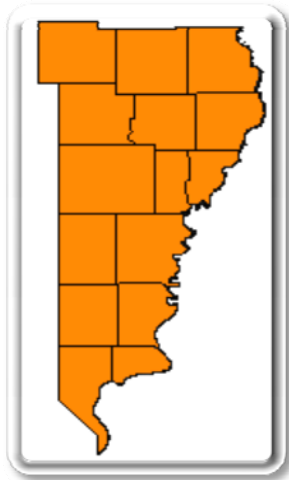
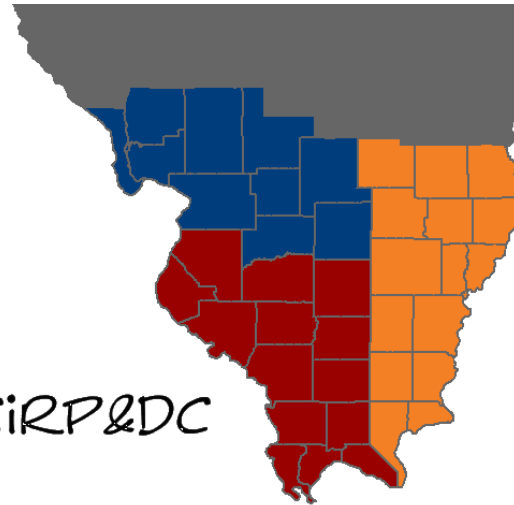


# *Illinois Region 10*

## *Coordinated Human Services Transportation Plan*



SCiRP&DC



*For The Illinois Counties of:*

*Clay, Crawford, Edwards, Effingham, Gallatin, Hamilton, Hardin, Jasper, Lawrence, Pope, Richland, Saline,  
Wabash, Wayne, and White*

***DRAFT – FEBRUARY 2009***

*This Document was prepared by:*  
**South Central Illinois Regional Planning and Development Commission (SCIRP&DC)**  
*and*  
**Substate Region 10 Human Services Transportation Committee**  
*in cooperation with*  
**Illinois Department of Transportation**  
*and local*  
**Human Services Transportation Providers**

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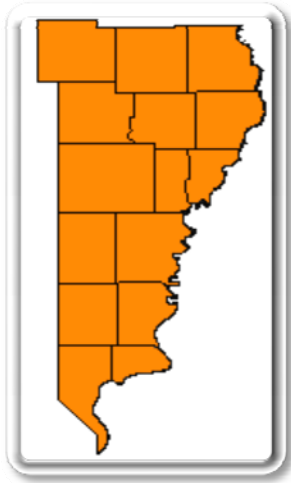
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*Clay County*

*Crawford County*

*Edwards County*

*Effingham County*

*Gallatin County*

*Hamilton County*

*Hardin County*

*Jasper County*

*Lawrence County*

*Pope County*

*Richland County*

*Saline County*

*Wabash County*

*Wayne County*

*White County*

## *Executive Summary*

*This section is an overview of the plan, its purpose, and what the plan hopes to accomplish.*

### *In This Section:*

- *Plan Overview*



### **Plan Overview**

The Region 10 Human Services Transportation Plan (HSTP) represents a coordinated effort by the region to provide information, guidance, and priorities for passenger transportation within the geographic area of Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin counties. The purpose of the plan is to provide a framework for efficient and effective transit services related to addressing gaps or service needs.

Simply defined, transit is moving passengers from one place to another. The vehicle or trip purpose may vary but the need to get to and from a particular or multiple destination(s) is the key to personal mobility.

Common transit issues defined by the region include the need for extended hours and days of service, availability of funding, affordability for the customers and the need for education on services that are available. Barriers to effective transit service include fragmented systems, issues of complexity and lack of convenience, disconnections between needed destinations faced by commuters, lack of personal vehicles, and non-standard work hours.

The plan sets forth a policy direction through a vision statement of:

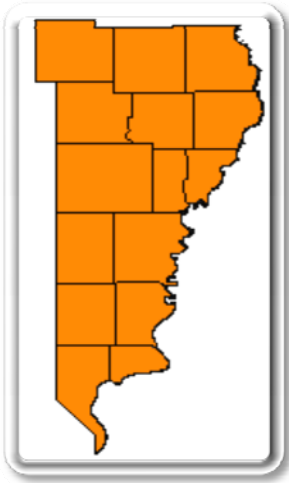
***“Transit service in the region is envisioned to be convenient, adequately financed to maximize coverage and diversity of customers, affordable, geographically distributed, considered as part of land use decisions, and safe.”***

A prioritization strategy places current emphasis on providing funding for existing systems to meet the needs outlined above. A competitive selection process was developed to prioritize projects for FTA 5316 and 5317 monies in the downstate regional area. Other prioritizations are implemented at a statewide level or are still under development. These processes will likely evolve as the HSTP matures and human services coordination evolves.

This document was presented to the Region 10 Human Services Transportation Committee on January 31, 2008. The document, with suggested corrections, was submitted to IDOT and the State Oversight Committee on February 8, 2008. This document represents the updated version of the plan, and was approved by the Region 10 Human Services Transportation Committee on **MONTH, DAY 2009 (fill in after meeting to ratify the plan).**

The plan will be updated and expanded upon as needed.





Clay County

Crawford County

Edwards County

Effingham County

Gallatin County

Hamilton County

Hardin County

Jasper County

Lawrence County

Pope County

Richland County

Saline County

Wabash County

Wayne County

White County

## Section I: Introduction & Purpose

The purpose of this section is to describe reason for the plan, the study area of the plan, and to explain the makeup for the Regional Human Services Transportation Committee.

### In This Section:

- Role of the Plan
- Description of IDOT Region 10
- About the Region 10 Human Services Transportation Committee

### In the Appendix:

- Meeting Minutes (Appendix A)
- Copy of Introductory Letter (Appendix B)
- Region 10 HSTC By-Laws (Appendix C)

### Sources Used:

- 2000 Census Data and 2007 Census Update



## Section I-A: Role of the Plan

### Background

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.

### South Central Illinois Regional Planning & Development Commission

Beginning in July 2006, the Illinois Department of Transportation's Division of Public and Intermodal Transportation (IDOT-DPIT) began its statewide initiative to implement the federal mandate to coordinate transit services within a context of regionally-developed Human Service Transportation Plan(s) HSTP for Downstate rural areas in Illinois. As a framework for plan development has now been established by IDOT and will be carried out regionally through coordinators, who are hired and based out of established regional planning commission offices throughout the state, in this case the South Central Illinois Regional Planning and Development Commission (SCIRPDC).

The South Central Illinois Regional Planning & Development Commission (SCIRP&DC), through the Illinois Association of Regional Councils (ILARC) has contracted with IDOT-DPIT to provide 2 full time Human Services Transportation Coordinators for planning efforts in Regions 9, 10, and 11, which comprise 39 counties in Southern Illinois

In order to implement this plan, it will be necessary for each region in the state to form a "Regional Human Services Transportation Committee". This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related projects for potential federal funding.

Furthermore, the Regional Human Services Transportation Committee (HSTP) should provide the basis for the coordination of services outside of its jurisdiction. In the case of Region 10, the coordination of services which might overlap with bordering Substate Regions 8, 9, and 11; as well as coordinating services with potentially overlapping transportation plans in Indiana or Kentucky.

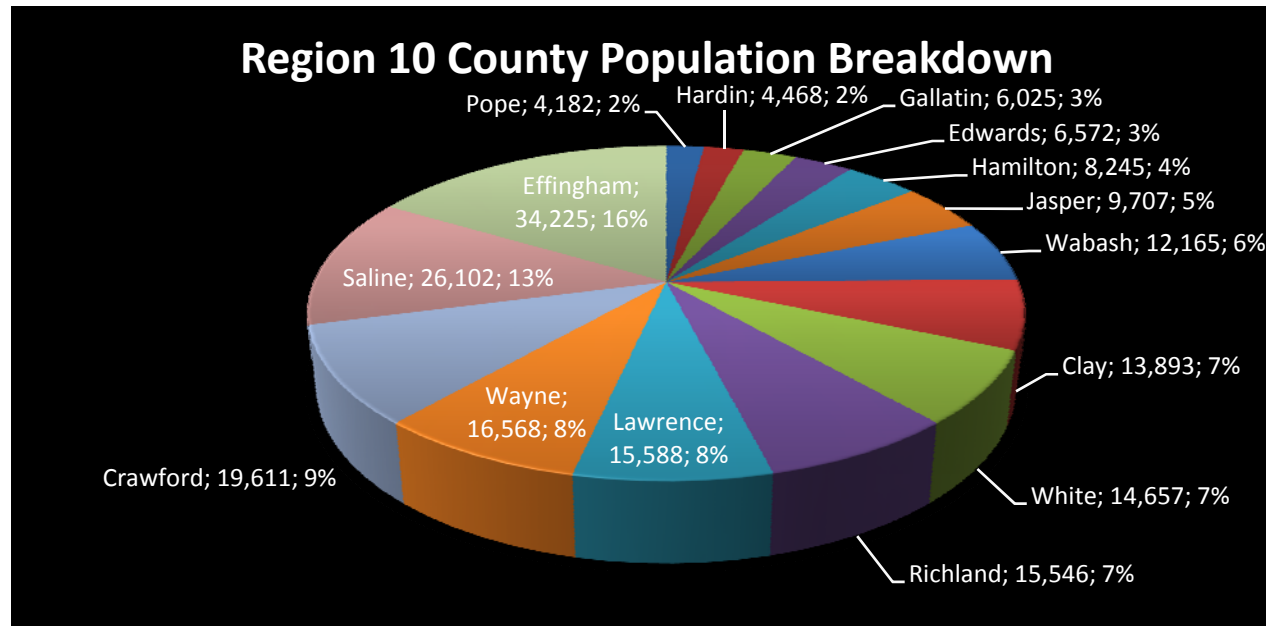
## **Section I-B: Description of IDOT Region 10**

### **Overview**

Region 10 is one of eleven downstate Human Services Transportation Planning Regions established by the State of Illinois through DPITS. The region is comprised of 15 counties located in Southeastern Illinois from west of the Wabash River to roughly east of Interstate 57. These counties are: Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope, and Hardin. Region 10 contains no urbanized areas. The largest community in Region 10 is Effingham, located in the northwest corner of the region.

*Map of Downstate HSTP Regions with Region 10 Highlighted*





Source: 2007 US Census Population estimates

Chart of Region 10 Population by County

Using 2000 census data, Region 10 has a population of 209,852 residents who are fairly evenly spread out across the 15 county region. Effingham County, in the northwest corner of Region 10, is the largest county in the region in terms of population, with 34,429 residents. The city of Effingham has a population of 12,384 and is the largest town in Region 10.

Saline County, with 26,102 residents, is the second largest county in the region and is located in the southern third of the region. The county seat is Harrisburg and has a population 9,860, making it the second largest town in the region and the largest town in the southern half of Region 10. Other principal communities include: Flora (5,086) in Clay County and Olney (8,631) in Richland County and Lawrenceville (4,745) in Lawrence County are all situated along US 50 which stretches east-west through the northern third of Region 10. Down river from Lawrenceville is Mt. Carmel (7,982), the fourth largest community in the region.

Region 10 is rural in character, typified by large regions of agriculture with small communities interspersed. Low population densities and the lack of urban commercial centers provide unique challenges for transit providers. The State of Illinois has an average population density of 223.4 persons per square mile,

*while Region 10 has a population density of 35.96. Region 10 is home to the Shawnee National Forest, which covers large portions of Saline, Gallatin, Pope and Hardin Counties.*

*Spatially, Region 10 is very spread out, and the average person living in the region is further from jobs, education, and other services than residents living in other parts of the state. Despite being perhaps one of the most difficult areas of the state to provide public transportation to, Region 10 is home to the largest mass transit district in the state. Rides MTD serves 13 of the 15 counties in Region 10 (except Effingham and Clay) and has recently annexed Williamson County (Region 11). CEFS Economic Opportunity Corp. serves Clay County, along with neighboring counties outside of Region 10. Region 10 stands out in Illinois as having perhaps the most comprehensive human services transportation systems in the state, a very notable distinction given the lack of population density and infrastructure in this region of the state.*

**Education**

Access to education plays a large role within the region. Many educational facilities directly provide services to many users of human services transportation. The job training offered by education providers is vital to low income and disabled clients of transportation providers.

The following is a partial list of major secondary education providers who serve Region 10.

Name	Town	County	Type	Enrollment
<b>Illinois Eastern Community Colleges</b>	Charleston	Coles	University	25,000+
<b>Wabash Valley College</b>	Mt. Carmel	Wabash County	Community College	--
<b>Olney Central College</b>	Olney	Richland County	Community College	--
<b>Lincoln Trail College</b>	Robinson	Crawford County	Community College	--
<b>Frontier Community College</b>	Fairfield	Wayne County	Community College	--
<b>Southeastern Illinois College</b>	Harrisburg	Saline County	Community College – Main Campus	~5,000
<b>David Stanley – White County Ctr.</b>	Carmi	White County	Community College – Branch Campus	--
<b>Shawnee Community College</b>	Ullin	Pulaski County (Region 11)	Community College	N/A

In addition there are several higher education opportunities in the immediate vicinity of Region 10. Southern Illinois University’s main campus is located in Carbondale, which is relatively close to most southern counties in Region 10. Vincennes University is located in Vincennes, Indiana, across the river from Lawrence County, and Evansville University and the University of Southern Indiana is located in Evansville, which can be accessed by heading east on I-74 from the Central portion of Region 10. There are also technical and postsecondary education opportunities available in Paducah, Kentucky

**Healthcare**

Listed below are hospitals located within Region 10.

<b>Name</b>	<b>Town</b>	<b>County</b>
<b>St. Anthony Memorial Hospital</b>	<i>Effingham</i>	<i>Effingham</i>
<b>Crawford Memorial Hospital</b>	<i>Robinson</i>	<i>Crawford</i>
<b>Lawrence County Memorial Hospital</b>	<i>Lawrenceville</i>	<i>Lawrence</i>
<b>Richland Memorial Hospital</b>	<i>Olney</i>	<i>Richland</i>
<b>Clay County Hospital</b>	<i>Flora</i>	<i>Clay</i>
<b>Fairfield Memorial Hospital</b>	<i>Fairfield</i>	<i>Wayne</i>
<b>Wabash General Hospital</b>	<i>Mount Carmel</i>	<i>Wabash</i>
<b>Hamilton Memorial Hospital</b>	<i>McLeansboro</i>	<i>Hamilton</i>
<b>Ferrell Hospital</b>	<i>Eldorado</i>	<i>Saline</i>
<b>Harrisburg Medical Center</b>	<i>Harrisburg</i>	<i>Saline</i>
<b>Hardin County Hospital</b>	<i>Rosiclair</i>	<i>Hardin</i>

**Table of Hospitals in Region 10**

Source: Illinois Hospital Association and Google Maps

A longer list of healthcare related trip generators, including physicians, dialysis centers, and counseling centers, can be found in Appendix D.

**Transportation Infrastructure**

With its low population density, the transportation infrastructure in Region 10 is limited. Interstate 64 roughly separates the district in half, running between Mt. Vernon, IL and Evansville, IN, approximately 40 miles. I-64 does not connect any of the larger towns in the region, and serves more as a thoroughfare for travelers. Interstate 57 has a small section that runs through Effingham County, as does a segment of I-70. Outside of Effingham County Region 10 is connected through state highways, which link up key communities and provide economic clusters which can be accessed by transit. U.S. Route 45 runs south from Effingham through Flora, Fairfield, Harrisburg, and eventually links up with I-24 in Vienna. Illinois Route 13 is an important east-west connector linking Harrisburg and Shawneetown to Carbondale-Marion. U.S. 50 plays a similar role in the northern half of the region connecting Lawrenceville, Olney, and Flora to Vincennes, IN. to the east, and Salem and St. Louis to the west. Illinois Route 1 runs north-south through the eastern counties, connecting communities along the Ohio River together. Other roads like Illinois 130, 14, and 33 similarly help to link together the communities of Region 10.

**Section I-C: Region 10 Human Services Transportation Committee**

The Regional Human Services Transportation Committee (HSTC) is the body that is responsible for the development of the human services transportation plan along with reviewing and recommending applications for funding for Section 5310, 5316, and 5317 funding. The committee is also tasked with promoting coordination between service providers for the purpose of providing more efficient and more comprehensive transportation services.

Ideally, the HSTC will be comprised of 15-20 individuals (or representatives from stakeholder agencies) with the goal of ensuring representation from the following groups:

- Local Government (each county was asked to appoint a representative, with varying degrees of success)
- Transit Operators (5311 providers are strongly encouraged to participate, 5310 providers and other transportation agencies are invited to participate as well)
- Human services agencies (ranging from government agencies like county health departments and area agencies on aging to private and semi-private human service agencies such as workshops, charities, and healthcare providers)

Furthermore, the HSTC strives to be comprised of members whose experience and backgrounds makes them advocates of the major demographic groups that human services transportation routinely serves:

- Elderly individuals
- Low Income Individuals
- Disabled (mentally or physical) individuals
- In addition, individuals who can speak on behalf of the general public are also sought for inclusion in the HSTC.

In addition, the HSTC hopes to represent a geographic cross section of the region, to ensure that not one particular area is not represented.

On the next page is the list of members of the Region 10 HSTC. The committee served as an ad-hoc committee until June, 2008, when the membership was set. The following page lists individuals who have attended Region 10 HSTC meetings, but are not currently voting members of the HSTC. The committee by-laws allow room for individuals and groups who may not currently be represented to be added to committee in the future.

By-Laws for the Region 10 HSTC can be found in the appendix.

