information

Public Health Transportation Coordinator – past 5 years

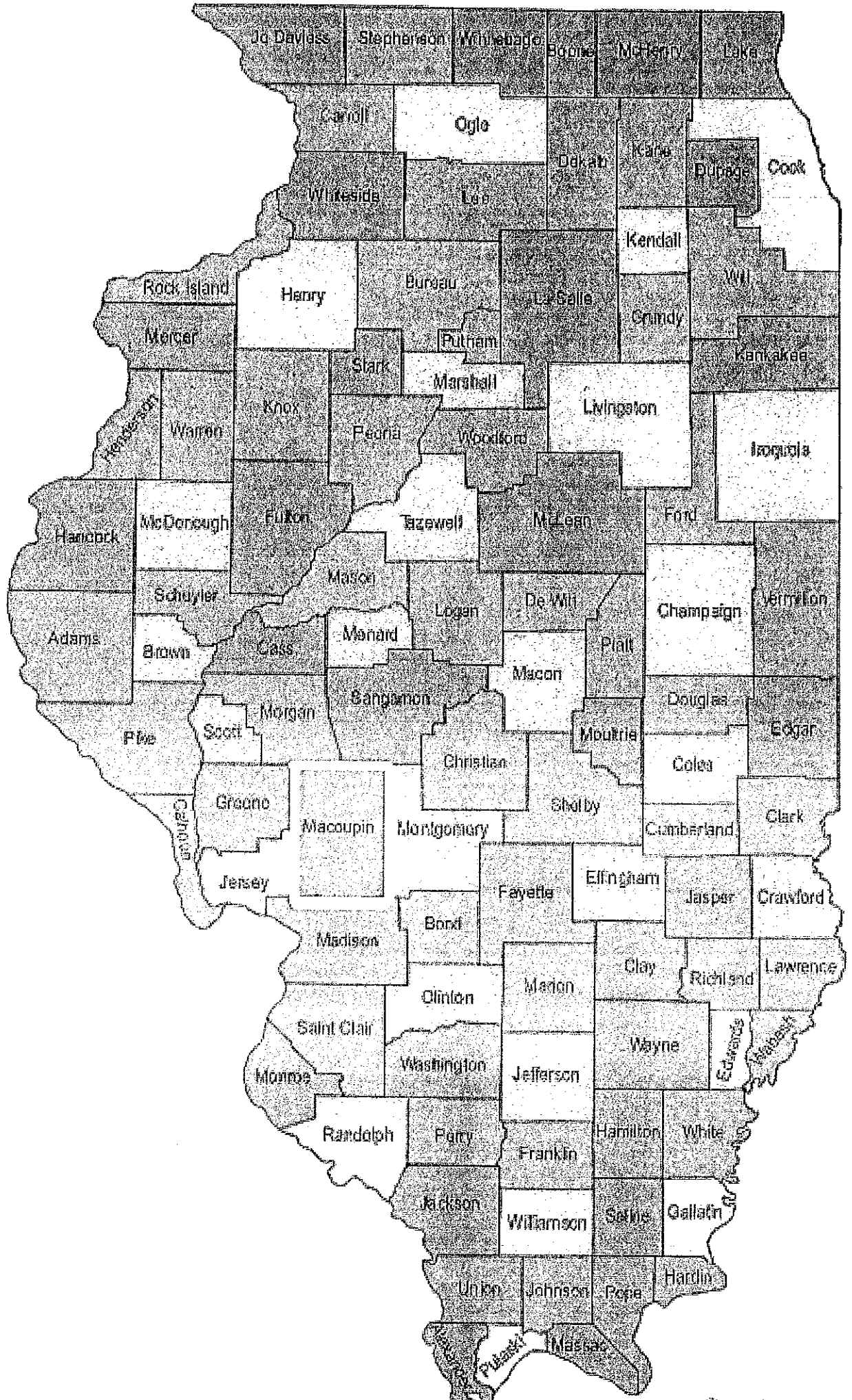
ICCT Clearinghouse Committee – past 2 years

