

2011\2012

Region 11 Human Services Transportation Plan



South Central Illinois Regional Planning and
Development Commission

2011\2012

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Introduction and Purpose of the Plan

Mission Statement

To coordinate the human service transportation efforts of public, private and non-profit providers in an effort to maximize services for the populations served in HSTP Region 11 and to provide guidance concerning funding and available resources.

Role of the Plan

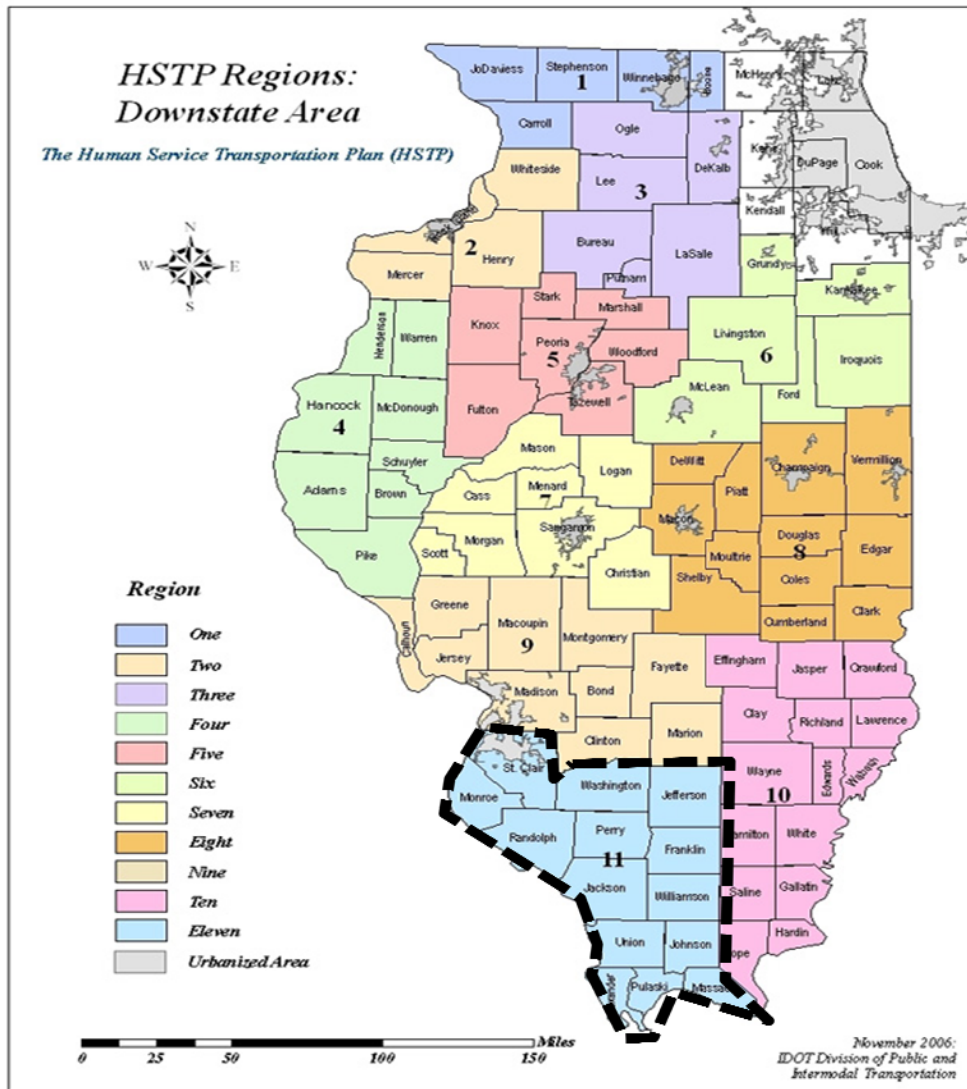
In 2005 the United States Congress enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This act provided funding for various transportation projects including highway construction, mass transit, and human services transportation. Among its provisions, SAFETEA-LU legislation required that all requests for funding through three federal programs; Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and New Freedom (Section 5317) be derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan (HSTP). A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services. Further, a coordinated plan should be developed through a process that includes representatives of public, private and non-profit transportation and human services providers, and the public. A coordinated plan may incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact. The Federal Transit Administration (FTA) also encourages participation in coordinated service delivery as long as the coordinated services will continue to meet the purposes of all programs.

Plan Updates

Any further updates to this planning document will be determined and generated by the Regional Transportation Committee and input from the Illinois Department of Transportation – Division of Public and Intermodal Transportation.

Regional Description

Region 11 is one of eleven downstate Human Services Transportation Planning Regions established by the State of Illinois through DPITS. The region is comprised of 14 counties located along the western half of Southern Illinois, stretching from the Mississippi River to the middle of the state. The region contains the counties immediately to the east and south of the Metropolitan St. Louis (or "Metro East") Region. These counties are: St. Clair, Washington, Jefferson, Monroe, Randolph, Perry, Franklin, Jackson, Williamson, Union, Johnson, Alexander, Pulaski and Massac. Of the estimated 638,736 residents of Region 11, about 42% (270,056) live in St. Clair County, many of whom fall under the direction of the East-West Gateway Council of Governments metropolitan transportation plan. Just less than 20% of the region's population lives in Jackson and Williamson Counties, where the Carbondale, IL micropolitan area is situated. Outside of the urbanized portion of St. Clair County, Region 11 is rural in character. While the Carbondale/Marion commercial corridor provides services for much of the region, it is not large enough to be considered a small urban area, and thus is subject to rural transportation planning.



Regional Transportation Committee (RTC) Make-Up

The Regional Transportation Committee is meant to provide input and to oversee and promote the coordination efforts of the Human Services Transportation Coordinators and is required by the legislative act SAFTEA-LU. The committee is further tasked with reviewing and recommending applications for funding for Section 5310, 5316, and 5317 funding. Their role is vital to insure that the planning process is reflective of the needs of local transit operators and the general public. Ideal membership as set forth by the committee bylaws includes one member from each county to represent local government, up to 14 members from not-for-profit human service organizations to represent citizens from the targeted groups of elderly, disabled, and low income, and up to 14 members from public or private transit providers. Bylaws and Committee roles are available in the appendix. Below is a list of organizations with voting members on the committee.

Current Voting Members

Epilepsy Foundation
Five Star Industries, Inc.
Gold Plate Program of Perry Co.
Human Service Center
Human Support Services
Il. Center for Autism
Jackson Co. Mass Transit District
Monroe-Randolph Mass Transit District
RIDES Mass Transit District
Senior Adult Services
Shawnee Mass Transit District (S.M.A.R.T.)
South Central Transit
SAVE, Inc.
Touchette Regional Hospital
U of I Extension-Johnson Co.

**This portion of the Plan will be revisited yearly. Meeting minutes will reflect new members until such time that the list is updated.*

Stakeholders

After annually updating the Region 11 plan there is still little involvement by the general public. To date the focus has been on maintaining support for the HSTC process and trying to identify stakeholders to discuss current and continuing issues with transportation. An introductory letter was sent out to a variety of stakeholders in July of 2007. All or most recipients of these introductory letters have also been sent notices for each of the HSTC meetings held to date. During HSTC meetings attendees are asked to provide contact information of agencies or individuals who might be interested in participating in the HSTC planning process.

Meetings

All HSTC meetings are open to the public and meet on a quarterly basis. The HSTC "Kick off" Meeting was held in Ullin, Illinois at the Shawnee Community College on October 16, 2007. Attendees were given an overview of what "Human Services Transportation" entails, what the role of the HSTP Coordinators is, what the composition and role of the regional committee will be, and an overview of the three Federal programs that the HSTC will be responsible for administering, JARC, New Freedom & the Consolidated Vehicle Program (CVP).

Inventory

Profile of Service Providers

Information in the following list of providers for region 11 was compiled based on surveys sent to area providers in 2011. Provider information, such as vehicle inventory will be updated annually as new surveys will be disbursed.