Illinois Region 10 Human Services Transportation Committee								
Organization	Name	Representative of:			Area of Interest			
		Local Government	Transit Provider	Human Service Agency	Elderly	Low Income	Disabled	General Public
CEFS dba Central Illinois Transit	Christie Warfel							
Clay County Rehab.	Nancy Travis							
Jasper Co. Board	Jim Weber							
Effingham Co. Board	Carolyn Willenburg							
Lawrence Crawford Assoc.	Arnold Herman							
Rides Mass Transit	Bill Jung OR Debra Staggs							
Charleston Transitional Facility	Mike Brown							

*Table of Region 10 Human Services Transportation Committee*

Other Organizations who have Attended Region 10 Meetings								
Organization	Name	Representative of:			Area of Interest			
		Local Government	Transit Provider	Human Service Agency	Elderly	Low Income	Disabled	General Public
Olney Central College	Donita Kaare							
Wabash County Health Department	Trena Linson							
Wabash Area Development, Inc.	Ann-Marie Harland							
Southeastern Illinois College	Sharon Tanner							
SICCM	Jerry King							
Southern Illinois Center for Independent Living	Darlene Stuart							
Egyptian Public and Mental Health	Dwight McGill							
Hamilton County Board	Donald Mitchell							
Southeastern Illinois Agency on Aging	Yvonne De Knikker							

*Table of Other Organizations that have attended Region 10 meetings*

**Section I-D: Milestones to date**

*Below is a summary of meetings and milestones to date in the coordination of Human Services Transportation in Region 10.*

**August 10, 2005**

*The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law by President Bush.*

**June, 2007**

*Meetings held across the State, including the Region 10 Meeting in Harrisburg on June 5.*

*Staff Hired by South Central Illinois Regional Planning Commission to work on plan*

**September 12, 2007**

*“Kickoff” meeting for Region 10 Providers, Stakeholders, and officials held in Flora, Illinois*

**December, 2007**

*HSTC Meeting Held: Purpose of meeting was to develop HSTP Plan and to review JARC and New Freedom Applications.*

**January 31, 2008**

*Purpose of meeting was to review and enact the HSTP Plan for Region 10.*

**June, 2008**

*Consolidated Vehicle Procurement/Section 5310 Applications were due to Regional Human Services Transportation Coordinators. These applications were reviewed and presented to the Regional Human Services Transportation Committee before being passed on to the State oversight committee.*

**Winter, 2008-09**

*Meetings Held to discuss updating the Regional Human Services Transportation Plan*

**May, 2009**

**Updated HSTP ratified by Regional Transportation Committee.**

## Section I-E: Public Involvement

### Identifying Stakeholders

Introductory letters were sent out to a variety of stakeholders in July of 2007 to introduce the two recently hired HSTP Coordinators and to announce that a “Kick-Off” meeting would be held early in the fall. Prior to this mailing a list was compiled of agencies and government entities that were identified as possible stakeholders in human services transportation.

The mailing list included:

- Section 5311 and Downstate Operating Assistance Program (DOAP) transportation providers.
- Section 5310 recipients (from a state-provided mailing list)
- Illinois Area Agencies on Aging
- Departments of Human Services in each county
- County Health Departments
- Hospitals and major health clinics
- Departments of Labor
- Workforce Investment Boards
- Regional Planning Commissions
- Colleges and Universities
- County Boards

A comprehensive list of organizations who have been contacted about participating in the HSTP process who are located in or serve areas of Region 10 and a copy of the introductory letter sent out can be found in the Appendix.

Recipients of these introductory letters have also been sent notices for each of the HSTC meetings held to date. During HSTC meetings attendees were asked to provide the additional agencies or individuals who might be interested in participating in the HSTC planning process.

All HSTC meetings are open to the public. The HSTC “Kick off” Meeting was held in Flora, IL. on September 12, 2007 at the Flora Public Library at 6:30PM. 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. Based on input from that meeting it was decided to hold subsequent meetings during the afternoon hours.



**Summary of Meetings to Date**

<b>Date</b>	<b>Location</b>	<b>Attendance</b>	<b>Purpose of Meeting</b>
9-12-2007	Flora Public Library Community Room	10	“Kickoff” Meeting
12-19-2007	Harrisburg, IL	9	Plan Development / Review JARC and New Freedom Projects
1-31-2008	Harrisburg, IL	6	Plan Development / Ratification
5-6-2008	Olney Central College, Olney	16	CVP Overview/ Proposed HSTC By-Laws Review
6-24-2008	University of Illinois Extension Office, Olney		CVP Application Review and Endorsement/Adopt HSTC By-laws
11-18-2008	Fairfield Public Library		Discuss strategy for updating HSTP Plan.
1-22-2009	Olney Public Library		Review
TBA	TBA	TBA	Plan Update/CVP Overview

- See appendix for meeting minutes

**Table of Meetings Held to Date**

The first meeting of the HSTP Region 10 Human Services Transportation Committee was held September 12, 2007 in Flora, IL. Attendees to the meeting were given an overview of the HSTP Process. Topics discussed include:

- Introduction to what coordination is.
- How the new federal requirements affect transportation providers.
- The Role of the regional committees.

Attendees were given the opportunity to ask questions and give input as to the ultimate composition of the committee and the HSTP process itself.

The second meeting of the Region 10 HSTC was on December 19, 2007 in Harrisburg, IL. There were two things that were accomplished during this meeting. First, the meeting was used as a planning session to get stakeholder input for the development of the regional plan. This was accomplished by using SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis. The attendees were asked to describe strengths and weaknesses of the region and the transportation options that existed. This input was used to develop the gaps, strategies, and implementation sections of the HSTP Plan. The meeting was also used to review applications for JARC and New Freedom grants. Two JARC applications, one from Bond County, and one from Challenge Unlimited, Inc., were presented to the committee. The committee was then given an opportunity to ask questions about the projects and asked to score the projects according to a matrix provided by IDOT.

The next meeting, held in Harrisburg on January 31, 2007 had its attendance affected by a snowstorm. A draft of the plan was sent out via email to try and get feedback due to the low turnout at the meeting. During the meeting the initial Region 10 Human Services Transportation Plan was presented and enacted.

The next meeting of the HSTC was on May 6, 2008. This meeting was held in Olney to discuss the upcoming Consolidated Vehicle Procurement grant cycle. This meeting was used as an opportunity for providers to learn more about the CVP applications, ask questions, and discuss proposed projects. This was also used as an opportunity for providers who may not have attended HSTC meetings in the past to do so before their applications were due. Also during this meeting By-Laws for the committee were discussed.

CVP Applications were due to the coordinators office in early June, 2008, and the next meeting of the Regional HSTC was scheduled for June 24 in Olney. At this time by-laws for the regional committee were established. Going forward from this meeting voting membership on the HSTC was set, and any new voting members would have to be approved by the committee. After approving the by-laws, service providers who had submitted vehicle requests through the CVP program gave brief presentations and answered questions about their projects. The committee then voted on whether to endorse or not endorse each project that was submitted.

Meetings were held in November 2008 in Fairfield, and January 2009 in Olney to discuss plan updates. An Updated regional plan was ratified by Regional Transportation Committee on May XXX, 2009

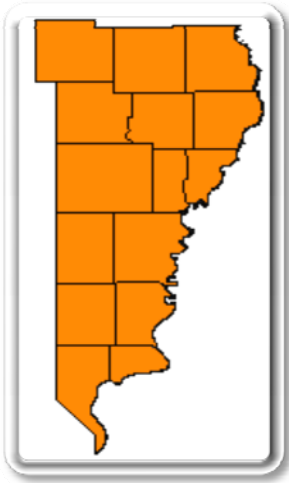
### Current Activities

The Fall and Winter of 2008-2009 has been spent in outreach to stakeholder, providers, and potential stake holders. This has been done through letters, meetings and invitations to HSTC committee meetings. The early months of 2009 were largely spent meeting with individual service providers throughout the region. These meetings were an opportunity for the coordinators to meet face to face with those providing transportation, learn more about their organizations, and get a clearer picture of the state of transportation throughout Region 10. Also in January of 2009 a survey was sent out to all of the transportation providers who were active participants in the HSTP process asking them information about their fleets and how their transportation program operates. The HSTP Coordinators used information gathered through meetings and surveys to expand the HSTP plan into its current version. Coordinators will continue to try to meet with local government of Calhoun, Greene, and Jersey County to initiate involvement in the HSTP process. HSTP coordinator met with Jersey County HSTP coordinator met with Jersey County Board Chairperson to discuss possibility of initiating ICCT Primer Process with Macoupin County.

### Planned Actions

- Spring/Summer 2009 – IDOT's 2009 CVP Grant Cycle
- Summer 2009 – Potentially Meet with Human Service Agencies to gauge demand for transportation
- Fall 2009 – Planned JARC/New Freedom Grant Cycle
- Ongoing throughout 2009 – attend Transportation Partnership Group meetings in Macoupin County.
- Continue to attempt to involve Calhoun, Green, and Jersey County to initiate Primer Process





Clay County

Crawford County

Edwards County

Effingham County

Gallatin County

Hamilton County

Hardin County

Jasper County

Lawrence County

Pope County

Richland County

Saline County

Wabash County

Wayne County

White County

## Section II: Inventory of Services

The purpose of this section is to profile organizations who provide transportation within Region 10, and to describe existing conditions including service levels, funding, and vehicle stock.

### In This Section:

- Overview of Service Providers
- Service Provider Profiles
- History of Coordination in Region 10

### In the Appendix:

- 2009 Survey

### Sources Used:

- 2000 Census Data and 2007 Census Update
- Provider Surveys



**Section II-A: Overview of Service Providers**

**Public Transportation in Region 10**

According to material available from the Illinois Institute for Rural Affairs, The following counties have public transportation systems in place:

Counties with public transportation systems in place are counties who receive a grant through the Section 5311 Rural and Small Urban Area transportation program. These counties are the grant recipients, and often pass through the dollars to a designated operator. Section 5311 funding implies that the operator in that county should be offering transportation services to the general public.

<b>County</b>	<b>Section 5311 Operator</b>	<b>Citywide or Countywide</b>
<b>Clay County</b>	CEFS Economic Opportunity Corporation	Countywide
<b>Crawford County</b>	Rides Mass Transit District	Countywide
<b>Edwards County</b>	Rides Mass Transit District	Countywide
<b>Effingham County</b>	NONE	----
<b>Gallatin County</b>	Rides Mass Transit District	Countywide
<b>Hamilton County</b>	Rides Mass Transit District	Countywide
<b>Hardin County</b>	Rides Mass Transit District	Countywide
<b>Jasper County</b>	Rides Mass Transit District	Countywide
<b>Lawrence County</b>	Rides Mass Transit District	Countywide
<b>Pope County</b>	Rides Mass Transit District	Countywide
<b>Richland County</b>	Rides Mass Transit District	Countywide
<b>Saline County</b>	Rides Mass Transit District	Countywide
<b>Wabash County</b>	Rides Mass Transit District	Countywide
<b>Wayne County</b>	Rides Mass Transit District	Countywide
<b>White County</b>	Rides Mass Transit District	Countywide

*Table of Service Providers by County*

Every county but Clay County and Effingham County is part of the Rides Mass Transit District’s service area. Rides also offers services in Williamson County, which is in Region 11. CEFS Economic Opportunity Corporation, doing business as Central Illinois Public Transit, operates within Clay County in Region 10, along with Douglas, Fayette, Montgomery, Moultrie, and Shelby Counties in Regions 8 and 9.

Effingham County does not have a designated public transportation provider.

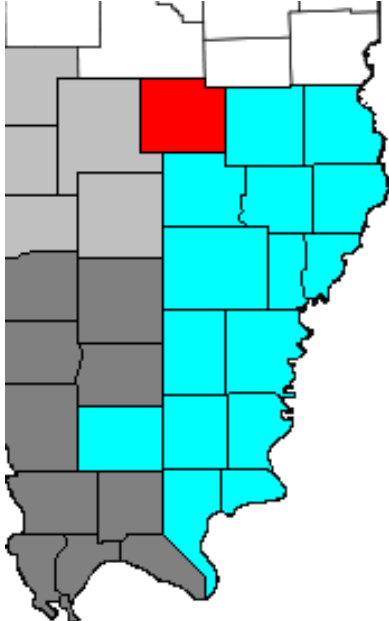
**Table of Service Providers**

<i>Agency</i>	<i>Type of Provider</i>	<i>Clientele</i>	<i>Service Area</i>	<i>Number of Vehicles</i>	<i>2009 Survey?</i>	<i>Attending Meetings?</i>
<i>ARC Community Support Systems</i>	<i>Human Service Agency</i>	<i>Disabled</i>	<i>Effingham County</i>	<i>17</i>	<i>Yes</i>	<i>Yes</i>
<i>Central Illinois Public Transit (CEFS)</i>	<i>Public Provider</i>	<i>General Public</i>	<i>Clay, Douglas, Fayette, Montgomery, Moultrie, and Shelby</i>	<i>23</i>	<i>Yes</i>	<i>Yes</i>
<i>Charleston Transitional Facility</i>	<i>Human Service Agency</i>	<i>Disabled</i>	<i>Lawrence, Richland</i>	<i>13</i>	<i>Yes</i>	<i>Yes</i>
<i>Clay County Rehabilitation Center</i>	<i>Human Service Agency</i>	<i>Disabled</i>	<i>Clay and surrounding counties</i>	<i>9</i>	<i>Yes</i>	<i>Yes</i>
<i>Effingham City/County Committee on Aging</i>	<i>Human Service Agency</i>	<i>Elderly</i>	<i>Effingham County</i>	<i>NA</i>	<i>No</i>	<i>No</i>
<i>Lawrence County Memorial Hospital</i>	<i>Human Service Agency</i>	<i>General Public</i>	<i>Lawrence County</i>	<i>NA</i>	<i>NO</i>	<i>No</i>
<i>Lawrence/Crawford Association for Exceptional Citizens</i>	<i>Human Service Agency</i>	<i>Disabled</i>	<i>Lawrence, Crawford</i>	<i>8</i>	<i>Yes</i>	<i>Yes</i>
<i>Rides Mass Transit District</i>	<i>Public Provider</i>	<i>General Public</i>	<i>Jasper, Crawford, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope, Hardin, and Williamson.</i>	<i>93</i>	<i>Yes</i>	<i>Yes</i>

*Table of Service Providers In Region 10*

Section II-B: Service Provider Profiles

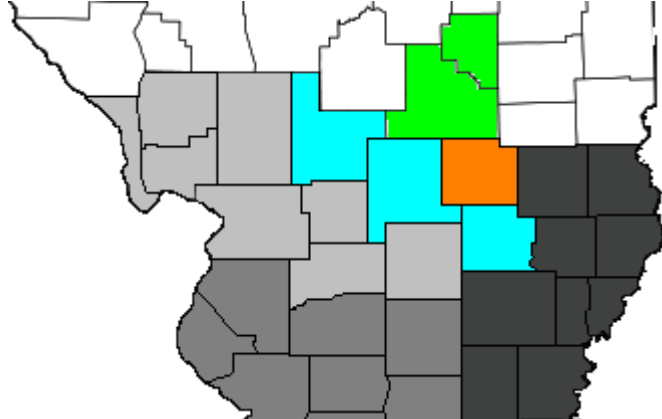
ARC Community Support Systems

<b>Provider Type:</b>	Provides transportation for clients with developmental disabilities
<b>Funding Sources:</b>	<b>Primary:</b> DHS <b>Secondary:</b> Section 5310, Waiver funds
<b>Vehicles:</b>	<ul style="list-style-type: none"> <li>- 2 minivan</li> <li>- 3 Medium Duty 12 passenger</li> <li>- 5 Medium Duty 15 Passenger</li> <li>- 3 RRooof Vans</li> <li>- 1 Passenger Van</li> <li>- 3 Medium Duty Bus</li> </ul> <p>*Awarded 1 light duty van in 2008 CVP Awards</p>
<b>Service Area:</b>	 <p>ARC Community Support Systems primarily serves clients in Effingham County, with some clients in surrounding counties.</p>
<b>Service Level:</b>	Curb to Curb, Door to Door, and Door through Door as needed
<b>Advance Notice Required:</b>	24hrs preferred/Fixed routes
<b>Basic Fare:</b>	NA
<b>Service Hours:</b>	8am-4pm Monday through Friday

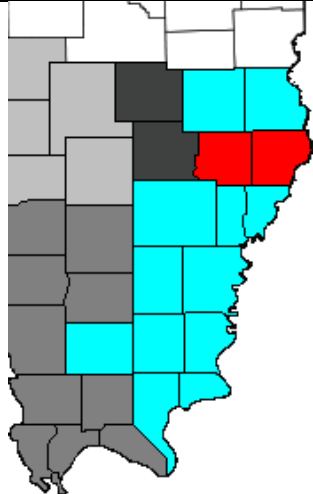


<b>Approximate Annual Trips:</b>	90,000
<b>Route Scheduling/Dispatch Method</b>	Daily by phone:
<b>Communication System:</b>	Cell phone as needed
<b>Participation in HSTC:</b>	Participant
<b>Operating Revenue and Expenses:</b>	Transportation built into DHS Funding Waiver Funds
<b>History/Notes:</b>	<p>Some past discussion with other transportation providers about coordination: Issues raised:</p> <ul style="list-style-type: none"> <li>- Some passenger not interested in riding with DD population</li> <li>- Issues with insurance</li> <li>- Times the ARC vehicles could be used</li> <li>- Issues with driver training</li> <li>- Issues with shared maintenance cost and inspections</li> </ul>

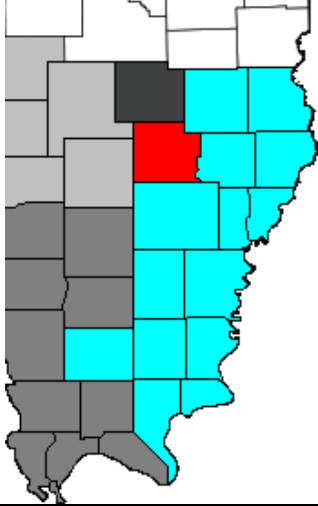
**CEFS Economic Opportunity Corporation (dba Central Illinois Public Transit)**

<b>Provider Type:</b>	Public Transportation Provider
<b>Funding Sources:</b>	<b>Primary:</b> Section 5311, DOAP <b>Secondary:</b> Section 5310
<b>Vehicles:</b>	4 Minivans 12-fifteen passenger vans 7 RR Vans
<b>Service Area:</b>	 <p>Central Illinois Public Transit provides service in Clay County in Region 10, Montgomery and Fayette counties in Region 9, and Shelby and Moultrie Counties in Region 8 (Green).</p> <p>CIPT is headquartered in Effingham County (Orange) and</p>
<b>Service Level:</b>	Demand Responsive/Door to Door
<b>Advance Notice Required:</b>	Demand Responsive: 24 hour notice with no more than 3 days advanced notice.
<b>Basic Fare:</b>	\$1.00 one way for 10 miles or less. \$2.00 one way for 11-25 miles, \$3.00 one way for 26-50 miles. \$0.50 for children 12 and under one way.
<b>Service Hours:</b>	8:30 AM to 4:30 PM Monday through Friday
<b>Approximate Annual Trips:</b>	36,000 trips 1200 trips in which wheelchair lift is used
<b>Route Scheduling/Dispatch Method</b>	24 hour notice for transportation. No dispatching software is used at this time
<b>Communication System:</b>	All vehicles have radios with cell phone backup
<b>Participation in HSTC:</b>	Active Participant:
<b>Operating Revenue and Expenses:</b>	Medicaid and Fares
<b>History/Notes:</b>	CEFS concentrates it service Clay, Fayette, and Montgomery Counties. CEFS would like to see the ICCT Primer Process started in Effingham Co. CEFS would also like to see the expansion of service contracts with Humans Service Providers. Would like to see development of regional dispatch or trip coordination website.