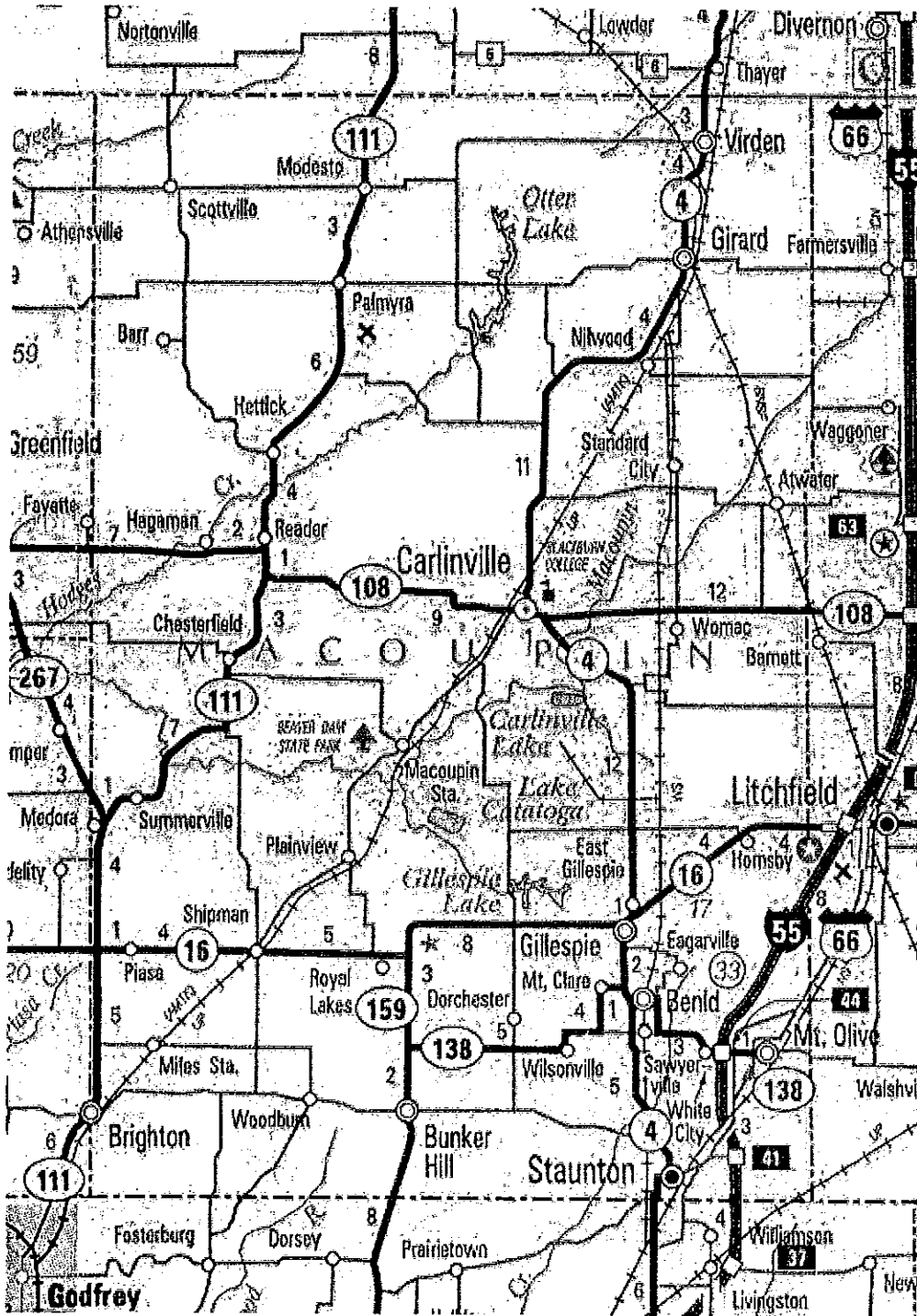
Detailed Experience in Transportation Field:

Macoupin County Public Health Department – past 6 years.

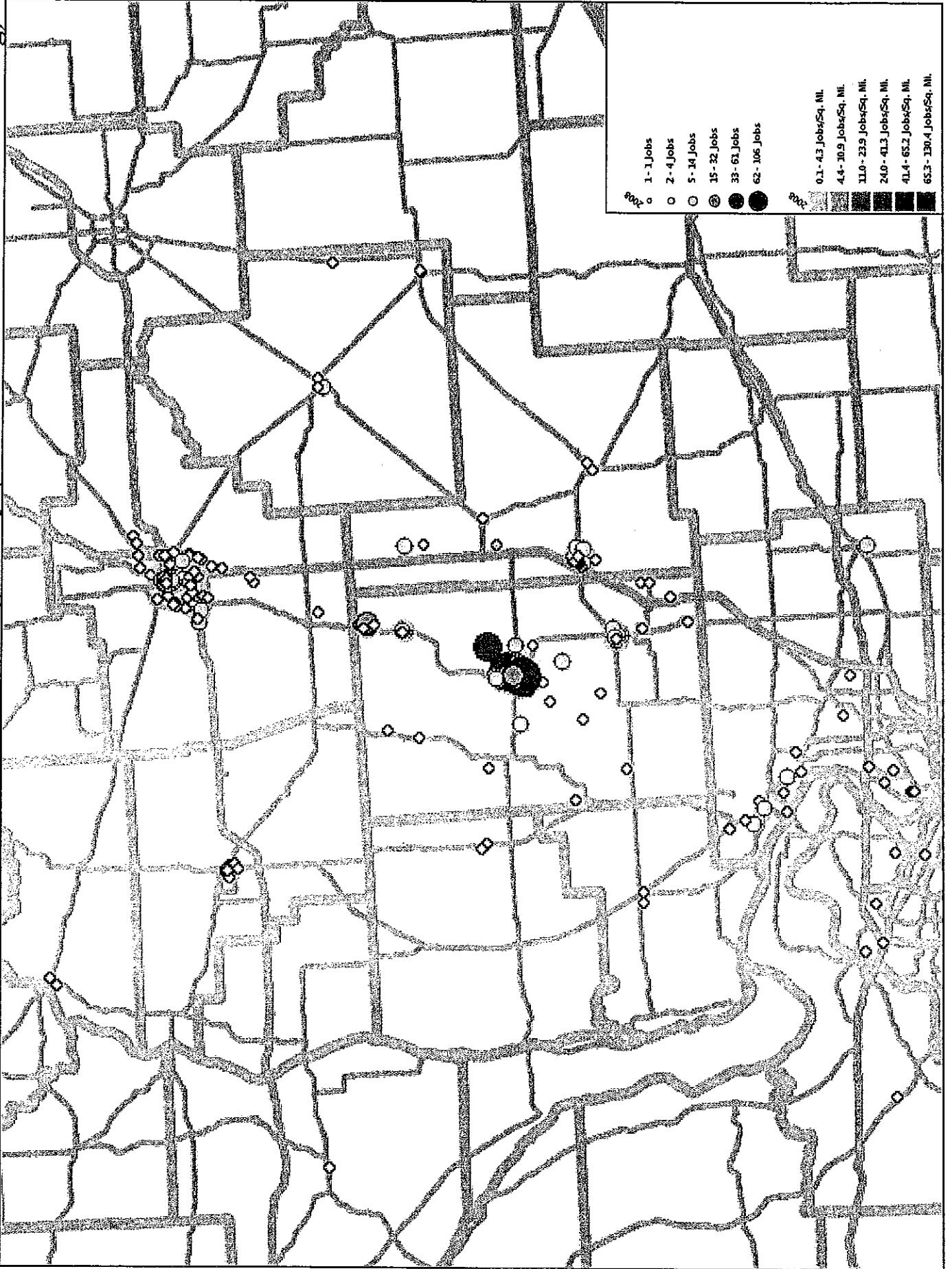
Education:

Graduated from Lewis and Clark Community College with an Associates Degree in Office Management. 2004

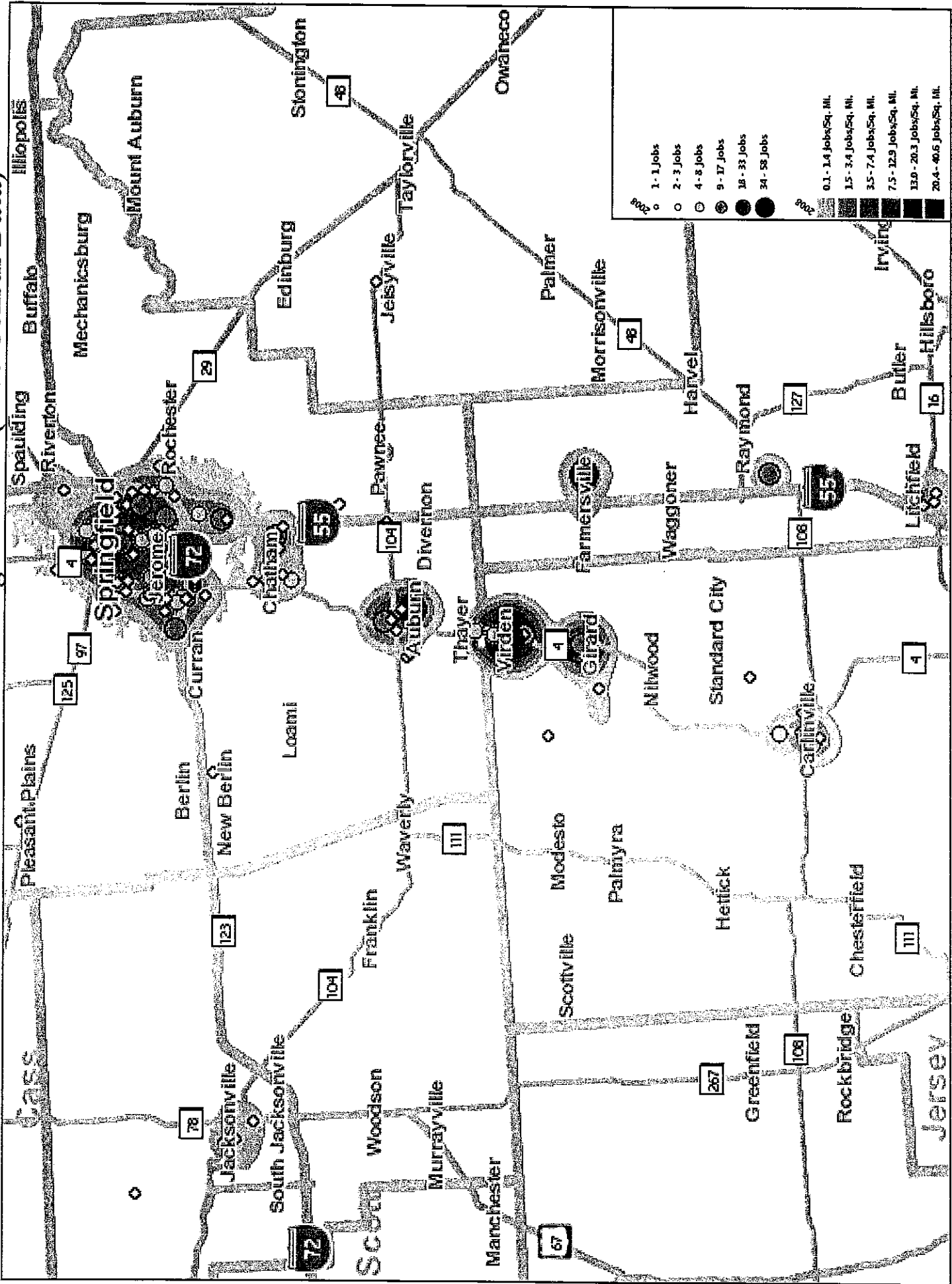