Bethany Place 821 West A, Belleville, Il. 62220
Provider Type: Client based services
Vehicles: Raised Roof or Minivans-1 Total Fleet: 1
Service Area: Primarily St. Clair & Madison Counties. Also serving Monroe, Clinton, Washington, Randolph, Bond, Calhoun, Jersey, Macoupin, , Fayette, Marion & Counties
Service Level: Curb to Curb or Door to Door as needed
Advance Notice Required: None
Basic Fare: None
Service Hours: 8am to 4:30pm Monday-Friday
Route Scheduling/Dispatch Method Written manifests
Communication System: Cell phones
Annual Trips: 6,000

Challenge Unlimited 4 Emmie Kaus Lane, Alton, IL 62002
Provider Type: Provide transportation for clients that have developmental disabilities
Vehicles: Light Duty-4 Medium Duty-6 Other-4-14 passenger vans Total Fleet: 14
Service Area: Madison, St. Clair, Calhoun, Jersey and Clinton Counties
Service Level: Curb to Curb
Advance Notice Required: Fixed routes for agency clients
Basic Fare: none
Service Hours: 6am to 9:30am & 1pm to 4:30pm Monday-Friday
Route Scheduling/Dispatch Method Transportation supervisor schedules & handles manifests
Communication System: Radios
Annual Trips:

Foundation for Autism Services-Today & Tomorrow (FASTT) 548 S. Ruby Lane Fairview Heights, Il. 62208
Provider Type: Adult Day Program for adults with autism
Vehicles: 2006 Ford E350 van Total Fleet: 16 passenger
Service Area: St. Clair Co., Madison Co., and surrounding areas
Service Level: door-to-door, through door with aide
Advance Notice Required: No
Basic Fare: None
Service Hours: 9:00 a.m. to 3:00 p.m.
Route Scheduling/Dispatch Method: Pre-determine manifest done on site
Communication System: cellular phone
Annual Trips: 5,520

<i>Epilepsy Foundation of Greater Southern Illinois</i> <i>140 Iowa Avenue, Suite A, Belleville, IL 62220</i>
Provider Type: Human Service Agency providing transportation to specific client base
Vehicles: Minivans-2 Light Duty-1 Total Fleet: 3
Service Area: Transportation services provided in Bond, Clinton, Madison, Monroe, Randolph, St. Clair, and Washington Counties
Service Level: Door to Door
Advance Notice Required: none
Basic Fare: Free of charge
Service Hours: 24\7
Route Scheduling/Dispatch Method: Call in requests, dispatched by phone
Communication: Phones
Annual Trips: 22,866

<i>Human Service Center of Southern Metro East</i> <i>10257 State Rt. 3 Red Bud, IL 62278</i>
Provider Type: Private, Developmentally Disabled
Vehicles Super Medium- 1 Medium Duty - 9 Light Duty- 2 Other-14 Total Fleet: 26
Service Area: Randolph County
Service Level: Fixed predetermined routes with Curb to Curb service to registered clients who require specific, regular, transportation service
Advance Notice Required: Predetermined Fixed Routes: Rosters for workshop
Basic Fare: N/A: Built into transportation cost
Service Hours: 7am-4:30pm
Route Scheduling/Dispatch Method: Predetermined routes decided and scheduled by transportation coordinator.
Communication System: Cell phones
Annual Trips: 51,852

<i>Five Star Industries</i> <i>1308 Wells Street Road, Du Quoin, IL 62832</i>
Provider Type: Day & residential services for Developmentally Disabled clients
Vehicles: Raised Roof or Minivans-4 Light Duty-5 Medium Duty-1 Other-'95 Ford pickup, '01 Box truck, '03 Ford van, 2 '06 Ford vans-all non-IDOT vehicles Total Fleet-15
Service Area: Perry County
Service Level: Curb to Curb/Door through Door as needed
Advance Notice Required: none
Basic Fare: None-built in to transportation funding services
Service Hours: 24\7
Route Scheduling/Dispatch Method: Fixed routes-client specific services
Communication System: Cell phone in emergency only
Annual Trips: 57,000

<i>Franklin Co. Senior Services, Inc.</i> <i>225 E. Poplar, W. Frankfort, Il. 62896</i>
Provider Type: Senior transportation
Vehicles: Raised Roof or Minivans-2 Light Duty-4 Medium Duty-1 Total Fleet-7
Service Area: Franklin County
Service Level: Curb to Curb/Door through Door as needed
Advance Notice Required: 24 Hour
Basic Fare: Suggested donation
Service Hours: 8:00am-4:00pm Monday thru Friday
Route Scheduling/Dispatch Method: Telephone & computer generated schedule
Communication System: Cell phone
Annual Trips: n\a

<i>Gold Plate Program of Perry County</i> <i>721 North Hickory Street</i> <i>P.O Box 345 Du Quoin, IL. 62881</i>
Provider Type: Senior Citizens
Vehicles: Raised Roof or Minivans-4 Medium Duty-3 Total Fleet: 7
Service Area: Perry County & Northern part of Jackson County
Service Level: Door to Door
Advance Notice Required: 24 hour notice
Basic Fare: Suggested donation only
Service Hours: 7am to 3pm Monday -Friday
Route Scheduling/Dispatch Method:- By hand\computer
Communication System: Cell phones
Annual Trips: 16,000

<i>Human Support Services</i> <i>988 North Illinois Rt. 3, Waterloo, IL. 62298</i>
Provider Type: Developmentally Disabled & Mentally Impaired Clients
Vehicles: Raised Roof or Minivans-11 Medium Duty-3 Heavy Duty-26 Other-Ford Box Van, Chevy Pickup, Step Van & Ford Focus Total Fleet: 44
Service Area: Monroe County
Service Level: Fixed/demand responsive
Advance Notice Required: None
Basic Fare: N/A: built into funding
Service Hours: 24\7
Route Scheduling/Dispatch Method: Four fixed daily routes
Communication System: Nextel push to talk and cell phones as needed
Annual Trips: 36,000

<i>The Illinois Center for Autism</i> <i>548 S. Ruby Lane, Fairview Heights, Il. 62208</i>
Provider Type: Developmentally Disabled agency clients
Vehicles Medium Duty-1 Total Fleet: 1
Service Area: St. Clair, Madison, Macoupin, Monroe, Bond, Randolph, Jersey, Clinton, & Richland Counties
Service Level: Client based need
Advance Notice Required: n\a
Basic Fare: built into funding
Service Hours: 8:30am-4:00pm Monday-Friday
Route Scheduling/Dispatch Method: fixed routes for client base
Communication System: cell phones
Annual Trips: 7,540

<i>Jackson County Mass Transit District</i> <i>608 East College Street, Carbondale, IL. 62901</i>
Provider Type: Public Mass Transportation Provider
Vehicles: 13 2 Minivans 6 Paratransit 5 Fourteen Passenger Vans
Service Area: Jackson County
Service Level: Demand Responsive/Curb to Curb
Advance Notice Required: Demand Responsive: 24 hour notice
Basic Fare: General Public (age 17-59), Scheduled in Advance: \$3.00 General Public (age 17-59), Scheduled Same Day: \$6.00 Student (age 16 and over w/ proof of enrollment), Scheduled in Advance: \$2.50 Student (age 16 and over w/ proof of enrollment), Scheduled Same Day: \$ 4.50 Child (age 6-15), Scheduled in Advance: \$1.00 Child (age 6-15), Scheduled Same Day: \$1.00 Children 5 years of age or younger: FREE Senior (age 60 and older), Scheduled in Advance: \$2.00 Senior (age 60 and older), Scheduled Same Day: \$4.00 Personal Attendants: FREE
Service Hours: 7am to 5pm, Monday thru Friday
Route Scheduling/Dispatch Method: Microsoft Excel and Radio, expecting new ITS System soon
Annual Trips: 19,000

Monroe/Randolph Mass Transit District
820 W. 2nd St. Sparta, IL 62286

Provider Type: Public Mass Transit

Vehicles :

Raised Roof or Minivans-5

Light Duty-1

Medium Duty-6

Other-2

Total Fleet: 14

Service Area: Monroe and Randolph Counties

Service Level: Demand response-curb to curb

Advance Notice Required: 24 hour

Basic Fare: \$3.00 in service area

\$5.00 to surrounding counties

Service Hours: 6:00am-6:00pm Monday-Friday

Route Scheduling/Dispatch Method: Shah-Transportation Manager

Communication System: Cell phones

Annual Trips: 20,000

Rides Mass Transit District 1200 West Poplar, Harrisburg, IL. 62946
Provider Type: Public Mass Transit
Vehicles: Raised Roof or Minivans-10 Light Duty-21 Medium Duty-58 Super Medium-35 Heavy Duty-11 Total Fleet: 135
Service Area: RMTD has recently begun serving Williamson County in Region 11. Region 10: Jasper, Crawford, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin
Service Level: Deviated Fixed Route/Door to Door/Door through Door/Drivers permitted to assist with limited number of packages
Advance Notice Required: Demand Response with 24 hour advance notice/Real time reservations are permitted if feasible
Basic Fare: <u>In-County Existing Route Service:</u> Adult-\$2.00 (ages 11-59), Children ages 6-10-.75 (must be accompanied by an adult), Children ages 0-5-Free (must be accompanied by an adult). Discount Tickets Book of 10 tickets: Adults-\$10.00 60+ & \or Disabled-\$7.50 Age 6-10-\$3.75 <u>30 Day Transit Passes:</u> Under 60-\$25.00 60+ & \or Disabled-\$15.00 <u>Special Trip Services:</u> \$1.25 per mile (minimum \$32.00) Wait Time-\$12.00 per hour wait time
Service Hours: 8am to 5pm except Saline County where after hour transportation 5pm to midnight is offered
Route Scheduling/Dispatch Method: CTS software with radio dispatching. Drivers receive a manifest evening before route.
Communication System: Radio and Cell phone
Annual Trips: 493,627