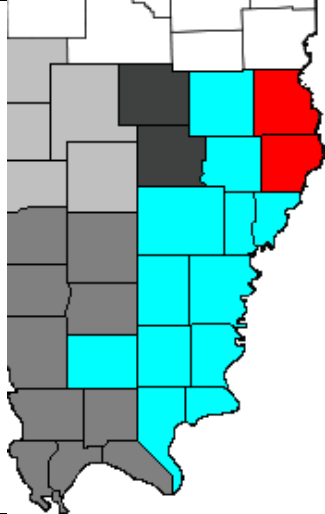
**Charleston Transitional Facility**

<b>Provider Type:</b>	Provide group home services and day training programs to the Developmentally Disabled.
<b>Funding Sources:</b>	<b>Primary:</b> DHS <b>Secondary:</b> Section 5310
<b>Vehicles:</b>	4 fifteen passenger vans <ul style="list-style-type: none"> <li>- 7 RR Vans</li> <li>- 1 Light Duty</li> <li>- 1 Medium Duty</li> <li>- Total of 13 vehicles</li> </ul> *Awarded 2 light duty vans in 2008 CVP Awards
<b>Service Area:</b>	 <p>CTF primarily has facilities located in Richland and Lawrence Counties, in the northern sections of Region 10.</p>
<b>Service Level:</b>	Fixed route/Door to Door provided by personal care attendance to those who require such services
<b>Advance Notice Required:</b>	Prefer 24 hour advanced notice
<b>Basic Fare:</b>	NA: built into funding
<b>Service Hours:</b>	87 daily Monday-Friday
<b>Approximate Annual Trips:</b>	65,000
<b>Route Scheduling/Dispatch Method</b>	No dispatching required routes are fixed and run on scheduled routes daily. No software or hardware used.
<b>Communication System:</b>	Cell phones used for emergencies only. No
<b>Participation in HSTC:</b>	Participation has been consistent and involved
<b>Operating Revenue and Expenses:</b>	Funded by DHS mixed in with DHS funding
<b>History/Notes:</b>	Rides Mass Transit provides some transportation service for clients and have discussed Rides Mass Transit Assuming More Responsibility.

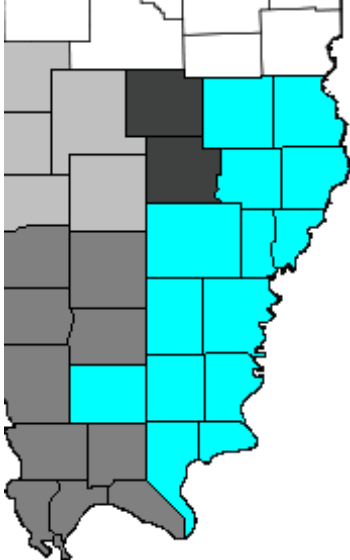
**Clay County Rehab**

<b>Provider Type:</b>	Provide Transportation for 190 developmentally disabled individuals from 4 counties.
<b>Funding Sources:</b>	<b>Primary: DHS</b> <b>Secondary: Section 5310,</b>
<b>Vehicles:</b>	<ul style="list-style-type: none"> <li>- 1 Sedan</li> <li>- 1 Minivan</li> <li>- 7 medium Duty bus</li> </ul> <p>Total of 8 vehicles</p> <p>*Awarded 1 minivans and 1 super medium Duty van in 2008 CVP Awards</p>
<b>Service Area:</b>	 <p>Clay County Rehab serves citizens of Clay County, in Northwestern Region 10.</p>
<b>Service Level:</b>	Fixed routes/Door to Door provided by personal care attendants if such service is needed
<b>Advance Notice Required:</b>	NO decided at workshop daily
<b>Basic Fare:</b>	No fare charged.
<b>Service Hours:</b>	8am-4pm Monday –Friday clients must attend 5 hours per day
<b>Approximate Annual Trips:</b>	Total number of trips 46500 of which 46000 in which a wheelchair is used.
<b>Route Scheduling/Dispatch Method</b>	Predetermined route no dispatch software necessary
<b>Communication System:</b>	All buses are equipped with radio and cell phones for on the road communication if necessary
<b>Participation in HSTC:</b>	Participant
<b>Operating Revenue and Expenses:</b>	NA: Expense built into budget
<b>History/Notes:</b>	

**Lawrence/Crawford Association**

<b>Provider Type:</b>	Developmentally Disabled
<b>Funding Sources:</b>	<b>Primary:</b> <b>Secondary:</b> Section 5310, Section 5316 (list others)
<b>Vehicles:</b>	1 minivan 4 Medium Duty Van 3 RRoof Vans
<b>Service Area:</b>	 <p>Lawrence and Crawford Counties are located in the northeast corner of Region 10.</p>
<b>Service Level:</b>	Door through Door
<b>Advance Notice Required:</b>	NA: transport own clients
<b>Basic Fare:</b>	NA
<b>Service Hours:</b>	24hrs as needed
<b>Approximate Annual Trips:</b>	Approximately 14000
<b>Route Scheduling/Dispatch Method</b>	Fixed predetermined route
<b>Communication System:</b>	Cell phones as needed
<b>Participation in HSTC:</b>	Active Participant: Involved in meetings
<b>Operating Revenue and Expenses:</b>	NA: No transportation line in DHS funding
<b>History/Notes:</b>	

**Rides Mass Transit District**

<b>Provider Type:</b>	Public Mass Transit
<b>Funding Sources:</b>	<b>Primary:</b> Section 5311, DOAP <b>Secondary:</b> Section 5310, Section 5316 (list others)
<b>Vehicles:</b>	93 vehicles total: 8 minivans 7 RR vans 14 light duty vans 36 Medium Duty busses dual rear axle 11 Heavy Duty Transit bus 18 Super Medium Duty
<b>Service Area:</b>	 <p>Rides Mass Transit District serves 15 Counties in Southeastern Illinois, including Jasper, Crawford, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin in Region 10.</p> <p>RMTD also has recently begun serving Williamson County in Region 11.</p>
<b>Service Level:</b>	Deviated Fixed Route/Door to Door/Door through Door/Drivers permitted to assist with limited number of packages
<b>Advance Notice Required:</b>	Demand Responsive with 24 hour advance notice/Real time reservations are permitted if feasible
<b>Basic Fare:</b>	Transit Passes, Discount tickets and Cash Fares based on following Criteria <ul style="list-style-type: none"> <li>• Children under 6 rides free</li> <li>• Children 6-10</li> <li>• Adult ages 11-59</li> </ul>

	<ul style="list-style-type: none"> <li>• Senior 60 and over</li> </ul>
<b>Service Hours:</b>	8am to 5pm except Saline County where After hour transportation 5pm to midnight is offered
<b>Approximate Annual Trips:</b>	450,000 trips 34283 trip in which wheel chair lift is used.
<b>Route Scheduling/Dispatch Method</b>	CTS software with radio dispatching. Drivers receive a manifest evening before route.
<b>Communication System:</b>	Radio and Cell phone
<b>Participation in HSTC:</b>	Leadership Participation
<b>Operating Revenue and Expenses:</b>	Total operation is \$6.4 million dollars annum Medicaid and Fares
<b>History/Notes:</b>	RMTD continues to be the model for all transit districts. RMTD completed another building for a head quarter in Grayville and another maintenance facility in Fairfield. Rides Mass Transit continues to add routes and contracts. RMTD continues to have the most proactive preventative maintenance program of all regions. RMTD has 93 drivers, 12 mechanics 7-8 administration. Expanded trips from 290,000 in 2007 to 450,000 trips in 2008. Bill Added the RMTD is going to add an Olney Central College Route.

### **Section II-C: History of Coordination in Region 10**

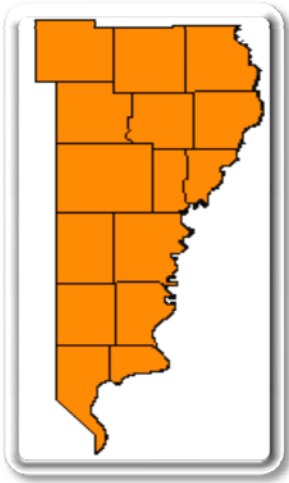
*Coordination of transportation efforts in most rural areas of Illinois, including Substate Region 10, has been at best limited, and only on a local scale. The HSTP process represents the first real effort to coordinate transportation services on a regional scale.*

*The Illinois Coordinating Committee on Transportation (ICCT) has developed a coordination process to aid countywide (or multi-county) transportation providers in coordinating existing services. The ICCT Primer is largely aimed at counties wishing to receive Section 5311 federal funding, as it fulfills the requirements necessary to apply for these funds. According to information received from the Illinois Institute for Rural Affairs, Clay and Effingham County have requested technical assistance from the ICCT for transportation planning.*

*Other coordination efforts are also being undertaken in Region 10. From July 2006 to June 2007 the Center for Rural Health and Social Service Development at Southern Illinois University received a grant from the Illinois Department of Transportation to study Rural Medical Transportation. This study did gap analysis on medical transportation in all of Region 10. This group has established the Rural Medical Transportation Network, which includes regional Community Coordination Action Teams (CCAT) and an area-wide steering committee comprised of key transportation providers. As of April 2010, there is a CCAT operating in the southern half of Rides MTD's service area, and plans to eventually create another group studying the northern counties in the future.*







Clay County

Crawford County

Edwards County

Effingham County

Gallatin County

Hamilton County

Hardin County

Jasper County

Lawrence County

Pope County

Richland County

Saline County

Wabash County

Wayne County

White County

## Section III: Needs Assessment

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

### In This Section:

- Demographic Overview
- Trip Generators

### In the Appendix:

- Trip Generator Lists
- Vehicle Utilization Chart Summaries

### Sources Used:

- 2000 Census Data and 2007 Census Update
- 2009 Service Provider Surveys
- Meetings with service providers



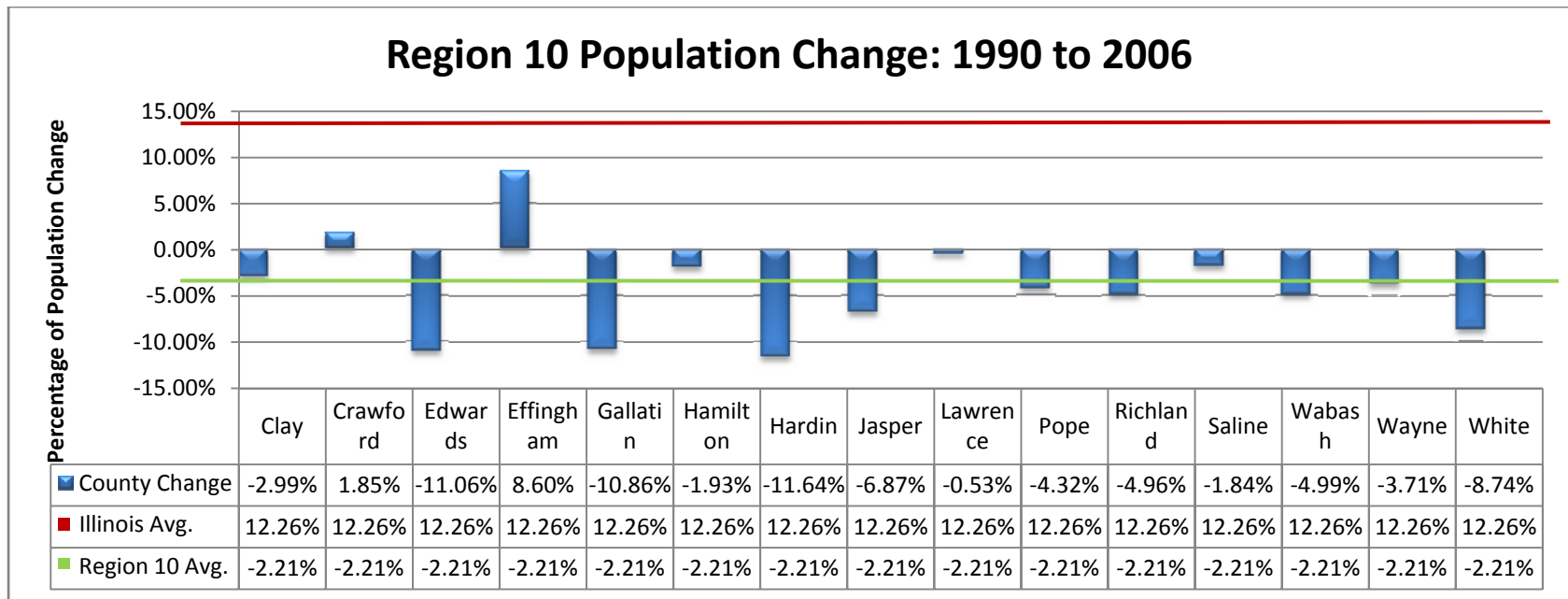
### **Section III-A: Demographic Overview**

*Human Services Transportation is a broadly defined term that essentially means: Transportation services for those who are “transportation disadvantaged”, or those who are unable to provide transportation for themselves. A well coordinated transportation system should be able to provide transportation to the general public and be able to identify and serve individuals who wish to use transit options as an alternative mode of transportation. However, in rural areas the driving force for transportation initiatives comes from a need to serve the transportation disadvantaged. The populations that typically drive demand for transportation services are those who have low incomes, are disabled, and/or the elderly. In lieu of this, analysis of Region 10 was accomplished by comparing census data for population, income, age, and disability status to state and national averages.*

*Overall this data shows Region 10 to a Region in decline, with shrinking populations in 13 of the 15 counties. Only Effingham County saw moderate growth from 1990-2006 (8.6%, below the state average). In addition, Census data shows Region 10 to largely have higher rates of poverty and disability, along with an older population, than state or national averages.*

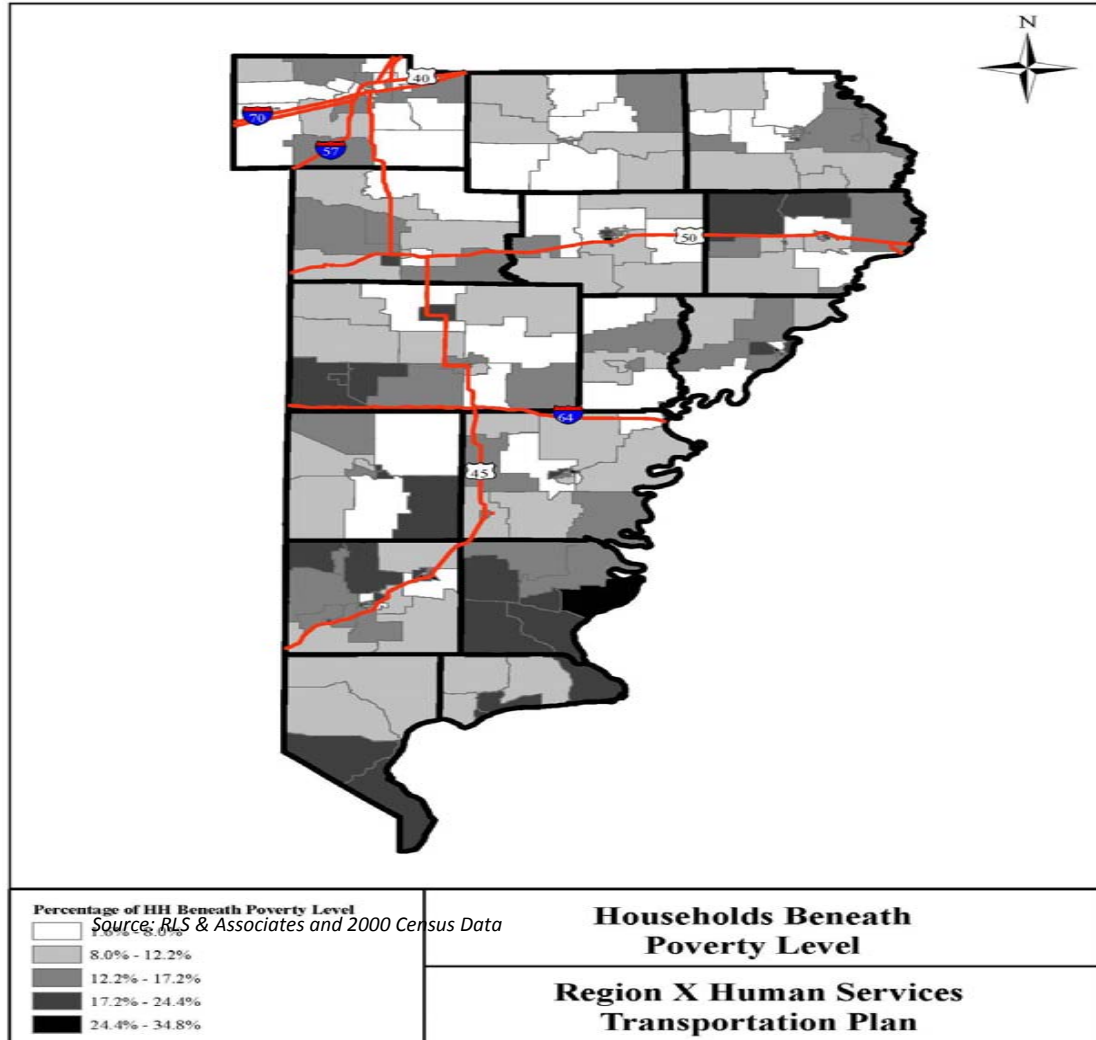
**Population**

The numbers show Region 10 as having a declining and aging population. Region 10 has above the state average in each of three major demographics: elderly, low income, and disabled individuals. These groups represent the biggest users of human services transportation. When coupled with the lack of urban development and low population densities, the population of Region 10 presents unique challenges to providing effective public transportation. Based on 2006 estimated population data, since 1990 the population of Illinois has grown an estimated 12.26%, while the total population in Region 10 has decreased by 2.21%. Only Effingham and Crawford counties have shown any amount of population growth and both are well below the state average.