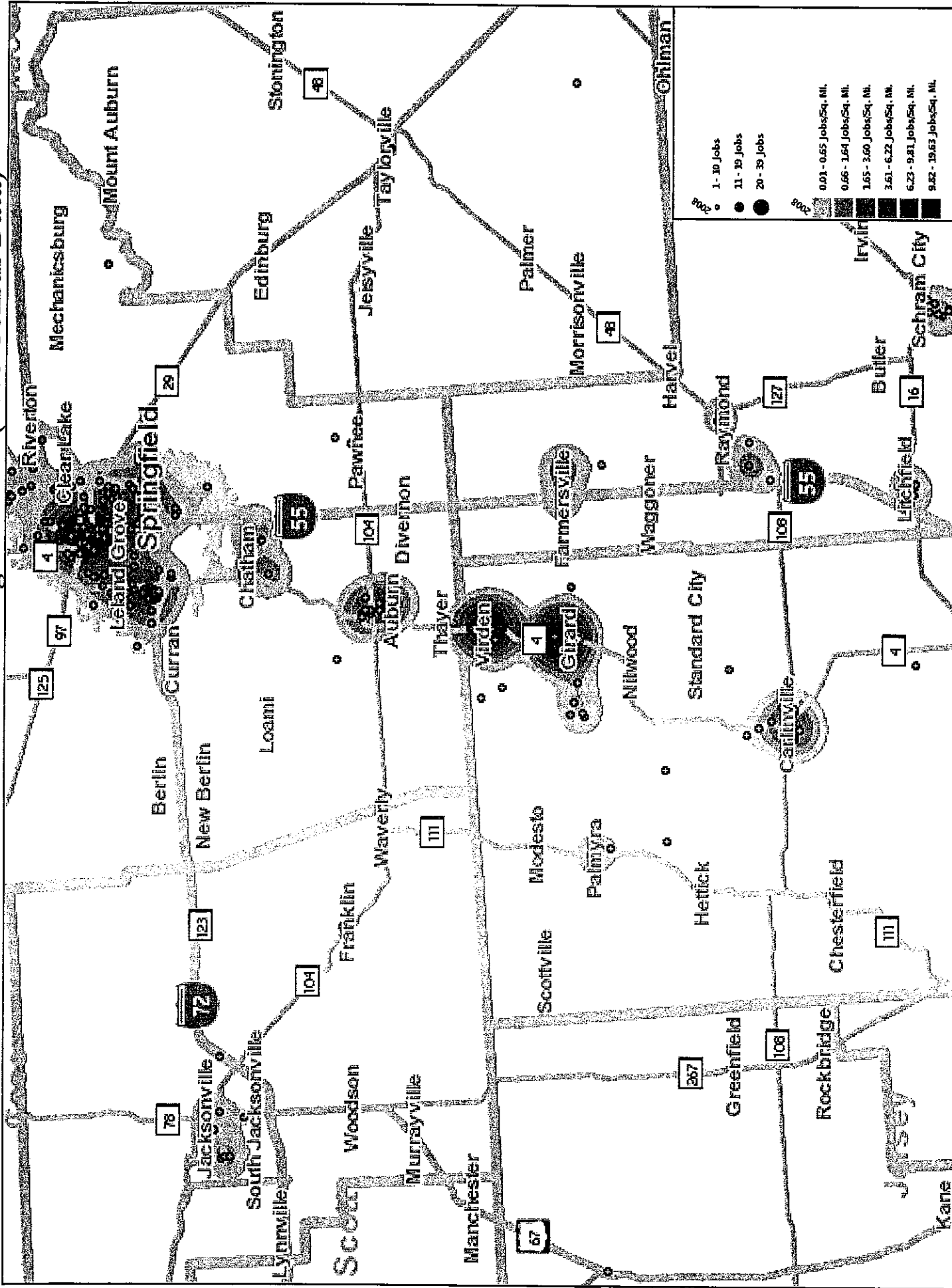
Where do Carlinville Residents go for work Regionally (lables removed for better veiwing)