Rotary Club of O'Fallon 801 E. State St. O'Fallon, Il. 62269
Provider Type: Primarily Sr's & Disabled
Vehicles : Medium Duty-2 Total Fleet: 2
Service Area: O'Fallon Township, City of O'Fallon, limited areas of Caseyville
Service Level: curb to curb
Advance Notice Required: 24 hour
Basic Fare: 62+ & disabled: no charge Age 55-61: .50 cents each way General Public: \$1.00 each way
Service Hours: 8:00am-3:30pm Monday-Friday
Route Scheduling/Dispatch Method: Appointments are scheduled through the O'Fallon Township office. Daily manifests are made & dispatched also thru the Township office
Communication System: 2-way radios
Annual Trips: approximately 7,000

Senior Adult Services 409 North Springer Road, Carbondale, IL 62901
Provider Type: Provides transportation for seniors 60 and over
Vehicles: Light Duty-2 Total Fleet:2
Service Area: Jackson County
Service Level: Door to Door
Advance Notice Required: no
Basic Fare: none
Service Hours: 7:30am-4pm Monday thru Friday
Route Scheduling/Dispatch Method: by spreadsheet
Communication System: 2 way radio
Annual Trips: 12,500

Senior Services of Southern St. Clair County 815 N. Borders, Marissa, Il. 62257
Provider Type: Senior Citizens
Vehicles: Raised Roof or Minivans-1 Total Fleet: 1
Service Area: Southern St. Clair County-Marissa Township
Service Level: curb to curb-minimum assistance
Advance Notice Required: Morning of requested trip
Basic Fare: Donation
Service Hours: 9:00am-1:00pm Monday-Friday
Route Scheduling/Dispatch Method: Call in & driver has schedule, day of requests sent thru dispatch
Communication System: Cell phone
Annual Trips: 4,926

<i>Shawnee Mass Transit District (dba Southern Most Area Rapid Transit or "SMART")</i> <i>1001 West Vine, Vienna, IL 62995</i>
Provider Type: Public Mass Transit
Vehicles: Raise roof or minivans: 10 (additional 4 expect for delivery) Light duty: 6 Medium Duty: 14 (additional 3 expected for delivery) Super medium: 16 Heavy duty: 1 Other: 2 cars and 1 full size van Total Fleet:-57
Service Area: Johnson, Union, Massac, Alexander, Pulaski
Service Level: Demand response, Fixed route/curb to curb, door to door, door through door
Advance Notice Required: Demand Responsive: 24 hour advanced notice, 72 hours desired
Basic Fare: \$10 to \$45 dollars depending on distance of county to county transportation. \$1 to \$3 dollar fix routes per stop. \$0.75 per mile. \$10-\$35 Monthly shuttle pass
Service Hours: Sunday through Saturday as needed. Dispatch 6am to 6pm. Administration office 7:30 am to 4:30 pm.
Route Scheduling/Dispatch Method: Automated scheduling (CTS), real time dispatching
Communication System: Mobile data units, radios, cell phone
Annual Trips: 96,465

<i>South Central Transit</i> <i>1616 E. McCord Street, P.O. Drawer N, Centralia, IL 62801</i>
Provider Type: Public Transportation Provider
Vehicles: Raised Roof or Minivans-27 Light Duty-13 Medium Duty-38 Super Medium-42 Total Fleet-120
Service Area: Marion, Washington, Clinton, Jefferson, Franklin, and Perry Counties Service extensions into St. Clair, Jackson and Williamson Counties
Service Level: Curb to Curb/Door to Door/Drivers permitted to assist with limited number of packages, Demand Response, subscription, deviated fixed route, intercity, same day service
Advance Notice Required: 24 hour
Basic Fare: Adults-\$1.50 Seniors-.50 child (5-17)-\$1.50 child (0-4 w\adult)-free Monthly passes: Seniors-\$15.00 Adults & children-\$40.00 Universal shuttle pass-\$30.00
Service Hours: Varies between service areas Most areas: 7:00 AM to 5:00 PM Some areas: 5:00 AM to 7:00 PM *All service hours are Monday thru Friday*
Route Scheduling/Dispatch Method: Automated scheduling\dispatching software: Adept by Stratagen Systems
Communication System: mobile data terminals and cell phones
Annual Trips: 450,000

<i>St. Clair Associated Vocational Enterprises, Inc.</i> <i>3001 Save Rd., Belleville, Il. 62221</i>
Provider Type: Human Service Provider
Vehicles: Medium Duty-9 Super Medium-4 Other-4 Total Fleet:17
Service Area: St. Clair, Monroe & parts of Madison (Region 9) counties
Service Level: Curb to curb
Advance Notice Required: 0-24 hour
Basic Fare: none
Service Hours: Fixed Route 7:00am-5pm Monday thru Friday Demand Response 6:00am-11:00pm Sunday-Saturday
Route Scheduling/Dispatch Method: All trips scheduled manually by Transportation Coordinator
Communication System: cell phones
Annual Trips: 75,000

<i>St. Clair County Transit District: Alternative Transportation Services</i>
Provider Type: Public Paratransit Service
Vehicles: Raised roof/minivans: 2 Medium Duty-27 Super Medium-5 Other- 4 hybrids (12 passenger/2 wheelchair positions) Total Fleet:38
Service Area: St. Clair County Taxing District
Service Level: Curb to Curb, door to door as requested
Advance Notice Required: No later than 4:30 pm the day before
Basic Fare: \$4.00 Discounted fare: Book of 10 for \$28.00
Service Hours: 4am to midnight, 7 days a week, 365 days a year Dispatchers: 5am to 8pm Monday through Friday. 7am to 5pm on Saturday. No Sunday
Route Scheduling/Dispatch Method: StratGen Adapt 3.0 Softwear. (In the process of upgrading)
Communication System: Cell phones with walkie-talkie capabilities
Annual Trips: Approximately 90,000

<i>Touchette Regional Hospital</i> <i>5900 Bond Avenue, Centreville, IL 62207</i>
Provider Type: Transportation for low income, elderly, and disabled individuals for healthcare needs\non-emergency
Vehicles: Minivans-5 Other-1 Sedan Total Fleet: 6
Service Area: St. Clair County
Service Level: Curb to Curb\Door to door as requested
Advance Notice Required: 3 working days
Basic Fare: none
Service Hours: 6am-8:30pm Monday-Friday
Route Scheduling/Dispatch Method: Pre-scheduled & same day service within flexible area\zone dispatch
Communication System: 2 way radios
Annual Trips: Approximately 9,000

<i>Washington County Senior Services, Inc.</i> <i>P.O. Box 369, 305 N. Nashville St., Okawville, Il. 62271</i>
Provider Type: Elderly
Vehicles: 2 Minivans Total Fleet: 2
Service Area: Washington County
Service Level: Door to Door, Door through Door
Advance Notice Required: Demand Responsive. Prior notice required if going out of county
Basic Fare: Suggested Donation
Service Hours: 8:00am-3:00pm Okawville Senior Center 9:00am-1:00pm Nashville Senior Center
Route Scheduling/Dispatch Method: Computerized
Annual Trips: 2,295

Levels of Participation

As part of the application endorsement process, agencies applying for various IDOT funds must participate in the Regional Committee meetings, as a coordinating entity, throughout the year. There are various levels of participation that an agency can achieve. This level system will be used by the HSTP Committee & the HSTP Coordinators when evaluating and scoring applications. Each agency applying for funds is to be scored during the evaluation process accordingly with the highest possible score to be awarded the highest level of participation. Agencies designated as Inactive will be removed from consideration for funding.