Source: 2006 US Census Population Estimate

Chart of Region 10 Population Change



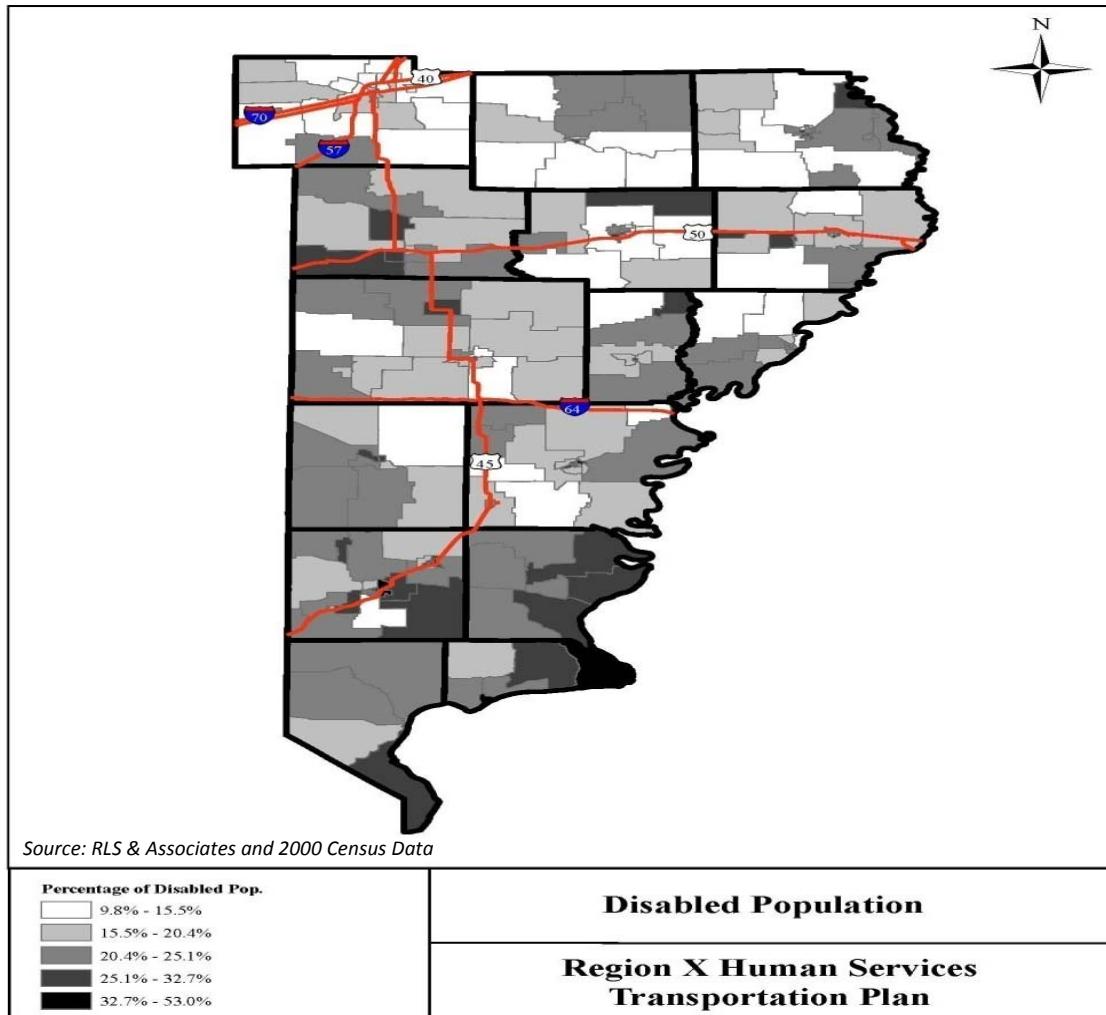
The map to the left of this page shows a breakdown of the number of households beneath the poverty level within the region.

A concentration of census block groups with poverty rates above 17.2% can be found in the southern counties of Region 10, and along the Ohio and Wabash River Valley's. For the region, there are 25,710 individuals who are below the poverty line, representing roughly 12% of the population. This is above the state average of 10.7% poverty.

County	% Impoverished
Lawrence County	20.51%
Pope County	17.97%
Hardin County	17.71%
Richland County	13.87%
Edwards County	13.55%
Saline County	13.22%
Wabash County	12.72%
White County	12.60%
<b>United States</b>	<b>12.4%</b>
Hamilton County	12.24%
Gallatin County	12.19%
Wayne County	11.48%
<b>State of Illinois</b>	<b>10.7%</b>
Jasper County	10.34%
Crawford County	9.78%
Clay County	9.68%
Effingham County	7.95%

Map and Chart of Poverty in Region 10

Source: 2000 Census Data



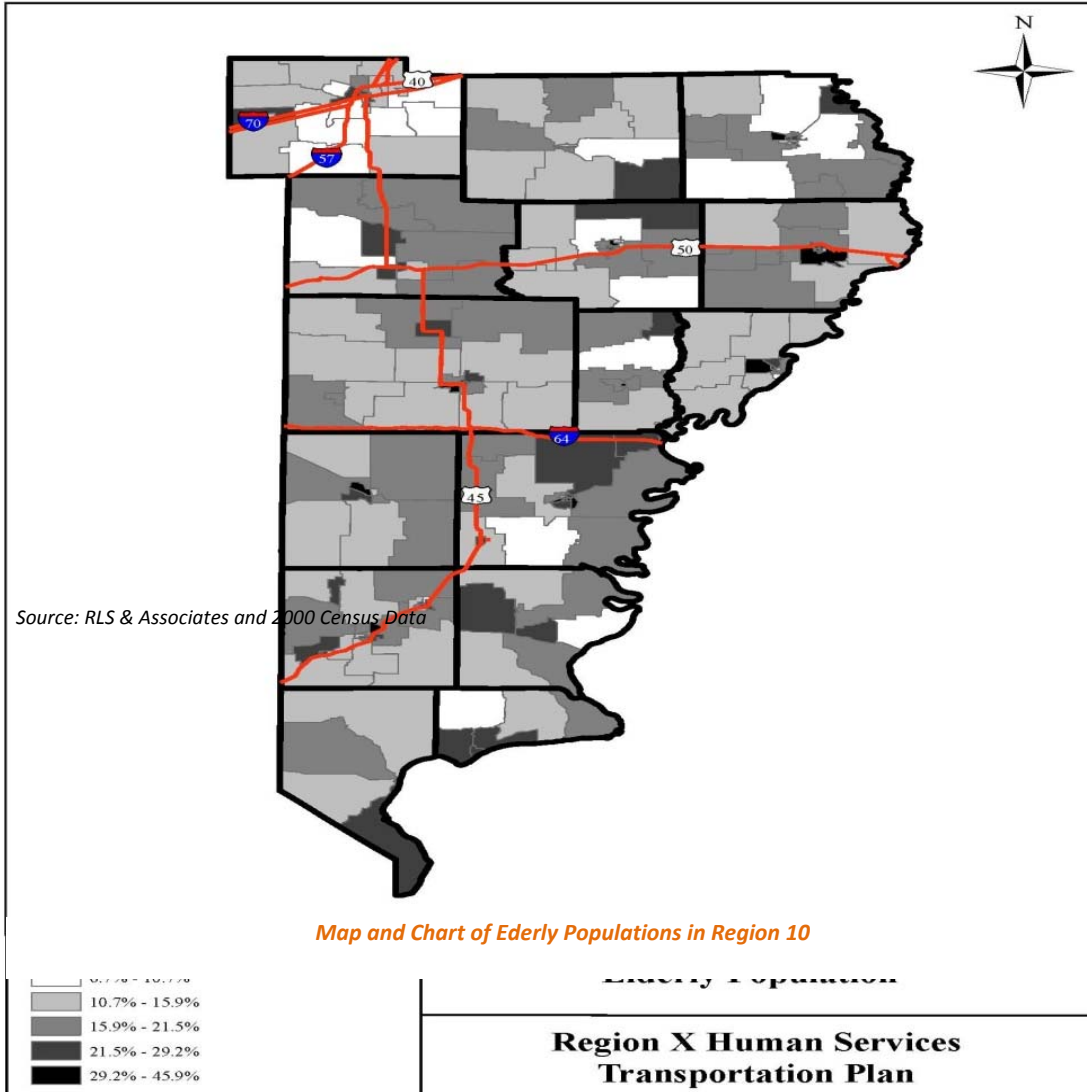
Map and Chart of Disabled Populations in Region 10

The map on the left page shows the distribution of the disabled population of the region.

Like poverty concentrations, there is a slightly higher concentration of individuals who are disabled in the southern counties of Region 10. There are 40,496 disabled individuals in all of Region 10, representing 18.9% of the 2000 population. The state average is 17.6%.

County	% Disabled
Hardin County	24.85%
Gallatin County	24.22%
Pope County	22.46%
Saline County	22.44%
Lawrence County	20.22%
White County	20.08%
Clay County	20.07%
Hamilton County	19.93%
<b>UNITED STATES</b>	<b>19.30%</b>
Edwards County	19.29%
Wayne County	18.56%
Wabash County	17.74%
Richland County	17.69%
<b>STATE OF ILLINOIS</b>	<b>17.60%</b>
Jasper County	17.43%
Crawford County	17.12%
Effingham County	14.47%

On the left is a map showing the percentage of the population 65 and over by block group in Region 10. For the region, 38,058 individuals are elderly as of the 2000 census. This is 17.75% of the total population, while the across Illinois the elderly persons represent just 12.1% of the population. Below is the median age for each county in Region 10. All 15 counties are above the state median of 34.7 and the national median of 35.3.



County	Median Age
Hardin County	42.1
White County	42.0
Pope County	41.1
Lawrence County	40.8
Gallatin County	40.7
Hamilton County	40.6
Edwards County	40.5
Wayne County	39.9
Saline County	39.9
Clay County	39.7
Richland County	39.1
Wabash County	39.0
Crawford County	38.6
Jasper County	38.1
Effingham County	35.7
<b>United States Median</b>	<b>35.3</b>
<b>State of Illinois Median</b>	<b>34.7</b>





**Section III-B: Trip Generators**



MAP OF NORTHERN REGION 10

There are a number of trip generators found within region 10. To the left is a map of the northern portion of the region. Within this area, the city of Effingham contains a number of regional medical centers that service a large portion of the surrounding area. There are also large medical centers and county hospitals found in Robinson, Albion, Lawrenceville, Olney, Mount Carmel, Cisne, Fairfield and Wayne City. Along with medical centers there are also family counseling centers, senior housing, workforce placement and other social services available to the regions population found in these cities and towns.









Just as in the Northern portion of the region, the Southern portion (pictured to the left) has a number of communities that provide services to the regions population. These communities are often located far from one another and transportation to and from the communities is difficult for many of the more rural within the population. Carmi, McLeansboro, Eldorado, Harrisburg, Shawneetown, Elizabethtown and Golconda are common sources of trip generators within this region. Also found in the southern portion of the region is the Route 13 corridor that provides access to the Marion/Carbondale area in Region 11 that provides a number of economic opportunities for Region 10. For a more comprehensive list of common trip generators found within the region see Appendix F.







**Section III-B: Trip Generators**

**Map Legend**









**Infrastructure and Trip Generators**

-  Bridge
-  Ferry
-  Adult Day Services
-  High Schools
-  College or University (Main campus)
-  Hospitals
-  Health Department
-  Senior Centers
-  Prisons or other State Institutions
-  County Seat (Court and Services)

**Roads (Average Daily Trips)**

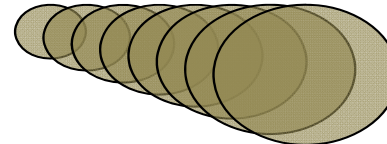
- 50,000+ 
- 20,000+ 
- 10,000+ 
- 5,000+ 
- 3,000+ 
- 1,000+ 

**Transportation Providers**

-  No Public Transit
-  Bond County Transit
-  Central Illinois Public Transit
-  Macoupin County PHD
-  Madison County Transit/ACT
-  South Central Transit
-  Private Provider (defined area of service)
-  Private Provider (lines of service)

**Population Centers**

Cities, Towns or Villages  
(500 persons up to 100,000+ persons)



*Map: Effingham County*

**Notes: Effingham County**

- Effingham County has a public provider that has not been initiated into the ICCT Primer Process, which is CEFS dba Central Illinois Public Transit
- Effingham is rural in nature but is located at the split of U.S interstate 57 & U.S. interstate 70
- Effingham is also located along a Amtrak route from Chicago to Carbondale, Illinois
- A cluster of medical facilities and services are located in Effingham but also have easy access to Springfield, St. Louis Indianapolis and Chicago if needed.
- ARC in Teutopolis has been identified as a service provider who serves clients in this county.
- Population clusters have been identified Effingham, Altamont, Teutopolis, Dietrich, and Edgewood.

**Transportation Availability: Effingham County**

**Service Providers:**

**Public Provider:** Central Illinois Public Transit

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
ARC Community Support Systems	ARC Community Support Systems	Central Illinois Public Transit *
CEFS Economic Opportunity Corporation (Central Illinois Public Transit)*		Rides MTD

\* CEFS does not provide public transportation within Effingham County. It is, however, headquartered in Effingham, and may occasionally take riders into Effingham County.

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Effingham County. The list gives information on each vehicle

#	Vehicle Information			Hours of Operation														Hrs.	Location	Desc.			
	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5	6	7				8	9	10
<b>Central Illinois Public Transit</b>																							
15	1990-E350	Van	128,094																		8	Effingham	Backup
<b>ARC-Community Support</b>																							
13	2006 Econ350	Van	37,940																			Teutopolis	Backup
16	2005 Ford	Med. Duty	65,755																		6	Teutopolis	To and From Day services





**Jasper County**

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**Notes: Jasper County**

- Jasper County is served by public provider Rides Mass Transit District.
- Jaspers County is rural in nature with access to some goods and services with a stagnant to decreasing amount of industry.
- Jasper County has route 130 and route 33 running through County Seat Newton Illinois.

**Transportation Availability: Jasper County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

**SEE CRAWFORD COUNTY**

**Crawford County**

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**Notes: Crawford County**

- Crawford County is served by Rides Mass Transit District
- Crawford County is rural in nature with stable industry with the main industry being Marathon Oil Refinery, Robinson Correctional Center and Lincoln Trail Community College.
- Routes 33 and route 1 one run through the county seat Robinson
- Lawrence/Crawford has been identified as an additional provider who serves Crawford County providing transportation for disabled clients.
- Population clusters include: Robinson, Hustonville, Oblong, and Palestine

**Transportation Availability: Crawford County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
Rides Mass Transit District	Rides Mass Transit District	Rides Mass Transit District
Lawrence-Crawford Association	Lawrence-Crawford Association	Lawrence-Crawford Association

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Crawford County. The list gives information on each vehicle

Vehicle Information				Hours of Operation														Hrs.	Location	Desc.			
#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5	6	7				8	9	10
<b>Lawrence/Crawford Association</b>																							
3	1999-Ford	Van	128,921																		8	Robinson	Production Dept.
4	1999-Dodge	RRV	64,951																			Robinson	CILA House
5	2000-Dodge	RRV	39,612																			Robinson	Community Outings
7	2000-Ford	Van	107,805																		8	Robinson	

8	2008-Dodge	Minivan	6,678															8	Robinson	Staff Vehicle, occasional use for transport
<b>Rides Mass Transit District</b>																				
85		Minivan																		Crawford/Jasper Counties
86		Minivan																		Crawford/Jasper Counties
87		Light Duty																		Crawford/Jasper Counties
88		Light Duty																		Crawford/Jasper Counties
89		Med. Duty																		Crawford/Jasper Counties
90		Med. Duty																		Crawford/Jasper Counties
91		Med. Duty																		Crawford/Jasper Counties
92		Med. Duty																		Crawford/Jasper Counties
93		Super Medium																		Crawford/Jasper Counties

**Clay County**

**Notes: Clay County**

- Clay County is served by Rides Mass Transit District.
- Clay county is rural in nature with stable industry being north American lighting, Hella, South wire and Minwax
- Route 50 and Route 45 run through the county seat of Flora
- Clay County Rehab has been Identified as providing transportation for their disabled clients
- Population clusters have been identified: Flora, Clay City, and Louisville.

**Transportation Availability: Clay County**

**Service Providers:**

**Public Provider:** CEFS Economic Opportunity Corporation (Central Illinois Public Transit)

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Central Illinois Public Transit</i>	<i>Central Illinois Public Transit</i>	<i>Central Illinois Public Transit</i>
<i>Clay County Rehab</i>	<i>Clay County Rehab</i>	<i>Clay County Rehab</i>
		<i>Rides MTD</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Clay County. The list gives information on each vehicle

Vehicle Information				Hours of Operation												Hrs.	Location	Desc.				
#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5				6	7	8	9
<b>Central Illinois Public Transit</b>																						
1	2000-Eldorado	Light Duty	122,814																	8	Flora	
2	2000-Eldorado	Light Duty	121,493																	8	Flora	
16	1995-Eldorado	Med. Duty	182,341																	8	Flora	
20	2003-Ford	Med. Duty	70,231																	8	Flora	
<b>Clay County Rehab</b>																						
1	2003-Eldorado	Med. Duty	145,680																	10	Flora	To and from CILA homes, medical/shopping.
2	1997-Eldorado	Med. Duty	144,280																	11	Flora	Louisville/Hord
3	1998-Eldorado	Med. Duty	210,410																	11	Flora	To and from CILA homes, medical/shopping.
4	2005-Eldorado	Med. Duty	93,521																	12	Flora	Daily Route to Olney, Trips
5	2000-Caravan	Minivan	169,305																	11	Flora	Iola/Xenia
6	1999-Eldorado	Med. Duty	207,345																	10	Flora	To and from CILA homes, medical/shopping.
7	2008-Eldorado	Med. Duty	19,265																	11	Flora	Daily Route to Fairfield, trips
8	2008-Eldorado	Med. Duty	22,760																	11	Flora	Daily Route to Olney, Trips

***Richland County***

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**Notes: Richland County**

- Richland County is served by Rides Mass Transit District.
- Richland County is rural in nature with stable industry being Wal-Mart distribution center along with Helio, Road Master and Olney Central College.
- Route 50 and Route 130 run through the county seat of Olney
- Charleston Transitional Facility has been Identified as providing transportation for their disabled clients
- Population clusters have been identified: Flora, Clay City, and Louisville.