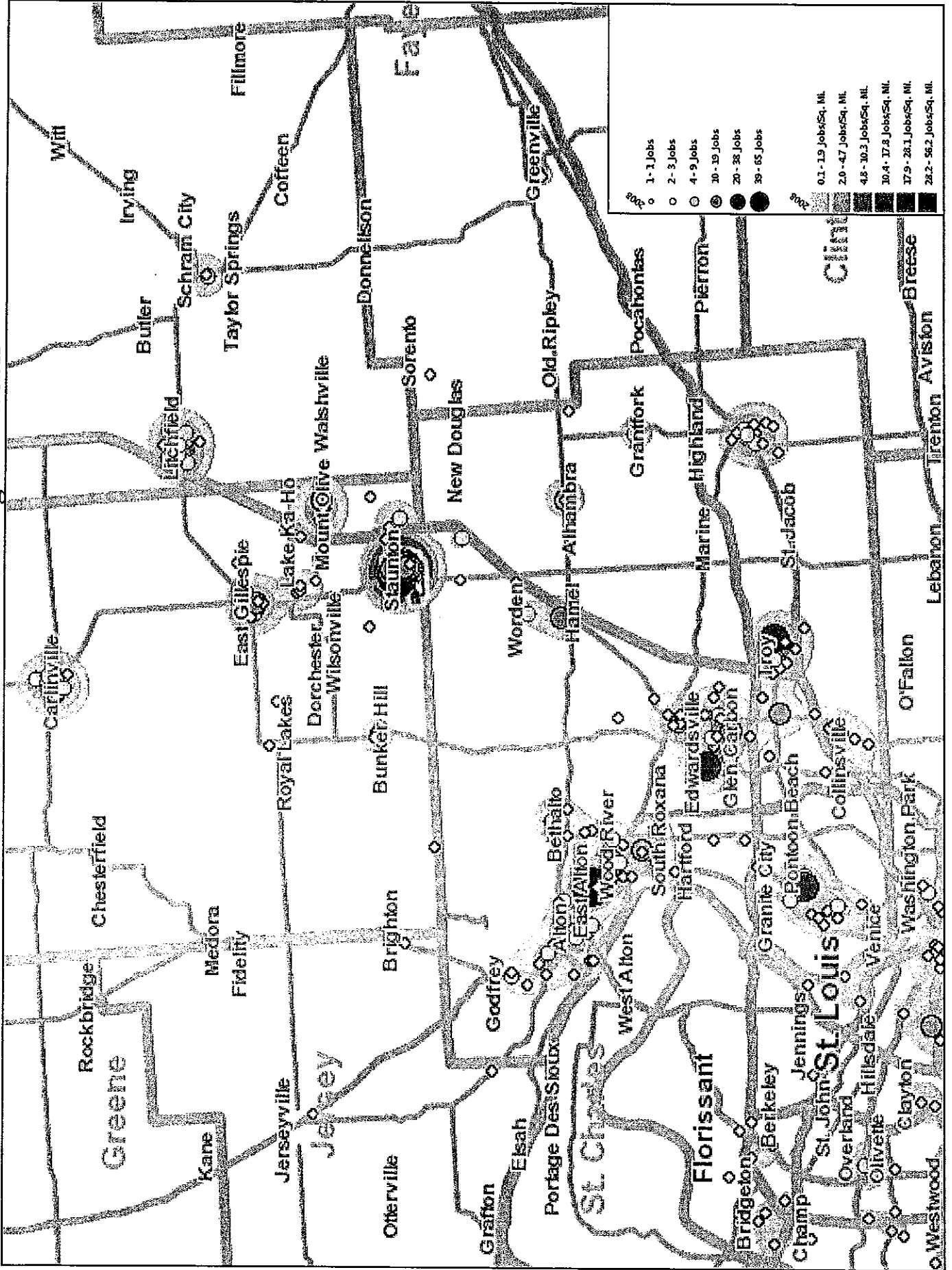
Where do workers who live in Virden go to work (2008 Census Data)



Where do workers who live in Girard go to work (2008 Census Data)



Where do Staunton Residents go for work



ILLINOIS VALLEY ECONOMIC DEVELOPMENT CORPORATION

A COMMUNITY ACTION AGENCY

ADMINISTRATIVE OFFICE
223 South Macoupin Street P.O. Box 88
Gillespie, Illinois 62033-0088

Phone: (217) 839-4431 Fax: (217) 839-3647

FRANK J. SCHWAB
Executive Director

LINDA DAVIDSON
Board Chairperson

February 1, 2010

Ms. Peggy Dunn
Macoupin County Public Health Dept.
805 N. Broad St.
Carlinville, IL 62626

Dear Ms. Dunn:

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and training.

The Macoupin County Public Health Department has provided transportation for the Medicaid eligible and elderly Macoupin County Populations.

Current use of Macoupin County Public Health Department transportation program vans include: senior shopping and senior entertainment, rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, and senior meals. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would benefit from the expanded services which Job Access Reverse Commute funding would provide.

Thank you for your time and consideration of this worthwhile request.

Sincerely,



Frank J. Schwab
Executive Director

FJS/alw
405 Mound Street
JERSEYVILLE, IL 62052
Phone: 618-498-9521

200 C South County Road
HARDIN, IL 62047
Phone: 618-576-2218

320 Fifth Street
CARROLLTON, IL 62016
Phone: 217-942-6824

WEST CENTRAL DEVELOPMENT COUNCIL, INC.

116 South Plum Street

PO Box 260

Carlinville, IL 62626-0260

Phone: 217/854-9642

FAX: 217/854-8082

Michael Sherer

Executive Director

**WCDC
Policy Board**

Andrew Manar
Chairman

**WCDC
Board of Director**

Darrell Bellm
Chairman

January 29, 2010

TO WHOM IT MAY CONCERN:

I am writing on behalf of the West Central Development Council, Inc. to voice our support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training.

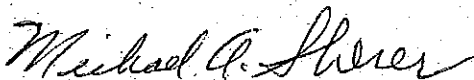
The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have supreme confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

Sincerely,



Michael A. Sherer
Executive Director

COMMISSIONERS:

Bob Fulton
Chairman
Roger Kratochvil
Vice-Chairman
Deanna Taylor
Treasurer
David Griffel
David Thomas
Lee Lobue
Bob Hozian
Resident Commissioner



Post Office Box 226 Carlinville, Illinois 62626

760 Anderson Street
Telephone (217) 854-8606
Toll Free (866)363-5142
Fax (217) 854-8749

Margaret (Peg) Barkley
Chief Executive Officer
Secretary for the Board

Rick Vericchio
Eric Hanson
Attorneys

February 2, 2010

To Whom It May Concern:

I am writing to support the Macoupin County Public Health Department's pursuit of the United States Department of Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin county Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job access Reverse Commute funding would provide. I have supreme confidence that the Macoupin County Public Health department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

Sincerely,

A handwritten signature in cursive script that reads 'Margaret Barkley'.

Margaret (Peg) Barkley
Chief Executive Officer

MB/dm

MACOUPIN COUNTY SAFE FAMILIES PROGRAM

Macoupin County Public Health Department

805 North Broad

Carlinville, Illinois 62626

1(888) 259-6364



February 2, 2010

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have supreme confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

A handwritten signature in cursive script that reads "Marilyn Lowe". The signature is written in black ink and is positioned above a horizontal line.