Leadership Participant-Agency designate that routinely volunteers leadership, data, and resources to coordination planning and service provision and attends all quarterly HSTP Committee meetings.

Active Participant- Agency designate that routinely meets committee requests with data, information and resources in the development of strategy planning and attends all quarterly HSTP Committee meetings.

Participant- Agency designate that regularly attends planning meetings only.

Inactive- Agency designate that does not currently participate in meetings, planning, or service provision.

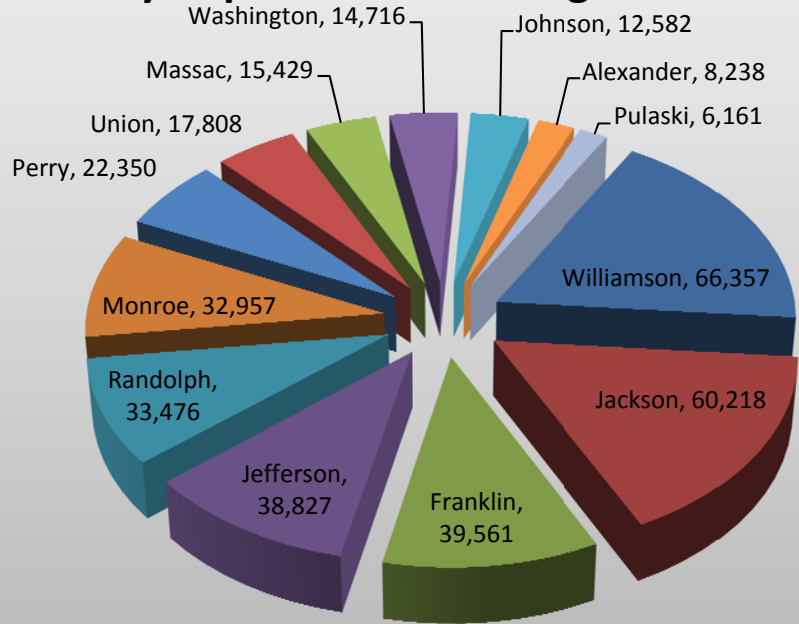
Needs Assessment

The Needs Assessment section addresses the demands for transportation services within the region. This includes an analysis of where populations that typically use transportation services are clustered, and the trip generators, which attract transportation users, that are found within the region.

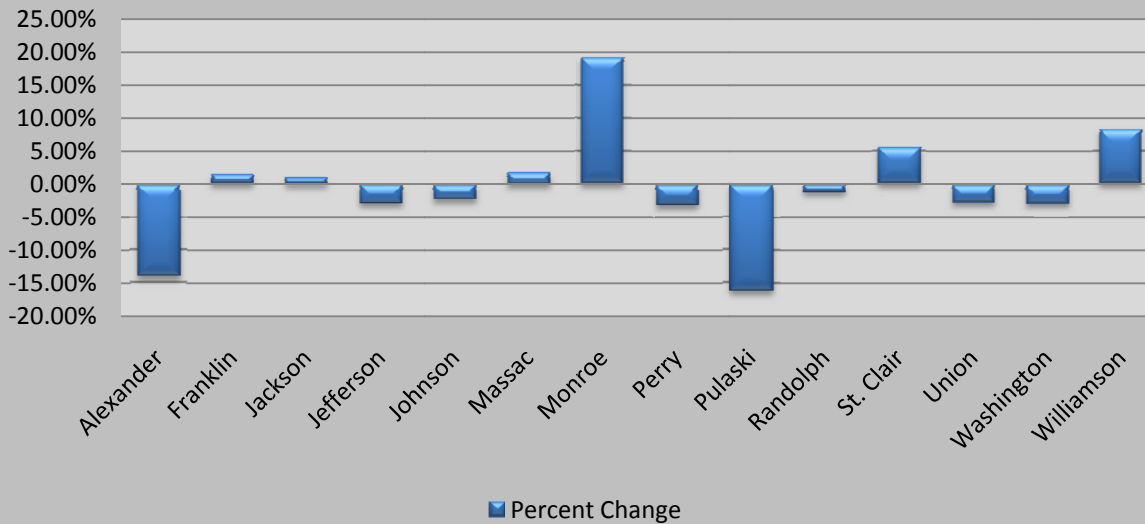
Demographic Analysis

Based on 2010 population data, since 2000 the population of Illinois has grown only 3.3% while data shows Region 11's population has decreased by -8.3%, possibly due to the massive flooding in the southern portion in recent years. Monroe County has seen the most growth at 19.3%, likely due to urban expansion from the metro St. Louis area. 6 Counties in Region 11 show growth while 8 counties are estimated to have lost population from 2000-2010.

County Population Excluding St. Clair



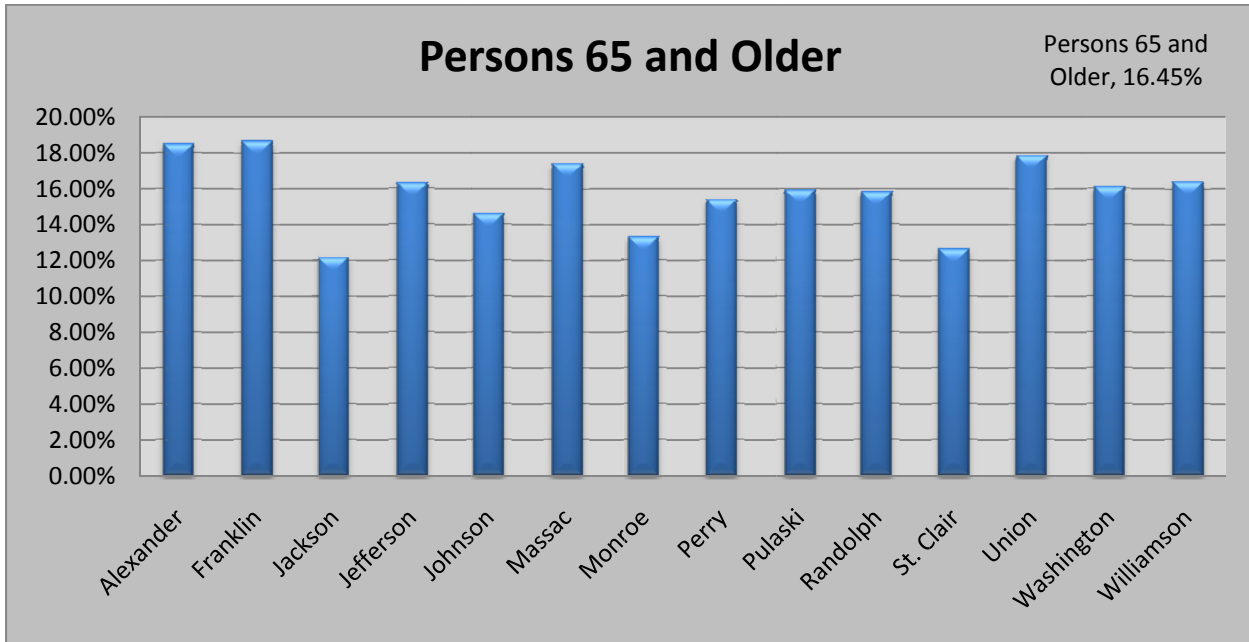
Region 11 Population Change From 2000-2010