**Transportation Availability: Richland County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
Rides Mass Transit District	Rides Mass Transit District	Rides Mass Transit District
Lawrence/Crawford Association	Lawrence/Crawford Association	Central Illinois Public Transit

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Richland County. The list gives information on each vehicle

#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	Hrs.	Location	Desc.
<b>ARC-Community Support Systems</b>																							
10	2003 Ford	Med. Duty	60,510																		7	Olney	Transports to Job site in Olney
<b>Charleston Transitional Facility</b>																							
7	1991-E350	Van	112,432																		3	Olney	To and From Day services
8	1997-E350	Van	150,261																		0	Olney	Day Services Backup
9	2001 E-350	Van	252,491																		7	Olney	To and From Day services
10	2002 E-350	Van	194,503																		5	Olney	To and From Day services
11	1991-Rally Wagon	Van	105,747																			Olney	Reserve
12	1991-Savannah	Van	108,049																			Olney	Reserve

<b>Rides Mass Transit District</b>																
71	Minivan															Wayne/Edwards/Richland Counties
72	Light Duty															Wayne/Edwards/Richland Counties
73	Light Duty															Wayne/Edwards/Richland Counties
74	Med. Duty															Wayne/Edwards/Richland Counties
75	Med. Duty															Wayne/Edwards/Richland Counties
76	Med. Duty															Wayne/Edwards/Richland Counties
77	Super Medium															Wayne/Edwards/Richland Counties
78	Super Medium															Wayne/Edwards/Richland Counties
79	Super Medium															Wayne/Edwards/Richland Counties
80	Heavy Duty															Wayne/Edwards/Richland Counties
81	Heavy Duty															Wayne/Edwards/Richland Counties
82	Heavy Duty															Wayne/Edwards/Richland Counties
83	Heavy Duty															Wayne/Edwards/Richland Counties
84	Heavy Duty															Wayne/Edwards/Richland Counties

*Lawrence County*

**Notes: Lawrence County**

- Lawrence County is served by Rides Mass Transit District.
- Lawrence County is rural in nature with stable to declining industry being Lawrence Correctional Center, and Automotive Trim Systems
- Route 50 and Route 1 run through the county seat of Lawrenceville
- Lawrence/Crawford Association and Charleston Transitional Facility has been Identified as providing transportation for their disabled clients
- Population clusters have been identified: Lawrenceville, Bridgeport, and Sumner

**Transportation Availability: Lawrence County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit</i>
<i>Lawrence-Crawford Association</i>	<i>Lawrence-Crawford Association</i>	<i>Lawrence-Crawford Association</i>
<i>Charleston Transitional Facility</i>	<i>Charleston Transitional Facility</i>	<i>Charleston Transitional Facility</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Lawrence County. The list gives information on each vehicle

#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	Hrs.	Location	Desc.
<b>Charleston Transitional Facility</b>																							
1	1986-Chevy	Van	122,831																		5	Lawrenceville	To and From Day services
2	1995-E350	Van	221,434																		4	Lawrenceville	To and From Day services
4	1998-E350	Van	182,735																		4	Lawrenceville	To and From Day services
5	2003-Ford	Med. Duty	72,621																		4	Lawrenceville	To and From Day services
6	2008-Eldorado	Med. Duty	8,137																		4	Lawrenceville	To and From Day services
3	1995-E350	Van	203,407																			Lawrenceville	Inoperable
<b>Lawrence/Crawford Association</b>																							
1	1996-Dodge	RRV	67,113																		8	Lawrenceville	
2	1999-Ford	Van	108,283																		8	Lawrenceville	Production Dept.
6	2000-Ford	Van	70,032																		8	Lawrenceville	Community Outings

FOR MORE: SEE WHITE COUNTY

**Wayne County**

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**Notes: Wayne County**

- Wayne County is served by Rides Mass Transit District.
- Wayne County is rural in nature with stable industry being Airtex Automotive Products and Frontier Community College.
- Route 15 and Route 45 run through the county seat of Fairfield.
- Clay County Rehab has been identified as providing transportation for their disabled clients.
- Population clusters have been identified: Fairfield, Cisne, and Wayne City.

**Transportation Availability: Wayne County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Wayne County. The list gives information on each vehicle

SEE RICHLAND COUNTIES

***Edwards and Wabash County***

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Please Check Back soon, this map will be updated



**Notes Edwards and Wabash County**

- Edwards and Wabash County is served by Rides Mass Transit District.
- Edwards and Wabash county is rural in nature with stable industry being Champion Laboratories, Public Service Illinois Power Plant, and Wabash Community College.
- Illinois Routes 15, 1, and 130 run through the county seat of Albion and Mt. Carmel
- Rides Mass Transit District has been identified as the only provider of transportation in the two county area.
- Population cluster have been identified: Mt. Carmel, Albion, with Allendale being next largest.

**Service Providers**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization**

The following vehicles have been indicated as operating out of Edwards and Wabash Counties. The list gives information on each vehicle

EDWARDS COUNTY: SEE RICHLAND COUNTIES

WABASH COUNTY: SEE LAWRENCE COUNTY

***Hamilton County***

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**Notes: Hamilton County**

- Hamilton County is served by Rides Mass Transit District.
- Hamilton County is rural in nature with stable industry being construction and healthcare.
- Route 142, Route 242 and Route 14 run through the county seat of McLeansboro.
- Rides Mass Transit has been identified as the only transportation provider for the general public.
- Population clusters have been identified as McLeansboro only.

**Transportation Availability: Hamilton County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the counties</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

**White County**

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Please Check Back soon, this map will be updated

**Notes: White County**

- White County is served by Rides Mass Transit District.
- White County is rural in nature with stable industry being oil production. Most of the local workforce commutes to Evansville and Mt. Vernon Indiana for manufacturing jobs
- U.S. 64, Illinois Routes 45,1, and 141, and Route 14 run through the county
- Rides Mass Transit has been identified as the only transportation provider for the general public.
- Population clusters have been identified as Carmi and Grayville

**Transportation Availability: White County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

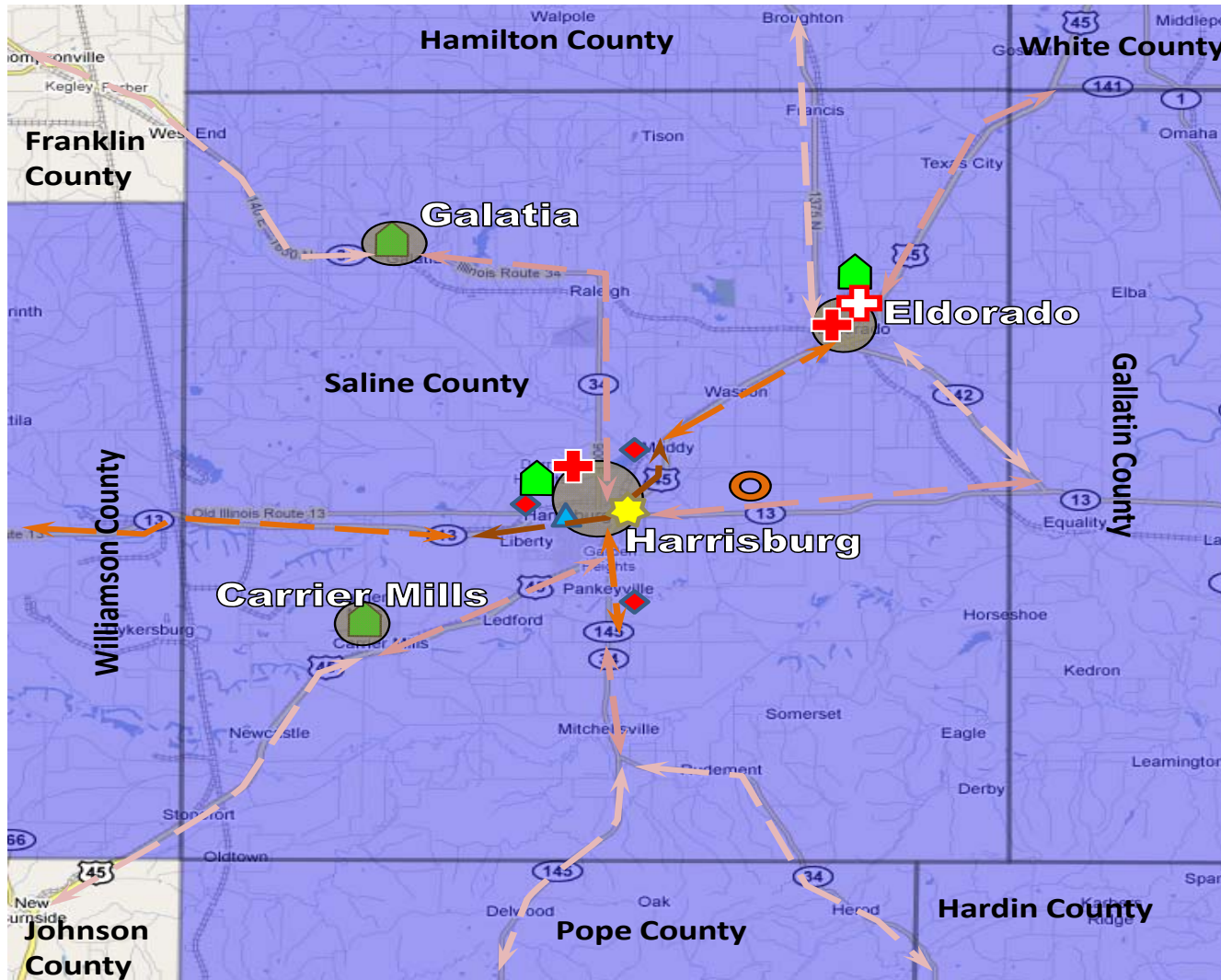
<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of White County. The list gives information on each vehicle

Vehicle Information			Hours of Operation														Location				
#	Model	Type	6	7	8	9	10	11	12	1	2	3	4	5	6	7		8	9	10	Hrs.
<b>Charleston Transitional Facility</b>																					
56		Light Duty																			White/Hamilton/Wabash/Lawrence Counties
57		Light Duty																			White/Hamilton/Wabash/Lawrence Counties
58		Med. Duty																			White/Hamilton/Wabash/Lawrence Counties
59		Med. Duty																			White/Hamilton/Wabash/Lawrence Counties
60		Med. Duty																			White/Hamilton/Wabash/Lawrence Counties
61		Med. Duty																			White/Hamilton/Wabash/Lawrence Counties
62		Med. Duty																			White/Hamilton/Wabash/Lawrence Counties
63		Med. Duty																			White/Hamilton/Wabash/Lawrence Counties
64		Super Medium																			White/Hamilton/Wabash/Lawrence Counties
65		Super Medium																			White/Hamilton/Wabash/Lawrence Counties
66		Super Medium																			White/Hamilton/Wabash/Lawrence Counties
67		Super Medium																			White/Hamilton/Wabash/Lawrence Counties
68		Super Medium																			White/Hamilton/Wabash/Lawrence Counties
69		Super Medium																			White/Hamilton/Wabash/Lawrence Counties
70		Heavy Duty																			White/Hamilton/Wabash/Lawrence Counties

Saline County



**Notes: Saline County**

- Saline County is served by Rides Mass Transit District.
- Saline County is rural in nature with stable industry is Full service restaurants, grocery stores, automotive repair, and electronics
- Illinois Routes 45 and 13 run through the county
- Rides Mass Transit has been identified as the only transportation provider for the general public.
- Population clusters have been identified as Omaha, Ridgeway, Gallatin, Junction and Harrisburg

**Transportation Availability: Saline County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Saline County. The list gives information on each vehicle



**Gallatin County**

Please Check Back soon, this map will be updated

**Notes: Gallatin County**

- Gallatin County is served by Rides Mass Transit District.
- Gallatin County is rural in nature with stable industry is Education, health, and Social services provide 25 percent of the jobs
- Illinois Route 1 and 13 run through the county
- Rides Mass Transit has been identified as the only transportation provider for the general public.
- Population clusters have been identified: Ridgeway, Omaha, Gallatin, Equality, and Shawneetown.

**Transportation Availability: Gallatin County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Gallatin County. The list gives information on each vehicle

**Pope County**

Please Check Back soon, this map will be updated

**Notes: Pope County**

- Pope County is served by Rides Mass Transit District.
- Pope County is rural in nature education, healthcare, manufacturing, and retail
- Illinois Route 145 run through the county
- Rides Mass Transit has been identified as the only transportation provider for the general public.
- Population clusters have been identified: Eddyville, and Golconda.

**Transportation Availability: Pope County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Pope County. The list gives information on each vehicle

**Hardin County**

Please Check Back soon, this map will be updated

**Notes: Hardin County**

- Hardin County is served by Rides Mass Transit District.
- Pope County is rural in nature: Manufacturing, wholesale, and retail are the leading industries
- Illinois Routes 1,34 and 146 run through the county
- Rides Mass Transit has been identified as the only transportation provider for the general public with Shawnee Mass Transit occasionally providing trips into the county
- Population clusters have been identified: Cave in Rock, Elizabethtown ,and Rosiclair

**Transportation Availability: Hardin County**

**Service Providers:**

**Public Provider:** Rides Mass Transit District

<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>	<i>Rides Mass Transit District</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Hardin County. The list gives information on each vehicle



Clay County

Crawford County

Edwards County

Effingham County

Gallatin County

Hamilton County

Hardin County

Jasper County

Lawrence County

Pope County

Richland County

Saline County

Wabash County

Wayne County

White County

## Section IV: Gap Analysis

The Gap Analysis section lists gaps that have been identified through the planning process. The following gaps were identified through information presented in Sections I-III, along with input from transportation providers and stakeholders during regional meetings.

### In This Section:

- Identification of Gaps
- Identification of Duplications of Services

### In the Appendix:

- Trip Generator Lists
- Vehicle Utilization Chart Summaries

### Sources Used:

- 2000 Census Data and 2007 Census Update
- 2009 Service Provider Surveys
- Meetings with service providers
- Regional HSTC Meetings

## Section IV-A: Identification of Gaps

### Overview of Gaps

Demographically, Region 10 lags behind much of the rest of Illinois. In

The majority of Region 10 benefits

The Region benefits greatly from being served almost entirely by two large

The most glaring and urgent gap in service in Region 10 that needs to be addressed is the lack of public transportation in Effingham County.

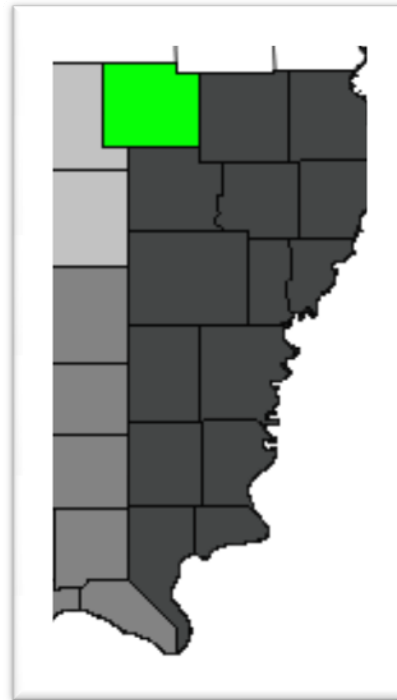
During the HSTC meetings, attendees were asked to discuss what gaps in service exist within region. The following identified gaps largely come from those identified by HSTC meeting attendees, along with analysis of service areas and timetables provided through the HSTP survey. These gaps have been updated from the 2008 version of the plan to better reflect what service providers describe as being gaps in service.

Each identified gap represents an area for improvement within the existing transportation system. All organizations which provide transportation are urged to meet the needs presented by the following identified gaps. 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.



**Gap 1: Lack of Public Transit in Effingham County**

Currently Effingham County is the only county in the Region which does not have a county-wide funded public transportation system. Clay County is served by CEFS Economic Opportunity Corporation, and the remainder of Region 10 falls under Rides Mass Transit District. This is by far the biggest gap in transportation services in Region 10. Effingham is served by private providers who provide some transportation services (mostly niche service to their clients). ARC Community Support Systems and the Effingham City/County Committee on Aging have indicated they provide transportation within the county. There could also be a couple of other providers who have not filled out the survey sent out last fall



*Effingham County (Green) within Region 10*

### **Gap 2: Need for Increased Transportation for Health Care Purposes**

Transit providers identified the greater need for specialized transportation for health care purposes. This could include special needs transportation (non-emergency stretcher service) that existing vehicles and providers are unable to provide. This also includes long distance trips (by ambulatory and non-ambulatory clients) that cross existing service areas. Several factors were identified by providers and human service agencies which have caused a demand for healthcare related transit:

- Decreased ability and increasing cost of using rural ambulance services for non-emergency transportation. Frequent non-emergency runs could be a strain on the emergency medical response system
- Lack of private ambulances or other providers to complete these trips (it was noted that in the past agencies such as funeral homes would provide medical transportation)
- Closure of rural hospitals in favor of regional medical centers.
- Increased demand for specialized healthcare services which may not be available at local or small regional medical centers.