Marilyn Lowe

Domestic Violence Coordinator

Macoupin County Safe Families



Peer Support and Disability Rights
Since 1985

2735 E. Broadway • Alton, IL 62002
618-462-1411 Voice • 618-474-5333 TTY • 618-474-5309 Fax
www.impactcil.org

Board of Directors

February 1, 2010

Jeanette Small
President

To Whom It May Concern:

Jeff Wilson
Vice President

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County. I believe that a great need exists for assisting low-income commuters, including those individuals with disabilities, in getting to jobs and job training.

Ebony Huddleston
Treasurer

Susy Woods
Secretary

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved, including individuals with disabilities, and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Beth Davis
Cindy Mayhew
Judy O'Malley
Jeffrey Owen
Jackie Owens
Rance Thomas
Bishop Samuel White

As a Center for Independent Living serving individuals with disabilities in Macoupin County, we have seen the need for increased transportation options to allow people to be full participating members of their communities. Individuals with disabilities have very limited transportation options in a rural county such as Macoupin. In addition to being able to go to medical appointments, it is vital that individuals be able to get to work. Unemployment for individuals with disabilities is currently at 70%. Increasing transportation options in Macoupin County is the first step in getting individuals back to work and decrease this exceptionally high unemployment rate.

Proud member of



United Way
of Greater St. Louis

I have every confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this request.

Sincerely;

Cathy Contarino
Executive Director

IMPACT promotes pride and respect of people with disabilities by sharing the tools that are necessary to take control of one's own life. IMPACT advocates full community participation of all citizens.

United Way Partnership/INCIL Member



Bethany Place

Serving our Community on the issue of HIV/AIDS

February 1, 2010

Macoupin County
Public Health Department
109 E. Maple Street
Gillespie, IL 62033

Dear Peggy Dunn,

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County Populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin county communities.

Current us of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within the radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have supreme confidence that the Macoupin county Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

Sincerely,

A handwritten signature in black ink that reads "Angela Barnes".

Angela Barnes
Executive Director

Executive Director

Angela K. Barnes
angela@bethanyplace.org

Board of Directors

Debbie Willard
President
Design to Delivery

Nichole Carter
Vice President
Fleishman - Hillard

Michele Brown, C.P.A.
Treasurer
UHY Advisors

Kathy Kaiser
Secretary
Radio Disney

Dorothy Meyer
Belleville Alderman

Mark Kern
*St. Clair County Board
Chairman*

Elizabeth Laffey, M.D.
Gateway Physicians

Dunn's Ambulance Service, Inc.
Taylorville-Carlville-Mattoon
P O Box 43
Taylorville, IL 62568
(217)824-6999
Fax 824-6989

February 10th 2010

Illinois Department of Transportation 2010
Job Access Reverse commute and New Freedom Programs

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low income commuters in getting to jobs and job training.

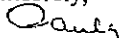
The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for the communities within Macoupin County.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department's transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis and to every location within this radius, an area which covers nearly 100 miles. To my knowledge it is the only service of this kind in the area.

The citizens of Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have absolute confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for the program.

Thank you for your attention and consideration of this worthwhile request, from a devoted and deserving applicant.

Sincerely,



Paula Bantner-Dunn Secretary -Treasurer
Dunn's Ambulance Service, Inc.



COMMUNITY MEMORIAL HOSPITAL

400 CALDWELL ST.
STAUNTON, ILLINOIS 62088-1499

February 9, 2010

To Whom It May Concern:

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have supreme confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

Sincerely,

Sue Campbell, CEO
Community Memorial Hospital
Staunton, IL 62088



Home Health CARE Dept.
Community Memorial Hospital
400 Caldwell
Staunton, Il 62088
Office: 618-635-4260
Fax: 618-635-4263

FEBRUARY 4, 2010

ATTN: KENT TARRO, ADMINISTRATOR
MACOUPIN COUNTY PUBLIC HEALTH DEPT
805 N. BROAD ST.
CARLINVILLE, IL 62626

DEAR MR TARRO,

I AM WRITING IN SUPPORT OF THE MACOUPIN COUNTY PUBLIC HEALTH DEPT'S APPLICATION FOR JOB ACCESS REVERSE COMMUTE (JARC) FUNDING. A REAL NEED EXISTS FOR ASSISTING LOW-INCOME COMMUTERS TO GET TO JOBS AND JOB TRAINING.

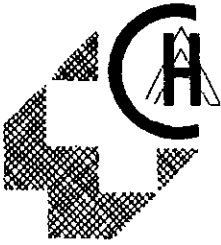
YOUR HEALTH DEPT HAS DEMONSTRATED EXCELLENCE PROVIDING SERVICES TO TRANSPORT MEDICALLY UNDERSERVED AND ELDERLY PEOPLE IN MACOUPIN COUNTY. THE HEALTH DEPT'S TRANSPORTATION SERVICES HAVE BEEN SERVING MACOUPIN COUNTY FOR MORE THAN 14 YEARS, AND REMAINS A MUCH-NEEDED SERVICE.

CURRENT USE OF THE HEALTH DEPT'S PROGRAM VANS INCLUDE RIDES TO DOCTORS, DENTISTS, HOSPITAL OUTPATIENT APPOINTMENTS, PUBLIC HEALTH, MENTAL HEALTH, SENIOR MEALS, SHOPPING AND ENTERTAINMENT. THE PROGRAM PROVIDES RIDES TO ALTON, HILLSBORO, JACKSONVILLE, SPRINGFIELD, ST LOUIS, AND TO EVERY LOCATION WITHIN THIS 100 MILE AREA.