Source: 2010 U.S. Census

Age

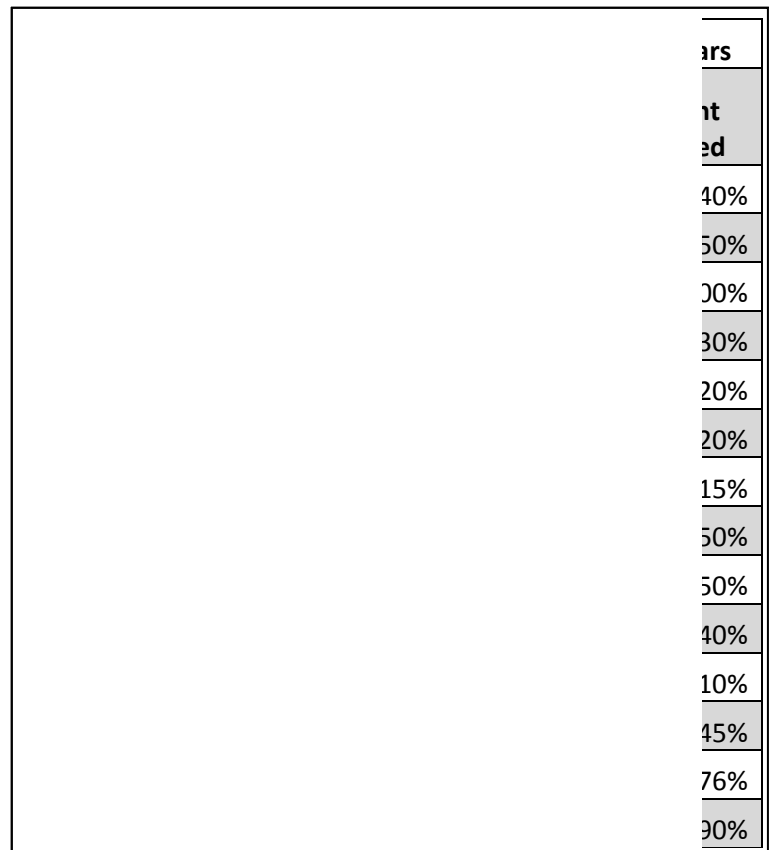
Region 11, like many rural areas of the state has an aging population that has an increasing need of transportation for medical appointments, shopping, and service trips. Without public transportation many elderly would not have access to hospitals, doctors, dialysis, counseling, senior centers, or DHS offices in the area (see trip generators).



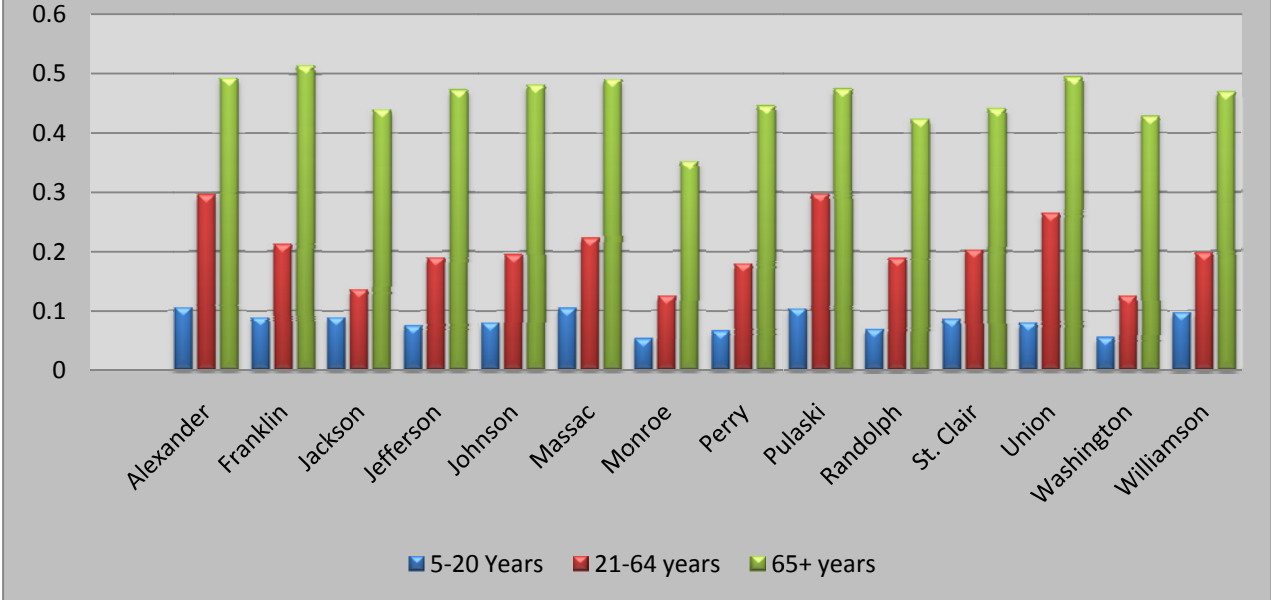
Source: 2010 U.S. Census

Disability & Poverty

It appears that the 2010 U.S. Census data shows that the counties with the highest percent of persons with disabilities are the three most southern counties; Alexander, Massac, and Pulaski. These counties experienced the worst flooding in recent years and are also stricken by poverty. The charts below and to the right show that Alexander and Pulaski has two of the three highest poverty rates in the region. It is imperative that these counties that suffer from poverty and high disability rates receive affordable public transportation specifically for medical appointments.

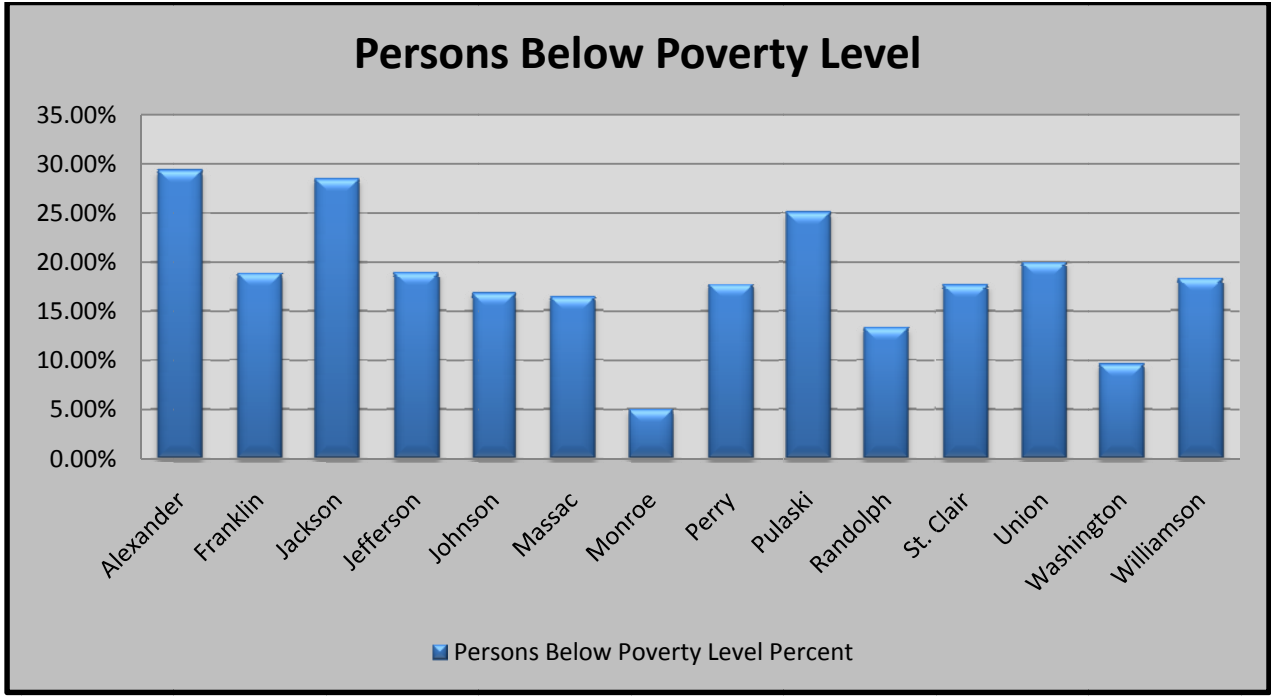


Disability Population



Source: 2010 U.S. Census

Persons Below Poverty Level



Source: 2010 U.S. Census

Trip Generators by County Profile

Alexander

Shopping and Medical, Cape Girardeau, MO County Court and services, Cairo Population Clusters include: Tamms & Cairo	Southern Seven Health Dept, Ullin Regional Travel via IL State Routes 3 and 146
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Franklin

Franklin Co. Hospital, Benton Franklin-Williamson Bi-Co. Health Dept, Marion Regional Travel via IL State Routes 14, 34, 148, 149, 154 and Interstate 57 Population clusters include: Sesser, Valier, Benton, North City, Christopher, West City, Zeigler, West Frankfurt, and Royalton	County Court and services, Benton Rend Lake College, Ina
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Jackson

St. Joseph Memorial Hospital, Murphysboro Memorial Hospital, Carbondale Amtrak Station, Carbondale Southern Illinois University, Carbondale Dialysis Center Regional Travel via IL State Routes 3, 4, 149, 13 and US Route 51 Population clusters include: Elkhville, Ava, De Soto, Murphysboro, Carbondale, and Grand Tower	DHS Office Shopping and Medical facilities, Rte. 13 corridor County Court and services, Murphysboro Jackson County Health Dept, Murphysboro DCI Biologicals
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Jefferson