Providing transportation for special needs patients can be costly, as non-emergency stretcher transport might require special vehicles and certifications. Transportation to medical facilities which may be far away poses its own challenges. Trips which cross service areas result in the loss of a vehicle for the duration of the trip

### **Gap 2: Temporal Gaps of Service**

Human service agency representatives expressed the need for transportation services to allow their clients to access jobs and services outside of the traditional 9-5 work day. Individuals who would require transit for job access often find employment in service-sector jobs (an example might be food-service) which, especially at the entry level, do not offer 9-5 Monday-Friday employment. There is a real need to provide service to individuals working second shift or weekends, and in certain areas (such as trips to Marion-Carbondale) sufficient demand.

Currently Rides offers evening service in limited areas, and they will try to accommodate any ride 24/7 that is schedule in advance. This is a significant step above and beyond what downstate providers are able to offer, and is highly commendable. Still, there is always room for improvement, and if more money becomes available in the future, expanding evening service in communities not currently served might be a priority.

### **Gap 3: Intercity access along major routes of transportation.**

An area that future funding should be targeted towards is increased service between municipalities and along major highways.

The cities of Carbondale and Marion, and in particular the commercial center that runs along Route 13 between Carbondale and just east of the Interstate 57 interchange is the commercial hub for much of the southern counties of Illinois. Route 13 has been extended as a 4-lane highway into Harrisburg, and serves a major route to I-57 for many in Saline and Gallatin County. This corridor is home to many hotels, restaurants, services, large retailers, specialty shops, medical centers, government facilities and entertainment options. The corridor includes a minor league baseball stadium and a community college, and Carbondale is home to the main campus of Southern Illinois University, which enrolls over 20,000 students and employs thousands. Access to this commercial corridor, and along it, has been identified by multiple carriers as a top priority. Access to employment and job training makes this corridor an especially important area to serve for low income transit users. Access to health care and government services also make this corridor especially important for disabled and elderly demographics.

Within Region 10, Route 13 is a main street in Harrisburg, with Southeastern Illinois College, the local community college, located east of town on the highway. The stretch of Route 13 from SIC to Southern Illinois University-Carbondale has been identified as a candidate for fixed route bus service for job access and education access. There is a need for access along this commercial corridor east and west along I-13. The density of development along this route makes it an ideal target for expanded service.

#### **Gap 4: Lack of Funding to Provide Comprehensive Service in Already Served Areas**

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 10 is covered by a 5311 service provider, with some 5310 providers providing mixed service in Effingham, 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.

#### **Gap 6: Communications and Technology Issues**

Imagine Provider A is traveling through the service area of Provider B to get to Destination C, and Provider B has a customer who needs to get to Destination C, the most logical and efficient course of action would be for Provider A to pick up the customer and complete the trip. This isn't always possible however:

- Provider A may not know of the needs of Provider B
- Provider B may not know that Provider A has a vehicle in his service area
- There may be billing difficulties associated with completing this trip, which may make Provider A unwilling to complete this trip due to the administrative difficulties associated.

Transportation providers have cited communication gaps between agencies, and in some cases difficulty of communication with their own vehicles as a major barrier to coordination.

### Section IV-B: Identification of Duplication of 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, and

The most obvious example of duplicated services are where two agencies are serving the same clients along similar lines. Within Region 9 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, where public and private providers are operating along similar lines,

Duplicated services can fall into the following three categories

- **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 10:

- None.
- **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.

Examples within Region 10:

- See Table at the end of this section for a list of service providers by county.

- *Instances where providers bringing clients from different geographic areas to similar destinations or travelling 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 10:*

- *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.*
- *Some providers have also indicated demand for trips into Effingham and Springfield.*
- *I-70 between Effingham and St. Louis sees traffic from multiple providers, those both public and client-only services. I-70 cuts through several public transit district lines in Region 10.*

Table of Transportation Providers by County in Region 10	Clay	Crawford	Edwards	Effingham	Gallatin	Hamilton	Hardin	Jasper	Lawrence	Pope	Richland	Saline	Wabash	Wayne	White	Notes:
	ARC Community Support Systems															
Central Illinois Public Transit (CEFS)																Public Transit for Moultrie County. Also serves Clay, Shelby, Douglas, Fayette and Montgomery Counties
Charleston Transitional Facility																CTF operates day services throughout Eastern Illinois, including in Richland and Lawrence Counties
Clay County Rehabilitation Center																
Effingham City/County Committee on Aging																
Lawrence County Memorial Hospital																
Lawrence/Crawford Association																
Rides Mass Transit District																
Public	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	
Disabled/Adult Day Services	1	1	0	1	0	0	0	0	2	0	2	0	0	0		
Healthcare	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
Elderly	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
Total Providers	2	2	0	2	1	1	1	1	4	1	3	1	1	1		



*Clay County*

*Crawford County*

*Edwards County*

*Effingham County*

*Gallatin County*

*Hamilton County*

*Hardin County*

*Jasper County*

*Lawrence County*

*Pope County*

*Richland County*

*Saline County*

*Wabash County*

*Wayne County*

*White County*

## *Section V: Strategies & Implementation*

*This section contains strategies for addressing*

### *In This Section:*

- *Overview of Strategies to address gaps in transportation*
- *List of Potential Strategies*
- *Summary of Strategies by Potential Funding Stream*

### *In the Appendix:*

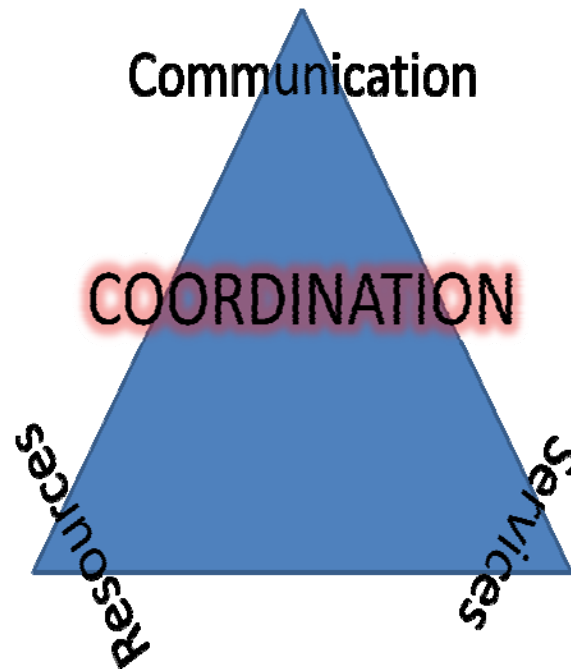
- *Meeting Minutes*

### *Sources Used:*

- *Input from Human Services Transportation Committee Members*
- *Meetings with transportation service providers*
- *2000 Census Data and 2007 Census Update*

### Section V-A: Introduction

In order to better describe



### Section V-B: Strategies to Coordinate Communication

#### Strategy: Communication Technology

Inefficiencies in transportation are a major barrier to increased services, especially when increased (or even stable) funding in the future is far from guaranteed. Labor costs associated with scheduling trips takes away dollars that could be invested in rolling stock or drivers. Technological advances have allowed for more streamlined "Intelligent Transportation Systems" (ITS) which can reduce the labor associated with running a transportation system. Newer versions of these systems allow for the use of Geographic Information Systems (GIS) maps in conjunction with Global Positioning System (GPS) data to give dispatchers real time vehicle location data. These systems can automatically schedule trips, plan routes, and adjust to changes in demand instantly, reducing processes which could take hours by hand to seconds.



Improved communication systems between vehicles and dispatching centers, along with communication between providers would enable the more efficient operation of existing services. Transportation providers have indicated that they are willing to share space on vehicles, or coordinate trips across multiple service areas, but at the present time they simply do not have the infrastructure in place to accomplish this.

These systems are not cheap, but they are a sound investment, and Federal grant money is available to offset the costs associated with implementing these systems. It's important to note that there is an economy of scale to be realized by implementing these systems, that is, that as the scale increases the percentage of costs for items like ITS systems decreases. The opportunity exists for providers to coordinate these systems to realize cost savings and further reduce overhead.

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.

Strategy: 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	<p><b>Transportation Providers:</b> Identify needs, work with other providers to ensure that systems are compatible.</p> <p><b>Human Services Transportation Committee:</b> Potentially</p> <p><b>HSTP Coordinators:</b> Act as a resource</p>
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	<ul style="list-style-type: none"> <li>- How is the use of public funds justified?</li> <li>- What upgrades are necessary/justified, and what might be superfluous?</li> <li>- To what degree will systems affect actual transportation? Will cost savings allow for less overhead? Will increased efficiency allow for smoother operations of existing transportation, and to what degree?</li> </ul>

**Strategy: Create a Coordination Website**

The internet provides an opportunity for service providers to share information such as maintenance providers, policies, service information, and best-practices with other providers. It is proposed that a website of some sort be developed to allow service providers to post and read information which may be useful, and to allow for ease of communication outside of HSTC meetings.

The following have been identified as possible uses for a website:

- 1.) Trip posting sharing. Allow providers (and possibly human services agencies) to post trips to try and match with other transportation providers. This would be especially targeted towards longer distance trips outside of normal service areas where trips could possibly be combined to save resources.
- 2.) Vehicle/Resource sharing.
- 3.) Vendor/Maintenance Sharing
- 4.) Policies/Best Practices

Instead of or in addition to a website, internet based tools and networking sites could be utilized to provide a communications

Strategy: Create a Coordination Website	
Action	Develop web interface for transportation providers and other stakeholders to access to share transportation needs and useful information.
Roles	<p><b>Transportation Providers:</b> Provide input and materials to post on the website.</p> <p><b>Human Services Transportation Committee:</b> Provide Input.</p> <p><b>HSTP Coordinators:</b> Develop and maintain website.</p>
Timeframe	Spring/Summer, 2009
Priority	High
Cost	None at current time
Funding Sources	None at current time
Considerations	<ul style="list-style-type: none"> <li>- Interface must be useable.</li> <li>- Material on the site must be useful and quick to access for service providers.</li> <li>- If a trip sharing interface is included, transportation providers should be consulted to make sure the system</li> </ul>

	would be used, and that the right information is being posted.
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**Strategy: Combined Dispatch/Dial-A-Ride Number**

The ultimate goal of any coordinated transportation systems should be mobility management.

One possible solution for smaller providers is to combine dispatch operations or create a combined dial-a-ride number.

<i>Strategy: Combined Dispatch/Dial-A-Ride</i>	
<i>Action</i>	<i>Service providers should explore whether combining operational functions such as dispatching and scheduling would be beneficial to all providers</i>
<i>Roles</i>	<p><b>Transportation Providers:</b> Collaborate with other providers to establish combined dispatches and dial a ride numbers.</p> <p><b>Human Services Transportation Committee:</b> Continually use the committee as a network and collaboration technique</p> <p><b>HSTP Coordinators:</b> Provide information and support and possible contact information combined dispatch/Dial a ride possible</p>
<i>Timeframe</i>	<i>Whenever considering upgrades to current communications and operations.</i>
<i>Priority</i>	<i>Low, but projects which accomplish this should be viewed very favorably.</i>
<i>Cost</i>	<i>Depends on scope and scale of project.</i>
<i>Funding Sources</i>	<i>Could be used as part of a combined New Freedom Grant for information and communications technology.</i>
<i>Considerations</i>	<ul style="list-style-type: none"> <li>- <i>Can shared operations reduce costs?</i></li> <li>- <i>What can be done to ensure a sustained or improved level of service?</i></li> <li>- <i>How will cost sharing be taken care of?</i></li> </ul>

**Strategy: Increase HSTP Participation**

Increased participation in the Regional Transportation Committee is a key priority. Gaps in representation need to be addressed. It is hoped that greater participation in the HSTC will lead to a better environment for coordination. The more people that are represented within the committee would be able to bring more ideas for future projects forward.

<i>Strategy: Increase HSTP Participation</i>	
<i>Action</i>	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.
<i>Roles</i>	<p><b>Transportation Providers:</b> Invite other service providers and human service agencies within service area to meetings.</p> <p><b>Human Services Transportation Committee:</b> Suggest potential gaps in services to the coordinators, contact individuals or agencies that might be willing to serve on the HSTC.</p> <p><b>HSTP Coordinators:</b> Continue to send invitations to meetings to identified stakeholders, work with existing contacts to identify potential new members.</p>
<i>Timeframe</i>	Spring/Summer of 2009
<i>Priority</i>	High
<i>Cost</i>	Minimal (office resources)
<i>Funding Sources</i>	Already programmed within coordinator budget
<i>Considerations</i>	Increased participation in the Regional Transportation Committee is a key priority for the 2009 calendar year. Gaps in representation need to be addressed. It is hoped that greater participation in the HSTC will lead to a better environment for coordination. The more people that are represented within the committee would be able to bring more ideas for future projects forward.

**Strategy: Promotion of Transportation Options**

Providers feel that increased public education on available transportation options would help increase ridership. They feel that too many residents who might need human service transportation do not access it because they are not aware of what options exist in their area and may be intimidated by trying to access these services.

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<i>Strategy: Promotion of Transportation Options</i>	
<i>Action</i>	Transportation providers are encouraged to look into such options as free public service announcements and newspaper ads which most advertising media will do for free.
<i>Roles</i>	<p><b>Transportation Providers:</b> Look into free advertisement from Radio Stations, colleges in the region, and advertise at potential trip generators: Such as DHS Offices, Senior Centers, and Dr. Offices.</p> <p><b>Human Services Transportation Committee:</b> Be active in the community education by networking.</p> <p><b>HSTP Coordinators:</b> Eventually provide education by moving to a mobility management role.</p>
<i>Timeframe</i>	Ongoing
<i>Priority</i>	High
<i>Cost</i>	Depends on type of method used
<i>Funding Sources</i>	Any request for funding, especially operating dollars or capital funding for expanded services, should include in it a plan to broadly promote transportation options to the general public.
<i>Considerations</i>	Providers feel that increased public education on available transportation options would help increase ridership. They feel that too many residents who might need human service transportation do not access it because they are not aware of what options exist in their area and may be intimidated by

trying to access these services.

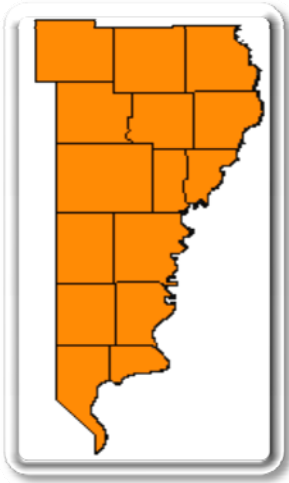
***Section V-C: Strategies to Coordinate Resources***

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*Section V-D: Strategies to Coordinate Services*







Clay County

Crawford County

Edwards County

Effingham County

Gallatin County

Hamilton County

Hardin County

Jasper County

Lawrence County

Pope County

Richland County

Saline County

Wabash County

Wayne County

White County

## Section VI: Regional 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.

### In This Section:

- Section 5310/IDOT Consolidated Vehicle Procurement Projects
- Section 5316/Job Access and Reverse Commute Projects
- Section 5317/New Freedoms Projects
- Other Regional Projects/Activities

### In the Appendix:

- Meeting Minutes
- Section 5316 and Section 5317 Scoring Criteria

### Sources Used:

- Submitted project applications
- Committee Meeting Minutes

The Regional Program of Projects is a list of projects which embrace the policies and strategies laid out in this document and

**Section VI-A: Section 5316 Job-Access and Reverse Commute Projects**

**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).

Below is the list of projects which have been recommended for funding to the State Oversight Committee:

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	TOLL REVENUE CREDITS	TOTAL COST	EVALUATION SCORE	PROJECT STATUS
RIDES Mass Transit District	Capital	Development of four daily intercity routes along the IL 13 corridor.	\$551,287	\$406,281	\$ 36,250	\$993,818	175 / 180	Grant Awarded

**Section VI-B: Section 5317 New Freedom Projects**

**5317 New Freedoms Program** is a new 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).

Below is the list of projects which have been recommended for funding to the State Oversight Committee:

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	TOLL REVENUE CREDITS	TOTAL COST	EVALUATION SCORE	PROJECT STATUS
RIDES Mass Transit District	Capital	Purchase, installation and training of new scheduling/dispatch software	\$635,000.00	\$ -	\$158,750.00	\$793,750.00	145 / 150	Grant Awarded

### **Section VI-C: Section 5310/IDOT Consolidated Vehicle Procurement Projects**

**5310 Consolidated Vehicle Procurement Program (CVP)** –Through the Consolidated Vehicle Program 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.

Projects Submitted to the Illinois HSTP Region 10 Human Services Transportation Committee in June of 2008. Awards were announced in April, 2009:

Organization	Clientele	HSTP Regions	Project Type	Total Veh. Reqstd	Total Project Cost	Vehicles Requested				Status
						Mini-van	Light Duty	Med. Duty	Sup. Med. Duty	
ARC Community Support Systems	Disabled	10	Replacement	2	\$100,000	0	2	0	0	Awarded: One Light Duty Paratransit Vehicle
Charleston Transitional Facility	Disabled	10	Replacement	12	\$624,000	4	6	0	2	Awarded: Two Light Duty Paratransit Vehicles
Clay County Rehab	Disabled	10	Replacement /Expansion	4	\$252,000	2	0	0	2	Awarded: One Light Duty and One Super Medium Duty Paratransit Vehicle
Lawrence-Crawford Association	Disabled	10	Service Expansion	2	\$94,000	1	0	1	0	Awarded: One Minivan
Rides Mass Transit	Public	10	Replacement	15	\$1,094,000	0	0	9	7	Awarded: Three Medium Duty and One Super-Medium Duty Vehicle
			<b>TOTALS:</b>	<b>35</b>	<b>\$2,164,000</b>	<b>7</b>	<b>8</b>	<b>10</b>	<b>11</b>	

***Section VI-D: Other Regional Project/Activities***

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Clay County

Crawford County

Edwards County

Effingham County

Gallatin County

Hamilton County

Hardin County

Jasper County

Lawrence County

Pope County

Richland County

Saline County

Wabash County

Wayne County

White County

## Section VII: Appendix

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.