MACOUPIN COUNTY WOULD GREATLY BENEFIT FROM EXPANDING SERVICES THAT JARC FUNDING PROVIDES. I AM CONFIDENT THAT THE MACOUPIN COUNTY PUBLIC HEALTH DEPT WILL FULFILL ALL EXPECTATIONS FOR THIS PROGRAM.

SINCERELY,

JOHN SARACCO, MSW
COMMUNITY MEMORIAL HOSPITAL
HOME HEALTH DEPT



CARLINVILLE AREA HOSPITAL

PHONE (217) 854-3141
FAX (217) 854-7027

February 5, 2010

To Whom It May Concern:

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low income commuters in getting to jobs and job training.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 year and continue to be a much needed asset for all Macoupin County communities.

Current use of the Macoupin County Public Health Department transportation program vans includes rides to doctors, dentists, hospital outpatient services, public health services, mental health services, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis and to every location within this radius, an area that covers close to 100 miles.

Macoupin County would greatly benefit from the expanded services that Job Access Reverse Commute Funding would provide. I have the utmost confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

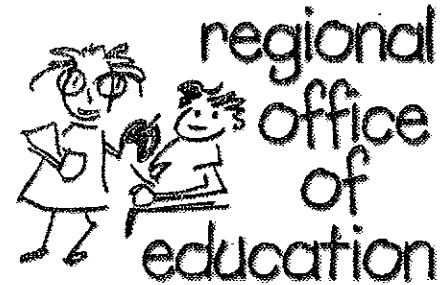
Sincerely,

Kenneth Reid, FACHE
President/CEO

KGR:kdm

Larry D. Pfeiffer, Superintendent
220 North Broad Street, Carlinville, Illinois 62626
Phone: 217-854-4016 Fax: 217-854-2032

Terry Strauch, Assistant Superintendent
303 West Exchange, Jerseyville, Illinois 62052
Phone: 618-498-5541 Fax: 618-498-5543



MACOUPIN, GREENE, JERSEY, MACOUPIN

February 03, 2010

To Whom It May Concern:

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reserve Commute funding would provide. I have supreme confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

Sincerely,

Larry D. Pfeiffer
Regional Superintendent



February 2, 2010

To whom it may concern:

On behalf of all students, and especially those with disabilities, at Lewis & Clark Community College, I am offering my support of the Macoupin County Public Health Department's efforts to I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctor, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have supreme confidence that the Macoupin Count Public Health Department will comprehensively fulfill all expectations for this program. As a member of the IDOT Human Service Transportation Committee for Region 9, I am well aware of the need for more opportunities for public transportation in the rural counties within our community college district

Thank you for your time and consideration of this worthwhile request. Please let me know if I can be of any further assistance.

Sincerely,

Kathy Haberer, M.Ed.

Director, Student Development and Counseling
(Disability Support Services)

khaberer@lc.edu

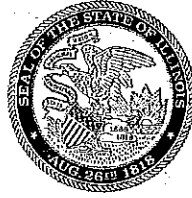
618-468-4126

"Empowering people by raising aspirations and fostering achievements through dynamic, compassionate and responsible learning experiences."

ILLINOIS STATE SENATE

CAPITOL OFFICE:
M106 STATE HOUSE
SPRINGFIELD, ILLINOIS 62706
217/782-8206
217/782-2115 FAX

DISTRICT OFFICE:
140 CARLINVILLE PLAZA
CARLINVILLE, ILLINOIS 62626
217/854-4441
217/854-5311 FAX



Deanna Demuzio
STATE SENATOR • 49TH DISTRICT

- COMMITTEES:**
- STATE GOVERNMENT & VETERANS AFFAIRS
CHAIRPERSON
 - HUMAN SERVICES
VICE-CHAIRPERSON
 - REDISTRICTING
VICE-CHAIRPERSON
- MEMBER:**
- AGRICULTURE & CONSERVATION
 - EDUCATION
- COMMISSION:**
- LEGISLATIVE AUDIT COMMISSION

February 11, 2010

Mr. Kent Taro
805 N. Broad St.
Carlinville, IL 62626

Dear Kent:

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County. I believe that a great need exists for assisting low income commuters in getting to jobs and job training facilities.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin County populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more that 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have supreme confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

If I can be of any further assistance, please do not hesitate to contact me at my district office at (217) 854-4441. Thank you for your time and consideration of this worthwhile request.

Sincerely,

A handwritten signature in cursive script, appearing to read "Deanna Demuzio".

Deanna Demuzio
State Senator
49th District

PHIL HARE
17TH DISTRICT, ILLINOIS

428 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1317

PHONE: (202) 225-5905
FAX: (202) 225-3396

<http://hare.house.gov>
(Email through Website)

REGIONAL WHIP



Congress of the United States
House of Representatives
Washington, DC 20515-1317

EDUCATION AND LABOR
COMMITTEE
SUBCOMMITTEE ON HEALTH,
EMPLOYMENT, LABOR, AND PENSIONS
SUBCOMMITTEE ON WORKFORCE
PROTECTIONS
TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON
WATER RESOURCES AND ENVIRONMENT

February 11, 2010

Mr. Kent Tarro, M.S., R.D.,
Administrator
Macoupin County Public Health Department
805 North Broad Street
Carlinville, Illinois 62626

Dear Mr. Tarro:

I am writing to express my strong support for the Macoupin County Public Health Department's application for funding through the U.S. Department of Transportation Federal Transit Administration Job Access Reverse Commute program. There is a significant need and a positive benefit to assisting low income commuters in largely rural Macoupin County in getting to jobs and job training.