St. Mary's Good Samaritan Hospital, Mt. Vernon Crossroads Community Hospital, Mt. Vernon Regional Travel via IL State Routes 15, 142, 148, Interstates 64 and 57 Population clusters include: Mt. Vernon and Bluford	Rend Lake College, Ina and Mt. Vernon County Court and services, Mt. Vernon
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Johnson

Regional Travel via IL State Routes 37,146, US Route 45, and Interstate 24 Population clusters include: Goreville and Vienna	Southern Seven Health Dept, Ullin County Court Services, Vienna
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Massac

Massac Memorial Hospital, Metropolis Shopping and medical, Paducah, KY Southern Seven Health Dept, Ullin Regional Travel via IL State Route 145, US Route 45, and Interstate 24 Population clusters include: Metropolis and Brookport	Shawnee Comm. College Metro Ext. Center County Court Services, Metropolis
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Monroe

County Court and services, Waterloo Regional Travel via State Routes 3, 156, 50, 158 and interstate 255 Population clusters include: Columbia, Valmeyer, and Waterloo	
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Perry

Amtrak Station, Du Quoin	Pinckneyville Community Hospital, Pinckneyville
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Marshall Browning Hospital, Du Quoin
Rend Lake College Ext., Pinckneyville
Regional Travel via IL State Routes 13, 14, 127, 154 and US Route 51
Population clusters include: Tamora, Pinckneyville, Du Quoin, Cutler and Willisville

Pulaski

Shawnee Community College, Ullin
County Court and services, Mound City
Regional Travel via IL State Routes 3, 37, US Route 51, and Interstate 57
Population clusters include: Ullin, Mounds, Karmak

Randolph

Red Bud Regional Hospital, Red Bud
Sparta Community Hospital, Sparta
Memorial Hospital, Chester
Southwest Illinois College, Red bud
Population clusters include: Chester, Prairie du Rocher, Steeleville, Percy, Coulterville, Sparta, Tilden, Baldwin, and Red Bud

St. Clair

Kenneth Hall Regional Hospital, East St. Louis
Memorial Hospital, Belleville
St. Elizabeth's Hospital, Belleville
Southwest Illinois College, Belleville
County Court and services, Centerville
Lindenwood College, Belleville
McKendree University, Lebanon
County Court and services, Belleville
Clusters of Shopping and medical services in the Metro East area
Regional Travel via IL State Routes 3, 4, 13, 15, 158, 157, 159, 161, 177, 203 US Routes 40, 50, Interstates 64, 70 and 255
Population clusters include: Washington Park, Brooklyn, Caseyville, Cahokia, Centreville, East St. Louis, Fairview Heights, O'Fallon, Dupo, Columbia, Millstadt, Smithton, Belleville, Swansea, Shiloh, Freeburg, New Athens, Lebanon, Scott Air Force Base, Mascoutah, St. Libory, Lenzburg, and Marissa

Washington

Washington County Hospital, Nashville
Kaskaskia Community College, Centralia
Regional Travel via IL State Routes 15, 127, 160, US Route 51 and Interstate 64
Population clusters include: Wamac, Holyeton, Oakville, Nashville, Irvington, and Ashley

Williamson

Herrin Hospital, Herrin
Heartland Regional Medical Center, Marion
John A. Logan College, Carterville
Regional Travel via IL State Routes 13, 37, 148, and Interstate 57
Population clusters include: Marion, Creal Springs, Pittsburg, Johnston City, Energy, Herrin, Carterville, Crainville, Cambria and Hurst
Shopping and medical clusters in Marion and Herrin
County Court and services, Marion

Union

Union County Hospital, Anna
Southern Seven Health Dept, Ullin
County Court and services, Jonesboro
Shawnee Comm. College Anna Ext. Center

Regional Travel via IL State Routes 3, 146, US Route 51, and Interstate 57
Population clusters include: Cobden, Jonesboro, Anna, and Dongola

Identification of Service Gaps and Needs\Goals\Strategies and Implementation

The identification of needs and gaps is paramount to a coordinated transportation plan and a coordinated ever improving system. The following is not an exhaustive list but represents a consensus from discussions held during HSTC meetings, as well as possible strategies for service providers to use in order to fill gaps in service. This list seeks to provide direction for funding and efforts to improve the current transportation system and any agency providing or purchasing transportation for clients should consider this plan and its objectives when making decisions affecting transportation services. Each identified gap represents an area for improvement within the existing transportation system. All organizations which provide transportation are urged to use the strategies listed or share, with the Committee, any best practice strategies that will meet the needs presented by the identified gaps. Agencies which plan on requesting grant money for transportation services, or that may plan to do so in the future, should take into account strategies and methods of coordination which involve communication, service, and possible resources. Requests for Federal funding from Sections 5310, 5316 and 5317 which meet the needs outlined below will receive a more favorable score than projects which do not address an identified gap in service. Each general gap is followed by a goal, strategy for achieving the goal & closing the gap, and a quick description of the problem.

Geographic Gaps

Gap: *Lack of general public demand response service in St. Clair County*

Goal: *Develop a demand response transportation service for rural St. Clair County*

Strategy: *Research potential solutions, create interest group, and begin primer process*

St. Clair County currently has fixed route service in urbanized areas considered part of the St. Louis Metropolitan area provided by the public provider St. Clair County Transit District (SCCTD) and paratransit services for eligible citizens provided by the non-profit Alternative Transportation System (ATS), but lacks a public use demand response system in the county. This Gap affects mostly the sparsely populated rural area of the county which does not have access to either the fixed route or a demand response system. There is a need for greater coordination of all the providers within St. Clair County and the presence of a 5311 or DOAP provider to serve populations outside of the urbanized St. Louis Metropolitan area. The breakdown for rural and urban is not available, but roughly 39,000 people (approx. 1/3 of those employed) from St. Clair county commute to Madison County or across the Mississippi River into St. Louis. It is also likely that high numbers of individuals living in rural St. Clair County commute into the urbanized portions of the county.

Coordination Gaps

Gap: Lack of coordination among transit and service providers

Goal: Increase coordination through communication, vehicle sharing, and service contracts

Strategy: Utilize the HSTP blog site, increase vehicle sharing, and educate providers on service contracts and begin to develop contracts

There are varying levels of coordination including communication, resource sharing, and system consolidation. Many agencies have difficulty with this because it may mean a loss of autonomy, territory, or control. Other barriers to coordination include funding or regulation differences, political or geographic boundaries, or even perceived service constraints. Agencies should always start with communication and seek a coordination solution that fits well with all stakeholders involved. Service contracts are a method of coordination that ensures services are provided within terms that everyone agrees upon without ongoing service duplication. The key element is to increase participation and encourage learning activities at Committee meetings to better understand these options.

Increase HSTP Participation	
Action	Agencies who wish to access federal transportation dollars, or who have a need to provide transportation for clients should attend and participate in HSTC meetings and give input into the HSTP planning process.
Roles	<p><i>Transportation Providers:</i> Invite other service providers and human service agencies within service area to meetings.</p> <p><i>Human Services Transportation Committee:</i> Suggest potential gaps in services to the coordinators, contact individuals or agencies that might be willing to serve on the HSTC.</p> <p><i>HSTP Coordinators:</i> Continue to send invitations to meetings to identified stakeholders, work with existing contacts to identify potential new members.</p>
Timeframe	Ongoing
Priority	High
Cost	Minimal
Funding Sources	Already programmed within coordinator budget
Considerations	Increased participation in the Regional Transportation Committee is a key priority for the region. Gaps in representation need to be addressed. It is hoped that greater participation in the HSTC will lead to a better environment for coordination and Bringing more ideas for future projects would be brought forward.

Coordination Services	
Action	May include but not limited to the following; Sharing vehicles, agreeing to pick up excess demand from other providers during off-peak hours, utilizing service contracts to provide transportation, develop a ride sharing program where providers will agree to complete trips from other providers which are along the same route as existing service and combined dispatch centers, allowing multiple agencies to coordinate transportation and share the expenses associated with intelligent transportation systems (ITS).
Roles	<i>Transportation Providers:</i> Participation at all levels <i>Human Services Transportation Committee:</i> Identifying where these efforts could be implemented and encourage the efforts <i>HSTP Coordinators:</i> Support providers and be a resource
Timeframe	Ongoing
Priority	High
Cost	Variable based on project
Funding Sources	5310
Considerations	Coordination doesn't necessarily mean following one particular path, it does mean having providers come together and discuss what options might exist to reduce costs, increase the number of trips that can be completed, increase efficiency so that limited dollars can do more, and improve the quality of life for those who are served by transportation, and those who are currently unable to be served.