### In This Section:

- Section 5310/IDOT Consolidated Vehicle Procurement Projects
- Section 5316/Job Access and Reverse Commute Projects
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- Other Regional Projects/Activities

### In the Appendix:

- Meeting Minutes
- Section 5316 and Section 5317 Scoring Criteria

### Sources Used:

- 2000 Census Data and 2007 Census Updatec

**Appendix A: Meeting Minutes**

**HUMAN SERVICES TRANSPORTATION PLAN (HSTP) REGION 10**

**REGIONAL TRANSPORTATION COMMITTEE (RTC)**

Meeting - NOTES

September 12, 2007

6:30 P.M.

Flora Public Library

216 Main St.

Flora, IL

Attendees:

<i>Name</i>	<i>Organization</i>
<i>Dan Williams</i>	<i>Lawrence-Crawford Association for Exceptional Citizens</i>
<i>Debra Staggs</i>	<i>Rides Mass Transit</i>
<i>Cheryl Compton</i>	<i>Heartland Human Services</i>
<i>Linda L. Mitchell</i>	<i>C.E.F.S. Economic Opportunity Corporation</i>
<i>Trena Linson</i>	<i>Wabash County Health Department</i>
<i>Jim Weber</i>	<i>Jasper County Board</i>
<i>Donald E. Mitchell</i>	<i>Hamilton County Board</i>
<i>Sue Pettit</i>	<i>Clay County Board</i>
<i>Leonard Waldhoff</i>	<i>Effingham County Board</i>
<i>Yvonne De Knikker</i>	<i>Southeastern Illinois Agency on Aging</i>

HSTP Coordinators Present: Sean Horn, Seth Gunnerson

MEETING NOTES

**Call to Order**

Mr. Horn called the meeting to order at 6:35 p.m.

**Roll Call**

Attendees signed in.

Mr. Horn and Mr. Gunnerson introduced themselves.



At this time Mr. Horn asked everyone to introduce themselves.

**New Business**

*Introduction of the Human Services Transportation Plan (HSTP)*

*Mr. Horn provided an overview of the South Central Illinois Regional Planning & Development Commission's (SCIRP&DC) role in the HSTP process.*

*Mr. Horn gave background information on the HSTP. He also detailed the goals of the plan and the aspects involved. It was pointed out that there is a need for a HSTP at the state level.*

*Discussion of Job Access Reverse Commute (JARC) and New Freedom Programs:*

*Mr. Horn explained what the JARC and New Freedom Programs were and provided examples of rural projects. He then described the application process that agencies must follow when submitting project applications.*

*Purpose and Responsibility of the Regional Transportation Committee (RTC):*

*Mr. Gunnerson described the purpose of the RTC in the HSTP process. He then stated the responsibilities of the members serving on the RTC.*

*A question arose as to who would be writing the committee by-laws. Mr. Gunnerson indicated that the state was providing a template for the committee by-laws and that the coordinators would develop a set of by-laws for the RTC to approve.*

*A question was also asked if the state was providing a template for the Regional Plan of Projects, Mr. Gunnerson responded that the state had provided an outline so that all regions would be using a similar method to develop their plans.*

*Attendees were asked to complete the Region 10 Human Services Transportation Committee Member Information handout. They were also asked to indicate at the bottom of the handout if they were not interested in serving on the RTC.*

*Discussion took place on how best to send future communications to members present. It was decided that e-mail was the preferred method for the majority present.*

**Adjournment**

*There being no further business, Mr. Gunnerson adjourned the meeting at 7:35 p.m.*

**Human Services Transportation Committee Member Information survey results**

*A majority of persons present indicated that the preferred meeting days should be Tuesday or Wednesday in the afternoon or early evenings.*

*There was no clear indication for a preferred meeting location.*

*Most indicated a preference to receive future correspondence through e-mail.*

**JARC / NF Meeting Minutes: Dec. 17, 2007****IDOT Region 10 Human Services Transportation Plan (HSTP) JARC / NF meeting**Wednesday, December 19<sup>th</sup>, 2007 @ 2:00PM

Harrisburg, IL

**Meeting minutes****Attendees**

Name	Organization
Sean Horn	Region 10 HSTP Coordinator
Seth Gunnerson	Region 10 HSTP Coordinator
Darlene Stuart	Southern Illinois Center for Independent Living
Trena Lindson	WCHD
Jerry King	SICCM
Larry Richards	Pope County Board Chairman
Dwight McGill	Egyptian Public and Mental Health Department
Debra Staggs	RIDES Mass Transit
Bill Jung	RIDES Mass Transit

**Call to order @ 2:10 PM****Introductions:**

Sean Horn and Seth Gunnerson HSTP regional coordinators for region 10 as well as regions 9 and 11.

Attendees were asked to introduce themselves and who they represent.

**New Business:**

HSTP Plan Development: Seth Gunnerson

Seth gives a brief overview of the HSTP plan and its current development.

Strength Weakness Opportunity Threat (SWOT) Analysis

*Strengths identified:*

- Comprehensive coverage using available sources.*
- Expanding coverage*

*Weaknesses identified:*

- Restrictions regarding funding*
- Lack of state level participation in region*
- Affordability of services*

*Opportunities identified:*

- More robust scheduling for available transit*
- More door-to-door transit (more funding)*
- More health care related transit*
- More regular routes through I-13 corridor*

*Threats identified:*

- Rising costs*
- Instability of funding sources*

*JARC overview and project scoring guidelines: Sean Horn*

*RIDES Mass Transit JARC presentation: Bill Jung*

*New Freedom overview and project scoring guidelines: Sean Horn*

*RIDES Mass Transit New Freedom presentation: Bill Jung*

*The projects were then ranked by members in attendance. The results were as follows:*

*JARC*

*1 RIDES Mass Transit 175 out of 180*

*New Freedom*

*2 RIDES Mass Transit 145 out of 150*

*Both projects will be submitted to the state oversight committee for further review and ranking.*

*The PowerPoint presentation will be emailed to all persons in attendance. All attendees can freely distribute the presentation to any interested parties.*

**Adjournment @ 4:30 PM**

**HSTP Plan Review Meeting Minutes: Jan. 31, 2008**

**HUMAN SERVICES TRANSPORTATION PLAN (HSTP) REGION 10**

**REGIONAL TRANSPORTATION COMMITTEE (RTC)**

Meeting - NOTES

September 12, 2007

6:30 P.M.

Flora Public Library

216 Main St.

Flora, IL

Attendees:

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Debra Staggs	Rides Mass Transit
Cheryl Compton	Heartland Human Services
Linda L. Mitchell	C.E.F.S. Economic Opportunity Corporation
Trena Linson	Wabash County Health Department
Jim Weber	Jasper County Board
Donald E. Mitchell	Hamilton County Board
Sue Pettit	Clay County Board
Leonard Waldhoff	Effingham County Board
Yvonne De Knikker	Southeastern Illinois Agency on Aging

HSTP Coordinators Present: Sean Horn, Seth Gunnerson

MEETING NOTES

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*Mr. Horn explained what the JARC and New Freedom Programs were and provided examples of rural projects. He then described the application process that agencies must follow when submitting project applications.*

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*Mr. Gunnerson described the purpose of the RTC in the HSTP process. He then stated the responsibilities of the members serving on the RTC.*

*A question arose as to who would be writing the committee by-laws. Mr. Gunnerson indicated that the state was providing a template for the committee by-laws and that the coordinators would develop a set of by-laws for the RTC to approve.*

*A question was also asked if the state was providing a template for the Regional Plan of Projects, Mr. Gunnerson responded that the state had provided an outline so that all regions would be using a similar method to develop their plans.*

*Attendees were asked to complete the Region 10 Human Services Transportation Committee Member Information handout. They were also asked to indicate at the bottom of the handout if they were not interested in serving on the RTC.*

*Discussion took place on how best to send future communications to members present. It was decided that e-mail was the preferred method for the majority present.*

### **Adjournment**

*There being no further business, Mr. Gunnerson adjourned the meeting at 7:35 p.m.*

### **Human Services Transportation Committee Member Information survey results**

*A majority of persons present indicated that the preferred meeting days should be Tuesday or Wednesday in the afternoon or early evenings.*

*There was no clear indication for a preferred meeting location.*

*Most indicated a preference to receive future correspondence through e-mail.*

**JARC / NF Meeting Minutes: Dec. 17, 2007**

**IDOT Region 10 Human Services Transportation Plan (HSTP) JARC / NF meeting**

Wednesday, December 19<sup>th</sup>, 2007 @ 2:00PM

Harrisburg, IL

**Meeting minutes**

**Attendees**

Name	Organization
Sean Horn	Region 10 HSTP Coordinator
Seth Gunnerson	Region 10 HSTP Coordinator
Darlene Stuart	Southern Illinois Center for Independent Living
Trena Lindson	WCHD
Jerry King	SICCM
Larry Richards	Pope County Board Chairman
Dwight McGill	Egyptian Public and Mental Health Department
Debra Staggs	RIDES Mass Transit
Bill Jung	RIDES Mass Transit

**Call to order @ 2:10 PM**

**Introductions:**

Sean Horn and Seth Gunnerson HSTP regional coordinators for region 10 as well as regions 9 and 11.

Attendees were asked to introduce themselves and who they represent.

**New Business:**

HSTP Plan Development: Seth Gunnerson

Seth gives a brief overview of the HSTP plan and its current development.

Strength Weakness Opportunity Threat (SWOT) Analysis

*Strengths identified:*

- Comprehensive coverage using available sources.*
- Expanding coverage*

*Weaknesses identified:*

- Restrictions regarding funding*
- Lack of state level participation in region*
- Affordability of services*

*Opportunities identified:*

- More robust scheduling for available transit*
- More door-to-door transit (more funding)*
- More health care related transit*
- More regular routes through I-13 corridor*

*Threats identified:*

- Rising costs*
- Instability of funding sources*

*JARC overview and project scoring guidelines: Sean Horn*

*RIDES Mass Transit JARC presentation: Bill Jung*

*New Freedom overview and project scoring guidelines: Sean Horn*

*RIDES Mass Transit New Freedom presentation: Bill Jung*

*The projects were then ranked by members in attendance. The results were as follows:*

*JARC*

1      *RIDES Mass Transit*                      *175 out of 180*

*New Freedom*

2      *RIDES Mass Transit*                      *145 out of 150*



Both projects will be submitted to the state oversight committee for further review and ranking.

The PowerPoint presentation will be emailed to all persons in attendance. All attendees can freely distribute the presentation to any interested parties.

**Adjournment @ 4:30 PM**

***HSTP Plan Review Meeting Minutes: Jan. 31, 2008***

***IDOT Region 10 Human Services Transportation Plan (HSTP) review meeting***

*Thursday, January 31<sup>st</sup>, 2008 @ 1:00PM*

*Illinois Employment Center One Stop Shop*

*Harrisburg, IL*

**Meeting minutes**

**Attendees**

<i>Name</i>	<i>Organization</i>
<i>Sean Horn</i>	<i>Region 11 HSTP Coordinator</i>
<i>Seth Gunnerson</i>	<i>Region 11 HSTP Coordinator</i>
<i>Leonard Waldoff</i>	<i>Effingham County</i>
<i>Debra Staggs</i>	<i>RIDES Mass Transit</i>
<i>Bill Jung</i>	<i>RIDES Mass Transit</i>
<i>Trena Linson</i>	<i>Wabash County Health Department</i>
<i>Ann-Marie Harland</i>	<i>Wabash Area Development, Inc.</i>
<i>Sharon Tanner</i>	<i>SIC</i>

**Call to order @ 1:05 PM****Introductions:**

Sean Horn and Seth Gunnerson HSTP regional coordinators for region 10 as well as regions 9 and 11. Attendees were asked to introduce themselves and who they represent.

**New Business:**

Review of HSTP Plan

A draft version of the HSTP Plan for Region 10 was presented to attendees. The plan was reviewed section by section to identify any areas of possible improvement and remove any potential errors found in the data. All attendees were asked to contribute any suggested changes before the plan is submitted to the state oversight committee.

**Adjournment @ 3:00 PM****Handouts presented at meeting:**

Illinois Region 10 Human Services Transportation Plan.doc

Electronic versions of all documents are available by request.

**Appendix B: Notices and Letters**

ATTN:

Dear Sir or Madam:

Beginning in July 2006, the Illinois Department of Transportation's Division of Public and Intermodal Transportation (IDOT-DPIT) began its statewide initiative to implement the federal mandate to coordinate transit services within a context of regionally-developed Human Service Transportation Plan(s) (HSTP) for Downstate rural areas in Illinois. As a framework for plan development has now been established by IDOT and will be carried out regionally through coordinators, who are hired and based out of established regional planning commission offices throughout the state, in this case the South Central Illinois Regional Planning and Development Commission (SCIRPDC).

In order to implement this plan, it will be necessary for each region in the state to form a "Regional Transportation Committee". This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related

*projects for potential federal funding. The committee will be comprised of county-appointed representatives who will make up the voting body for each region, and representatives from interest groups and transit providers who will make up a technical advisory committee that will help recommend projects within the region.*

*We plan on holding an initial “kickoff” meeting in early September, 2007 to formally establish and organize the Regional Transportation Committee. Access to health care services for all individuals regardless of income or physical ability is an important part of a comprehensive human services transportation system. Because of this, health departments in Illinois have an important stake in the development of a regional transportation plan. The involvement of your organization will help guarantee that all services needed for the region are met and that available State and Federal funding can be secured to help provide these services.*

*ALSO, if your organization currently provides transportation services, we ask that you fill out an “Inventory of Services” survey so that we can get a complete overview of services provided in downstate Illinois. Please contact us if you think you may need to fill out a survey and we will send you one.*

*Finally, we would like to introduce ourselves as the HSTP-Transit Coordinators for Substate Regions 9, 10 and 11, which includes Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin Counties in region 10. We will be organizing, writing and facilitating the development of the HSTP Transit-Plan for this region, as well as coordinating and facilitating the Regional Transportation Committee meetings.*

*At this time we ask that you provide our office with a current email address and updated contact information for any representative that you would like to be included in the Regional Transportation Committee to help facilitate upcoming communications. Also, please complete the included HSTP Survey and have it mailed to our office as soon as possible.*

*Our contact information is:*

*Seth Gunnerson*

*[sethg@scirpdc.com](mailto:sethg@scirpdc.com)*

*Sean Horn*

*[shorn@scirpdc.com](mailto:shorn@scirpdc.com)*

March 1, 2009

120 Delmar Avenue Suite A  
Salem, IL 62881-2000

Phone: (618) 548-4234

Fax: (618) 548-4236

*We are looking forward to working with you in the near future.*

*Sincerely,*

*Seth Gunnerson: Regional HSTP Coordinator for regions 9, 10, and 11*

*Sean Horn: Regional HSTP Coordinator for regions 9, 10, and 11*

### County Clerk Introductory Letter

ATTN:

*Beginning in July 2006, the Illinois Department of Transportation's Division of Public and Intermodal Transportation (IDOT-DPIT) began its statewide initiative to implement the federal mandate to coordinate transit services within a context of regionally-developed Human Service Transportation Plan(s) HSTP for Downstate rural areas in Illinois. As a framework for plan development has now been established by IDOT and will be carried out regionally through coordinators, who are hired and based out of established regional planning commission offices throughout the state, in this case the South Central Illinois Regional Planning and Development Commission (SCIRPDC)*

*In order to implement this plan, it will be necessary for each region in the state to form a "Regional Transportation Committee". This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related projects for potential federal funding. The committee will be comprised of:*

- *1/3 persons appointed by county boards (voting members of core committee)*
- *1/3 human service agency representatives (aging, disabilities, job placement, etc.)*
- *1/3 transit operators (public/private, non-human service agency)*

*The 1/3 of the Regional Transportation Committee comprised of persons appointed by each of the county boards in Substate Region 10 will form the core committee that will vote to approve the HSTP plan and recommend projects for federal funding. Each county is being asked to appoint a representative to the core committee. This representative can be any elected or appointed official to represent the county or any person chosen by the county board, but he/she should not have any direct ties to any particular transit provider (i.e. mass transit district, community action agency, agency on aging). Representatives from local human service agencies and transit operators will be asked to serve as members of the "technical advisory committee" and will not be given a vote on the plan's adoption to avoid any possible conflicts of interest.*

*We plan on holding an initial "kickoff" meeting in early September, 2007 to formally establish and organize the Regional Transportation Committee. It is not imperative that you have selected your representative by then, although some representative from your county should be present at this meeting. Please refer to the attached material for more information, and feel free to contact us with any questions.*

*Finally, we would like to introduce ourselves as the HSTP-Transit Coordinators for Region 10, which includes the counties of Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin. We will be organizing, writing and facilitating the development of the HSTP Transit-Plan for this region, as well as coordinating and facilitating the Regional Transportation Committee meetings.*

March 1, 2009

*At this time we ask that you provide our office with a current email address and updated contact information to help facilitate upcoming communications.*

*Our contact information is:*

*Seth Gunnerson*

[sethg@scirpdc.com](mailto:sethg@scirpdc.com)

*Sean Horn*

[shorn@scirpdc.com](mailto:shorn@scirpdc.com)

*120 Delmar Avenue Suite A*

*Salem, IL 62881-2000*

*Phone: (618) 548-4234*

*Fax: (618) 548-4236*

*We are looking forward to working with you in the near future.*

*Sincerely,*

*Seth Gunnerson: Regional HSTP Coordinator for regions 9, 10, and 11*

*Sean Horn: Regional HSTP Coordinator for regions 9, 10, and 11*

**Kick-Off Meeting Invitation**

**HSTP Region 10 Transportation “Kick-off” meeting**  
**Wednesday, October 12<sup>th</sup> @ 6:30 PM**  
**Flora Public Library Meeting Room**  
**216 North Main Street – Flora, IL 62839**

To Whom It May Concern:

You, or a representative from your organization, are invited to attend the Human Service Transportation Plan (HSTP) Region 10 Transportation Committee “Kick-off” meeting scheduled for Wednesday, October 12<sup>th</sup> at 6:30 PM. The meeting is scheduled to be held at the Flora Public Library Meeting Room at 216 North Main Street in Flora, IL.

During the “kick-off” members will be selected to serve on the committee. The committee will be comprised of; county-appointed representatives, transportation providers, and interest groups with a focus on human services transportation needs of the region. A tentative schedule for further committee meetings will also be discussed along with alternate meeting locations.