The Macoupin County Public Health Department has provided transportation services for the elderly and medically underserved more than 14 years. This vital community asset provides rides to doctor and dentist appointments, hospital outpatient visits, public health events, mental health appointments, and meal and social events for seniors. The Macoupin County Public Health Department currently provides services covering nearly a 100 mile radius including Springfield and St. Louis, Missouri.

The Macoupin County Public Health Department has an excellent successful track record of providing premier services. I believe this funding would allow them to provide this much needed service to the residents of Macoupin County.

I thank you for the opportunity to comment on this application and look forward to its successful review. If you need additional information please feel free to contact my office.

Sincerely,

A handwritten signature in cursive script, appearing to read "Phil Hare".

PHIL HARE
Member of Congress

PH:ar

PLEASE REPLY TO:

2001 52ND AVENUE, #5
MOLINE, IL 61265
(309) 793-5760

261 NORTH BROAD, #5
GALESBURG, IL 61401
(309) 342-4411

236 NORTH WATER STREET, #765
DECATUR, IL 62523
(217) 422-9150

210 NORTH BROAD
CARLINVILLE, IL 62626
(217) 854-2290

DISTRICT TOLL FREE: 800-322-6210

PRINTED ON RECYCLED PAPER

BETSY HANNIG

DISTRICT OFFICE:
218 S. MACOUPIN
P.O. BOX 8
GILLESPIE, IL 62033
217/ 839-2859
FAX: 217/839-4833

SPRINGFIELD OFFICE:
239-E STRATTON BUILDING
SPRINGFIELD, IL 62706
217/ 782-8071



February 4, 2010

ILLINOIS GENERAL ASSEMBLY
HOUSE OF REPRESENTATIVES

Illinois Department of Transportation
2300 South Dirksen Parkway
Room 300
Springfield, IL 62764

Dear Job Access Reverse Commute Director,

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for low-income commuters in getting to jobs and job training.

The Macoupin County Public Health Department has demonstrated excellence while providing transportation for the medically underserved and elderly Macoupin county populations. The Macoupin County Public Health Department's transportation services have been serving Macoupin County for more than 14 years and remain a much needed asset for all Macoupin County communities.

Current use of Macoupin County Public Health Department transportation program vans include; rides to doctors, dentists, hospital outpatient services, public health, mental health, specialty clinic appointments, senior meals, senior shopping and senior entertainment. The Macoupin County Public Health Department transportation program currently provides rides from Macoupin County to Alton, Hillsboro, Jacksonville, Springfield, St. Louis, and to every location within this radius, an area which covers nearly 100 miles.

Macoupin County would greatly benefit from the expanded services which Job Access Reverse Commute funding would provide. I have supreme confidence that the Macoupin County Public Health Department will comprehensively fulfill all expectations for this program.

Thank you for your time and consideration of this worthwhile request.

A handwritten signature in cursive script that reads "Betsy Hannig".

Betsy Hannig
State Representative

ILLINOIS HOUSE OF REPRESENTATIVES



CAPITOL OFFICE:

200-4N STRATTON OFFICE BUILDING
SPRINGFIELD, ILLINOIS 62708
217/782-1840
217/557-0530 FAX

DISTRICT OFFICE:

325 WEST STATE STREET
SUITE 102
P.O. BOX 160
JACKSONVILLE, ILLINOIS 62851
217/243-6221
217/245-2071 FAX

Jim Watson

STATE REPRESENTATIVE • 97TH DISTRICT

February 9, 2010

Ms. Peggy Dunn, Transportation Coordinator
Macoupin County Public Health Department
805 N. Broad St.
Carlinville, IL 62626

Dear Ms. Dunn:

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

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ILLINOIS HOUSE OF REPRESENTATIVES



CAPITOL OFFICE:

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217/782-1840
217/557-0530 FAX

DISTRICT OFFICE:

325 WEST STATE STREET
SUITE 102
P.O. BOX 160
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217/243-6221
217/245-2071 FAX

Jim Watson

STATE REPRESENTATIVE • 97TH DISTRICT

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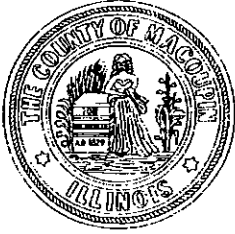
Thank you for your time and consideration of this worthwhile request.

Sincerely,

A handwritten signature in black ink that reads "Jim Watson".

Jim Watson
State Representative
97th District

JW/jg



ANDREW MANAR
CHAIRMAN

JULIA WATSON
VICE CHAIRPERSON

MICHELE A. ZIPPAY
CLERK

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215.SOUTH EAST STREET • P.O. Box 535 • CARLINVILLE, IL 62626 • TELEPHONE 217/854/3341
FAX 217/854/6015

February 2, 2010

To Whom it May Concern:

I am writing in support of the Macoupin County Public Health Department's pursuit of the United States Department of Transportation Federal Transit Administration Job Access Reverse Commute funding for Macoupin County.

I believe that a great need exists for assisting low-income commuters in getting to jobs and job training.

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Thank you for your time and consideration of this worthwhile request.

Sincerely,

Andrew Manar

Chairman of the Board