Development of Service Contracts between Public and Private Partners	
Action	For niche providers to be able to show cost savings on contracts
Roles	<i>Transportation Providers:</i> To obtain routes when feasible for both transportation partners <i>Human Services Transportation Committee:</i> Provided possible contacts for service contract by community involvement and networking. <i>HSTP Coordinators:</i> Potentially link between transportation providers about cost and service and potential of contracts.
Timeframe	Ongoing
Priority	Medium
Cost	Depending on existing levels of services, additional capital and operational funds may be needed.
Funding Sources	Development of service contracts will build local-match dollars for transportation providers.
Considerations	For niche provider to take into account that transportation service contracts usually save DHS providers money

Develop Partnerships to Share Vehicles	
Action	Develop possibilities and avenues for vehicle sharing
Roles	<i>Transportation Providers:</i> Look into vehicle insurance pools <i>Human Services Transportation Committee:</i> establish ideas and possibilities for billing, insurance, and liability solutions <i>HSTP Coordinators:</i> Source of information of what has occurred that has encourages resource sharing.
Timeframe	Ongoing
Priority	Low
Cost	Cost of running vehicles
Funding Sources	Section 5310
Considerations	By sharing vehicles and overhead costs, new routes could possibly be established with shared cost lowering risk for both transportation providers. Service providers have indicated that most providers are open to the idea given that liability and insurance issues would have to be resolved. For smaller providers who may have only 1 or 2 vehicles, a maintenance issue might result in the loss of services and possibly sharing.

Service Provision Gaps

Gap: Lack of employment related shuttles

Goal: Identify and increase shuttles that accommodate employment of all shifts

Strategy: Apply for JARC funding to increase shuttle service in identified areas

Job Access Reverse Commute funding is available to providers that are interested in providing service for employment activities. In Region 11 there is specific data that encourages the need for shuttles. For example, Monroe County census data shows that 14,392 residents of the county are employed, with only 7,535 jobs in the county. While 5,367 Monroe County residents work within Monroe County, over 8,200 residents work outside the county. In Randolph County, nearly 2,300 residents commute to the St. Louis region each day.

Develop Job Access Transportation	
Action	Transportation providers are encouraged to find projects which could potentially utilize Section 5316, Job Access-Reverse Commute funds
Roles	<i>Transportation Providers:</i> Research community, possible new projects/contracts. <i>Human Services Transportation Committee:</i> JARC projects should be discussed <i>HSTP Coordinators:</i> Provide knowledge and assistance with the process
Timeframe	It is anticipated
Priority	High
Cost	Depends on projects
Funding Sources	Section 5316
Considerations	Section 5316 (Job Access/Reverse Commute) funds can be used for funding new job access programs in rural areas. JARC funds could also be used to expand existing services to cover evening or weekend hours, allowing for job access by those who work nontraditional hours.

Gap: Lack of mobility assistants or personal aids and special transit needs for some specialty groups

Goal: Increase opportunity for specialty groups to ride public transportation

Strategy: Apply for New freedom funds to support the cost of mobility assistance and begin implementing My Trip principals at all levels of service

Specialty groups are individuals not able to ride on buses with the general public. The most often cited example is that of individuals with severe autism or a low functioning mental disability. These individuals may exhibit inappropriate or dangerous behavior and thus have been banned from public buses in the past or may require a personal aid. Although this does occur, it is not common and should not be misused as an excuse not to coordinate services.

My Trip/ Volunteer Network	
Action	Find institutions willing to undertake and operate an ongoing volunteer network (known as Transit Buddies), develop database of volunteers, expand program to all rural areas of Illinois, implement the MY TRIP guide for the creation of regional volunteer transportation networks
Roles	Transportation Providers: Implement My trip at all levels Human Services Transportation Committee: Encourage the use of My Trip principals HSTP Coordinators: Educate providers and public on My Trip initiatives
Timeframe	Ongoing
Priority	Intermediate
Cost	Existing operating dollars
Funding Sources	5317 New Freedom Program
Considerations	A network of volunteers willing to provide rider assistance to residents of rural areas would increase transportation options to underserved populations. As an example, a volunteer program could focus on the varying needs of the elderly or disabled when accessing transportation. Actions leading to such a program could include a volunteer database and the implementation of MY TRIP.

Cost Gap

Gap: Lack of funding to keep cost low for both riders and providers

Goal: Keep fares affordable while maintaining provider solvency

Strategy: Continue to apply for funding opportunities while decreasing expenses through coordination efforts with neighboring providers

Low income populations and other groups may not have the resources to find adequate transportation services. There are many categories of low-income groups including fixed income, single mothers, unemployed and others. By keeping fares affordable these groups, which are often not covered by funding programs, may be able to better manage their transportation needs. Some providers indicated that existing funding levels were not adequate, and that as a result they have had to decline requests for service because of lack of available resources. While nearly all of Region 11 is covered by one or more service providers, that doesn't necessarily mean that these providers are able to meet all demands.

While ideally more money for transportation will be made available in the future, providers must plan to become more efficient in order to reduce costs per trip.

Efficiency Gaps

Gap: Current lack of affordable technology that may increase efficiency for providers

Goal: Increase level of technology through implementing Intelligent Transportation Systems (ITS)

Strategy: Seek funding to implement ITS, possible multi-agency grant applications to increase funding opportunities, and coordinated compatible software systems to be used later as one system if desired.

Often one of the first questions asked during the formation of a new public transit system is if the funding is going to continue. Such concerns are not unfounded. Government grants and agency funding do face challenges in light of record deficits in both state and federal budgets. However, the need for transportation is recognized and funding sources have been, so far, stable. There is still a need to increase the efficiency of currently operated systems in order to ensure the continuation of these services into the future. Coordination and sharing of services is the first leg of creating greater efficiency. New efforts including Intelligent Transportation Systems (ITS) have been shown to increase efficiency in several ways as well as increase opportunities for coordination.

Investment in Communication Technology	
Action	Service providers should be encouraged to review their own need for increased technology, and also to consult other area providers to determine if a joint project might be warranted.
Roles	Transportation Providers: Identify needs; work with other providers to ensure that systems are compatible. Human Services Transportation Committee: Potentially HSTP Coordinators: Act as a resource
Timeframe	Depends on individual need and ability to access funds.
Priority	Moderate
Cost	Depends on individual provider
Funding Sources	Section 5317 specifically allows for communications technology improvements. Funds could also come from Section 5311, DOAP, or other funding streams.
Considerations	Inefficiencies in transportation are a major barrier to increased services. Labor costs associated with scheduling trips takes away dollars that could be invested in rolling stock or drivers. Improved communication systems between vehicles and dispatching centers, along with communication between providers would enable the more efficient operation of existing services. Agencies wishing to invest in ITS systems or other new technologies should be aware of what systems other agencies use, and should study the possibility of either sharing the costs associated with these systems or ensure that the systems are compatible so that future coordination is possible.

Gap: Documented unnecessary dead head miles and identified duplication in services

Goal: Decrease dead head miles and duplication in services if any arise in the future

Strategy: Coordinate long distance trips with neighboring providers and develop transfer stations

In efforts to reduce dead head miles it is imperative to coordinate long distance rides with neighboring transportation providers. One way this can be accomplished is by implementing transfer stations to reduce the trip length. Efforts with DHS and IDOT must be a priority to achieve this goal specifically for medical transportation (see below). Also, service contracts for one provider to meet billing requirements from DHS would create a solution for some deadhead miles.

Medical Transportation Gaps

Gap: Lack of transportation options for non-emergency transportation

Goal: Increase non-emergency transportation trips and educate the potential options

Strategy: Education and coordination with ambulance companies, hospitals and insurance companies, increase rides home for patients brought to hospitals in ambulances, and obtain non-emergency stretcher vehicles

The need to increase transportation for medical trips is one of the most widely and often discussed topics at this region's HSTC meetings and is a most dire need for some transit disadvantaged individuals. As one of the largest urban centers in the United States, St. Louis has specialized health care centers and transportation facilities that cannot be found elsewhere in Southern Illinois. One approach to this matter would be advocacy for legislative changes in Medicaid rules to pay transit providers.

Gap: Lack of routes to urbanized areas and along major corridors where medical facilities are located

Goal: Increase routes to metro St. Louis and along major commercial corridors

Strategy: Expand service to these areas by increased funding options and coordination with medical facilities

The demand for transportation into St. Louis extends beyond counties that border the St. Louis Metro Area. Many transportation providers also have discussed the need for transportation into St. Louis from other parts of the region. Providers in the southern and eastern counties of the region have indicated that there is demand (and in many cases, such as medical appointments, a genuine need) for transportation into the St. Louis region. There are high costs associated with completing these trips, and many feel that at the present time it is a misallocation of resources. Also, corridors are home to many hotels, restaurants, services, large retailers, specialty shops, medical centers, government facilities and entertainment options. Transportation to and from these commercial centers would greatly impact the economic growth of the region as well as quality of life for the residents.

Identification of Duplication in Services

Along with identifying gaps in service, a coordinated transportation plan should take into account where services may be duplicated. Coordination is about maximizing the use of resources.

The most obvious examples of duplicated services are where two agencies are serving the same clients along similar lines. Within Region 11 there are no blatant instances of service duplication, no agencies are in direct



competition with one another. Duplication of services can also mean instances where publically funded vehicles are operating in the same area and there is an opportunity to combine trips. This can include instances where multiple providers are traveling outside their primary service area along a similar route or where public and private providers are operating along similar lines.

Duplicated services can fall into the following three categories:

1. Instances where providers are competing to serve the same population: The most blatant type of service duplication, where publically funded vehicles are operating in competition with one another for clients. *Examples within Region 11: None*

2. Instances where multiple providers are serving different populations in the same geographic area: Simply because two providers operate in the same area doesn't necessarily mean that there is a duplicated service, but it does mean that providers should be mindful of potential opportunities to combine trips. In order to be considered for funding, providers should show that they are willing to share rides where possible, and providers should continuously evaluate their transportation to ensure that maximum use of both their own budgets, and public transportation dollars in general.

3. Instances where providers bring clients from different geographic areas to similar destinations or travel along similar routes: In some instances, agencies might receive vehicles or funding to serve clients in separate geographic areas, but because of demand certain trips might overlap with service provided by other providers. *Examples within Region 11:*

- Providers and Human services agencies have frequently brought up the high demand for transportation into the St. Louis Metro Area, and all providers surveyed have indicated that they either travel to St. Louis or have demand for trips to St. Louis metro area.
- Most providers in Region 11 also have a demand for transportation into the Carbondale/Marion area.
- Some demand also exists for trips into Paducah, KY and Cape Girardeau, MO

Tabular Analysis of Region 11

Below is a graphical analysis of each provider's territories. The dark grey squares are the provider's regular territories and the blue square indicate counties the providers are traveling to, but are not a part of their regular routes.

Table of Transportation Providers by County in Region 11	Alexander	Franklin	Jackson	Jefferson	Johnson	Massac	Monroe	Perry	Pulaski	Randolph	St. Clair	Union	Washington	Williamson	Notes	
Shawnee MTD	■															Public transit provider
South Central Transit		■	■	■				■			■		■	■		Public transit provider with service ext.'s in St. Clair, Jackson, & Williamson Co.'s
St. Clair Co. Transit											■					
Jackson County MTD			■													
Rides Mass Transit District														■		
Monroe/Randolph MTD							■			■						Public transit provider
Bethany Place							■			■	■		■			
Challenge Unlimited											■					
Epilepsy Foundation of Greater Southern Il.							■			■	■		■			Provides transportation to clients for medical services
Il. Center for Autism							■			■	■					
Foundation for Autism Services Today & Tomorrow (FASTT)											■					Client based transportation also serving Madison Co. & surrounding areas
Gold Plate Sr. Program			■					■								Sr. transportation in Perry & north Jackson Co.'s
Human Service Center										■						Disabled client based transportation
Human Support Services							■									
Five Star Industries Inc.								■								
Franklin Co. Sr. Services, Inc.		■														
Rotary Club of O'Fallon											■					Elderly & disabled transportation in O'Fallon city & township & limited areas of Caseyville
SAVE, Inc.							■				■					Client based transportation in St. Clair Co. & parts of Madison & Monroe Co.'s
Senior Adult Services			■													Senior transportation
Senior Services of Southern St. Clair Co.											■					Sr. transportation limited to Marissa Township in Southern St. Clair Co.
Touchette Regional Hospital											■					Medical transport\patient based services
Washington Co. Senior Services													■			
Total Public	1	1	2	1	1	1	1	1	1	1	3	1	1	2		
Total Disabled &/or Adult Day Services	0	0	0	0	0	0	3	1	0	3	4	0	0	0		

<i>Total Healthcare</i>	0	0	0	0	0	0	2	1	1	1	3	0	2	0
<i>Total Elderly</i>	0	1	2	0	0	0	0	1	0	0	1	0	1	0
<i>Total Providers</i>	1	2	4	1	1	1	6	4	2	5	11	1	4	2

Program of Projects

The Regional Program of Projects is a list of projects which embrace the policies and strategies laid out in this document and have been recommended for funding by the Regional Human Services Transportation Committee.

Section 5316 Job Access and Reverse Commute provides capital and operating assistance for the purpose of providing Job Access transit service to assist welfare recipients and other low-income individuals in getting to jobs, training and child care services. Reverse Commute funds are designed to develop transit services which will transport workers to suburban job sites. Match is 50% Federal and 50% local for operating expenses, and 80% Federal and 20% local for Capital Expenses. Selection is on a competitive basis and projects must be included in the statewide Human Services Transportation Plan (HSTP).

5317 New Freedoms Program is a program designed to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Match requirements are flexible to encourage coordination with other federal programs. Projects must be included in a locally-developed human service transportation plan (HSTP).

5310 Consolidated Vehicle Procurement Program (CVP) –Through the Consolidated Vehicle Procurement Program (CVP), the Illinois Department of Transportation - Division of Public & Intermodal Transportation (IDOT-DPIT) makes grants to municipalities, mass transit districts, counties, and private non-profit organizations for ramp and lift equipped paratransit vehicles. Funding for these grants comes from varied sources, including the Federal Transit Administrations (FTA) Section 5309, 5310, 5311, 5316, and 5317 programs, as well as state resources. Previously, agencies eligible for different grants were required to submit numerous applications. The consolidated vehicle procurement application was developed to make it easier for agencies to apply for funds and for the IDOT-DPIT to review projects in applications.

As part of the Federal government’s human services coordination initiative, all Section 5310 recipients must certify that projects are derived from a locally developed, coordinated public transit-human services transportation plan (HSTP). In the rural areas of Illinois, IDOT-DPIT has developed 11 regions each staffed with an HSTP Regional Coordinator. In the urban downstate areas the Metropolitan Planning Organization (MPO) is the HSTP agency, and in the Northeastern IL region (six counties) the contact is the Regional Transportation Authority (RTA). All Section 5310 applicants should be actively involved in the development of these plans, and each Section 5310 application will need to be endorsed by their respective HSTP local transportation planning committee in order to be considered for funding by IDOT-DPIT.

In order to meet the federal coordination requirements identified above, all Section 5310 applicants will now submit their application to their local HSTP office for initial review. While the applications will not be formally scored by the HSTP offices, that will continue to be done by IDOT-DPIT, the role of the HSTP offices will be to ensure that the agency submitting the application has been an active player in the local

service coordination process and that the services provided by the application meet the service needs and goals as identified in locally derived HSTP plan.

When final review of the application is complete, IDOT-DPIT will make its recommendation to the Governor. Following his approval, vehicles will be ordered and grant contracts forwarded to the applicants for signature. When both copies are returned, the agreement will be executed and dated at IDOT-DPIT. Only then can IDOT-DPIT deliver vehicles. IDOT-DPIT, on behalf of the grantees, develops the vehicle specifications, purchases the vehicles, and assures that the procurement conforms to all state and federal requirements. This constitutes the Consolidated Vehicle Procurement process.

Inter-City Bus-Section 5311 of the Federal Transit Act, as amended, authorizes the Secretary of Transportation to apportion funds to the Governor of each state for public transportation projects in non-urbanized areas. The goals of the Section 5311 Programs are: to enhance the access of people in non-urbanized areas to healthcare, shopping, education, employment, public services and recreation; to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; and to encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.

Under Section 5311 (i) which was authorized by the ISTEA, states are required to spend a portion of their Section 5311 apportionment to carry out a program for the development and support of intercity bus transportation. The federal objectives of the funding intercity bus service under Section 5311 are: support the connection between non-urbanized areas and the larger regional or national system of intercity bus service; meet the intercity travel needs of residents in non-urbanized areas; and support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

Appendices