In accordance with the framework established by IDOT, the Regional committees will be formed under a tripartite format, with 1/3 of the committee comprised of county-appointed representatives, 1/3 transportation providers, and 1/3 stakeholders. With 15 counties in Region 10, this means up to 15 transportation providers and up to 15 stakeholders. Individuals interested in serving on the board should either plan to attend or contact Seth Gunnerson or Sean Horn via email or telephone (contact information listed below). The transportation provider and stakeholder segments of the committee will be structured to ensure a balance of geographic representation and representation from a variety of different interest groups. Members will be asked to serve a 1-3 year term. Groups and individuals not interested in serving on the HSTP Committee will still be involved in the HSTP process and are welcome to attend all public meetings and voice concerns.

Sincerely,

Sean Horn: Regional HSTP Coordinator

Seth Gunnerson: Regional HSTP Coordinator

Tentative Agenda

- I. Call to Order
- II. Introductions
- III. New Business:
  - a. Introduction of HSTP

- b. *Discuss Job Access Reverse Commute (JARC) and New Freedom Programs*
  - c. *Purpose and Responsibility of the Regional Transportation Committee (RTC)*
  - d. *Nomination and Selection of RTC members*
  - e. *Establish RTC Calendar*
- IV. *Questions/Comments*
- V. *Adjournment*

**About the HSTP Transportation Committee:**

*Beginning in July 2006, the Illinois Department of Transportation's Division of Public and Intermodal Transportation (IDOT-DPIT) began its statewide initiative to implement the federal mandate to coordinate transit services within a context of regionally-developed Human Service Transportation Plan(s) (HSTP) for Downstate rural areas in Illinois. As a framework for plan development has now been established by IDOT and will be carried out regionally through coordinators, who are hired and based out of established regional planning commission offices throughout the state, in this case the South Central Illinois Regional Planning and Development Commission (SCIRPDC).*

*In order to implement this plan, it will be necessary for each region in the state to form a "Regional Transportation Committee". This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related projects for potential federal funding. The committee will be comprised of county-appointed representatives who will make up the voting body for each region, and representatives from interest groups and transit providers who will make up a technical advisory committee that will help recommend projects within the region.*

**About HSTP Region 10:**

*Region 10 is one of 11 Substate regions established by IDOT to coordinate downstate rural transportation services and to review requests for federal and state funding.*

*Region 10 consists of the following 15 counties: Madison Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin.*



**Meeting Minutes for Region 10 HSTC Meeting**

**Time: 1pm**

**Where: Olney Public Library**

**8 people representing 8 Agencies attended**

<b>Organization</b>	<b>Name</b>
HSTP Coordinator Reg. 10	Seth Gunnerson
HSTP Coordinator Reg. 10	James Patrick
CEFS/CIPT	Kristie Warfel
Clay County Rehab Center	Nancy Travis
Jasper Co. Board	Jim Weber
Olney Central College	Donita Kaare
Effingham Co. Board	Carolyn Willenburg
Charleston Transitional Fac.	Mike Brown
Lawrence Crawford Assoc.	Arnold Herman
Rides Mass Transit	Bill Jung

**The agenda was presented**

- Fleets and quality of Maintenance was discussed. Provider’s report having trouble getting replacement vehicles quick enough.
- Many vehicles spend a lot of time down and needing minimum of 5000 dollars a year in maintenance.
- A member stated again that State and Federal government need to replace vehicle quicker or come up with a better system for replacement requirements.

**Common road blocks to Coordination:**

A member stated that he is cooperative where there is need and it is feasible

CEFS is still in tight spot providing transportation on tighter dollars but will still do what is need to provide the transportation needs of Effingham county

### Hiring

- *Finding pools of applicants not hard*
- *Finding quality drivers that will stay is difficult. Most providers tapping retired, secondary income market*
- *Pay is usually slightly above minimum wage with some as high as 14 dollars per hour*

### Gaps in Service

- *Evening/Weekend service has been suggested many providers are attempting pilot routes. Report funding is an issue but more pressure of night and weekend trips is growing. Especially in Saline county*
- *Still would like to have more technology and better software*
- *Trips to larger metro areas can be a large drain on Transit agencies*
- *That some fair is still too high to provide job access to DD and Elderly on consistent basis*
- *Hospital and other service providers need more education*
- *Better promotion of Services, but on advertisement dollars*
- *Better coordination of trips to save money of providers, but has improved*
- *Many providers would like to see a coordination website but report lack of use a an issue*

**JARC / New Freedom Meeting Notice****\*\*\*\*\*MEETING NOTICE\*\*\*\*\*****IDOT HSTP Region 10 Meeting****2:00 PM Wednesday, December 19<sup>th</sup> 2007****Illinois Employment Center One Stop Shop - Harrisburg****303 South Commercial Street****Harrisburg, IL 62946**

To whom it may concern:

The IDOT Human Services Transportation Planning Region #9 committee will be meeting on Wednesday, December 19, 2007 at 2:00 PM at the Illinois Employment Center One Stop Shop in Harrisburg Illinois. The purpose of the meeting is as follows:

- 1.) To begin developing a **REGIONAL HUMAN SERVICES TRANSPORTATION PLAN** for the region.
- 2.) **To review submitted applications** for Section 5316 (Job Access/Reverse Commute or "JARC") and 5317 (New Freedom) funding. (see attached sheet for more details)

The meeting is open to the general public and attendance by representatives from human services agencies, transportation providers, and the general public is **STRONGLY ENCOURAGED**. At the meeting we hope to begin discussing issues affecting transportation services in rural Southern Illinois. It is vital to the process that we get input from a broad spectrum of stakeholders in order to ensure the planning process is fair and addresses the needs of the region. In particular, at the meeting on the 19<sup>th</sup> we hope to discuss the following.

- Establish goals for the HSTP Plan
- Discuss the current state of service in the fifteen Region 10 counties.
- Discuss and outline any service gaps, or possible duplication of services.
- Discuss possible projects that could be undertaken in the future.

During the meeting we will also be evaluating and ranking one application for Federal Section 5316 (Job Access/Reverse Commute) funding submitted by RIDES Mass Transit and one Federal Section 5317 (New Freedom) application also submitted by RIDES Mass Transit. In order to be submitted to the State of Illinois for funding these projects must be approved by the regional committee. **THIS MEETING** will serve as a venue for the public to review and give input about these

projects. In the middle of next week packets containing detailed information about the applications will be sent out to all who attended the previous HSTC meeting in October. Any other individuals wishing to receive this information may do so by contacting either Seth Gunnerson or Sean Horn at the address, phone number, or email address listed on the first page of the letter.

In addition to seeking out representatives from transportation providers, human services agencies, and the general public to attend and participate in the planning process, **we are ACTIVELY SEEKING INDIVIDUALS who would be interested in serving on the Regional Human Services Transportation Committee.** Any individuals who would wish to serve on the committee and help in evaluating projects and developing the regional plan by serving on the committee are urged to contact either Seth Gunnerson or Sean Horn by Friday, December 14<sup>th</sup> for more information. Individuals wishing to attend the meeting and give input without serving on the committee are strongly encouraged to attend.

If you are planning to attend the meeting, we would like to get an estimate of how many people are attending, so if you could please email Seth Gunnerson at [sethq@scirpdc.com](mailto:sethq@scirpdc.com), it would be appreciated, but an RSVP is by no means necessary to attend.

Sincerely,

Sean Horn: Regional HSTP Coordinator

Seth Gunnerson: Regional HSTP Coordinator

**About the HSTP Transportation Committee:**

Beginning in July 2006, the Illinois Department of Transportation's Division of Public and Intermodal Transportation (IDOT-DPIT) began its statewide initiative to implement the federal mandate to coordinate transit services within a context of regionally-developed Human Service Transportation Plan(s) (HSTP) for Downstate rural areas in Illinois. As a framework for plan development has now been established by IDOT and will be carried out regionally through coordinators, who are hired and based out of established regional planning commission offices throughout the state, in this case the South Central Illinois Regional Planning and Development Commission (SCIRPDC).

In order to implement this plan, it will be necessary for each region in the state to form a "Regional Transportation Committee". This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related projects for potential federal funding. The committee will be comprised of county-appointed representatives who will make up the voting body for each region, and representatives from interest groups and transit providers who will make up a technical advisory committee that will help recommend projects within the region.

**About HSTP Region 10:**

Region 10 is one of 11 Substate regions established by IDOT to coordinate downstate rural transportation services and to review requests for federal and state funding. Region 10 consists of the following 15 counties: Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin.

**TENTATIVE MEETING AGENDA:**

**IDOT HSTP Region 10 Meeting**  
**2:00 PM Monday, December 19<sup>th</sup> 2007**  
**303 South Commercial Street**  
**Harrisburg, IL 62946**

- I. Call to order
- II. Formalize the HSTC (15 minutes)
  - a. Select chairperson
  - b. select length of appointments
- III. Development of the Regional Human Services Transportation Plan (HSTP)
  - a. Overview of plan requirements (10 minutes)
  - b. Discussion of plan elements. (30 minutes)
    - i. Discussion of current needs, duplicate services, or service gaps.
    - ii. Discussion of future goals for the region and possible future projects.
    - iii. Create list of goals and objectives for the HSTP
- IV. Review JARC/New Freedom Applications
  - a. Overview of JARC/New Freedom Programs (10 minutes)
  - b. Presentations by applicants
    - i. RIDES Mass Transit (10 minutes)  
JARC application for capital purchases, planning funds, operating funds.
    - ii. RIDES Mass Transit (10 minutes)  
New Freedom application for capital purchases
  - c. Question/Answer (as needed)
  - d. Scoring/Voting (15 minutes)
- V. Establish dates for future meetings; assign any tasks that need to be completed by the next meeting. (10 minutes)
- VI. Adjourn

\*\*\*NOTE: Committee members who do not represent a conflict of interest with any particular transportation provider will evaluate submitted projects. Each IDOT substate region will be permitted to submit up to 2 projects of each funding type (JARC and New Freedom) to the IDOT State Oversight committee. Projects will be ranked by committee members, and will be scored based on a score sheet provided by IDOT.

**HSTP Plan Review Meeting Notice****\*\*\*\*\*MEETING NOTICE\*\*\*\*\*****IDOT HSTP Region 10 Meeting****1:00 PM Thursday, January 31<sup>st</sup> 2008****Illinois Employment Center One Stop Shop - Harrisburg****303 South Commercial Street****Harrisburg, IL 62946**

To whom it may concern:

The next meeting of the IDOT Region 10 Human Services Transportation Committee will be Thursday, January 31<sup>st</sup>, 2008 at 1:00 PM at the Illinois Employment Center in Harrisburg, IL. This is the same location as the December Committee meeting.

The purpose of the meeting will be to review and approve the first draft of the Regional Human Services Transportation Plan. This plan will found the basis for future applications for Federal 5310, 5316 and 5317 within the region. Anyone wishing to give input on this matter is invited to attend this meeting. Organizations who are considering applying for any of these funding streams in the future are **STRONGLY ENCOURAGED** to participate in this process, as participation in regional transportation coordination efforts is now part of the scoring criteria for future project applications.

Approximately one week before the meeting a draft of the Human Services Transportation Plan will be available for review. If you would like to preview a copy of the draft, please contact either Seth ([sethq@scirpdc.com](mailto:sethq@scirpdc.com)) or Sean ([shorn@scirpdc.com](mailto:shorn@scirpdc.com)) by email and we will be more than happy to provide you with an electronic version of the document. Whether or not you plan on attending the meeting you are welcome to review the plan and send us any suggested changes or comments. During the meeting we will review the document, and make any corrections and or additions that might be necessary so the document can be submitted to the State Oversight Committee to be reviewed alongside the applications for Federal Section 5316 (Job Access Reverse Commute) and Federal 5317 (New Freedom) funding that were submitted to the SOC in December.

Please RSVP by email ([shorn@scirpdc.com](mailto:shorn@scirpdc.com)) or by phone (618-548-4234) no later than Friday, January 25<sup>th</sup> so that we can have an approximate idea of how much material to prepare for the meeting and ensure that we have adequate space for all. This meeting is open to the public.

Feel free to contact either Sean Horn or Seth Gunnerson at the South Central Illinois Regional Planning and Development Commission with any questions.

The Illinois Employment Center One Stop shop is located at:  
303 South Commercial Street  
Harrisburg, IL 62946

Sincerely,

Sean Horn: Regional HSTP Coordinator

Seth Gunnerson: Regional HSTP Coordinator

**About the HSTP Transportation Committee:**

Beginning in July 2006, the Illinois Department of Transportation’s Division of Public and Intermodal Transportation (IDOT-DPIT) began its statewide initiative to implement the federal mandate to coordinate transit services within a context of regionally-developed Human Service Transportation Plan(s) (HSTP) for Downstate rural areas in Illinois. As a framework for plan development has now been established by IDOT and will be carried out regionally through coordinators, who are hired and based out of established regional planning commission offices throughout the state, in this case the South Central Illinois Regional Planning and Development Commission (SCIRPDC).

In order to implement this plan, it will be necessary for each region in the state to form a “Regional Transportation Committee”. This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related projects for potential federal funding. The committee will be comprised of county-appointed representatives who will make up the voting body for each region, and representatives from interest groups and transit providers who will make up a technical advisory committee that will help recommend projects within the region.

**About HSTP Region 10:**

Region 10 is one of 11 Substate regions established by IDOT to coordinate downstate rural transportation services and to review requests for federal and state funding.

Region 10 consists of the following 15 counties: Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope and Hardin.

**TENTATIVE MEETING AGENDA:**

**IDOT HSTP Region 10 Meeting**

**1:00 PM Thursday, January 31<sup>st</sup> 2008**

**Illinois Employment Center One Stop Shop**

**303 South Commercial Street**

**Harrisburg, IL 62946**

- I. **Call to order**
- II. **Introductions**
- III. **Formalize the HSTC (if attendance allows)**
  - a. **Select chairperson.**
  - b. **Select length of appointments.**
- IV. **Development of the Regional Human Services Transportation Plan (HSTP)**
  - a. **Overview of plan requirements.**
  - b. **Discussion/Review of plan elements.**
  - c. **Discussion of any additional information that should be included in the plan.**
- V. **Establish dates for future meetings; assign any tasks that need to be completed by the next meeting.**
- VI. **Adjourn**



2008 CVP Awards

# 2008 CVP Vehicle Awards

Agency Name	Region(s)	Vehicles Requested through Rural HSTP					Vehicles Awarded					Award Total
		Mini van	Light Duty	Med. Duty	Super Med. Duty	Total	Mini van	Light Duty	Med. Duty	Super Med. Duty	Total	
ARC Community Support Systems	10	0	2	0	0	2		1			1	\$ 50,944
Bethany Place	9,11	1	0	0	0	1	1				1	\$ 33,104
Beverly Farm Foundation	9	0	0	2	0	2			1		1	\$ 57,714
Bond County Transit	9	2	0	0	0	2	1	1			2	\$ 84,268
Challenge Unlimited, Inc.	9,11	0	0	2	1	3			1	1	2	\$ 149,905
Charleston Transitional Facility	10	4	6	0	2	12	0	2		0	2	\$ 101,888
Clay County Rehab	10	2	0	0	2	4	1			1	2	\$ 125,295
Epilepsy Foundation of SW Illinois	9, 11	Non Rural HSTP						1				\$ 50,944
FAYCO	9	0	0	2	0	2			2		2	\$ 115,428
Five Star Industries, Inc.	11	0	1	1	0	2		1	0		1	\$ 50,944
Gold Plate Program of Perry County	11	0	1	0	0	1		1			1	\$ 50,944
Human Service Center of Southern Metro East	11	3	0	2	0	5	0		2		2	\$ 115,428
Illinois Center for Autism	9, 11	0	0	1	0	1			1		1	\$ 57,714
Jackson County MTD	11	0	1	0	0	1		1			1	\$ 50,944
Jarvis Township Senior Center	9	0	1	0	0	1		0		0	\$ -	
Lawrence/Crawford Association	10	1	0	1	0	2	1		0		2	\$ 33,104
Macoupin Cnty. Public Health Dept.	9	2	0	0	0	2	1				1	\$ 33,324
Monroe-Randolph Transit	11	0	0	2	0	2			1		1	\$ 57,714
Residential Options, Inc.	9,11	1	2	0	0	3	1	1			2	\$ 84,048
Rides MTD	10,11	0	0	8	7	15			3	1	4	\$ 293,550
Senior Adult Services (Carbondale)	11	1	0	0	0	1	1				1	\$ 33,104
Senior Services Plus	Urban	Non Rural HSTP					1	1			2	\$ 84,048
Shawnee MTD	11	2	3	7	2	14	1	0	3	3	7	\$ 497,419
South Central Transit	9, 11	20	23	0	0	43	3	2	1	1	7	\$ 354,591
St. Clair Associated Vocational Enterprises, Inc.	Urban	Non Rural HSTP							1	1	2	\$ 149,905
St. Clair County Transit District	Urban	Non Rural HSTP							2	1	3	\$ 221,999
Touchette Regional Hospital	Urban	Non Rural HSTP					1					\$ 33,104
Washington County Senior Services	11	1	0	0	0	1	1				1	\$ 33,104
YWCA of Alton	9	0	0	1	0	1			1		1	\$ 57,714
<b>Total Awarded to All 39 Southernmost Counties:</b>		<b>40</b>	<b>40</b>	<b>29</b>	<b>14</b>	<b>123</b>	<b>14</b>	<b>12</b>	<b>19</b>	<b>9</b>	<b>53</b>	<b>\$ 3,062,192</b>
<b>Total Awarded to Providers who applied via Rural HSTP:</b>							<b>12</b>	<b>10</b>	<b>16</b>	<b>7</b>	<b>44</b>	<b>\$ 2,522,192</b>
<b>Total Awarded to Urban Providers</b>							<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>\$ 540,000</b>

Color Key:

- Agency Received all requested vehicles
- Agency Received a portion of requested vehicles
- Agency did not receive a vehicle
- Agency did not request a vehicle

## Appendix C: Job Access and Reverse Commute Project Score Form

<b>Project Evaluation Criteria</b>	<b>Definition (possible points)</b>	<b>Maximum Points</b>
<b>Project employs one or more strategies included in the regional HSTP.</b>	<p>Project should address one or more of the following strategies for the region in which the project will be implemented:</p> <ul style="list-style-type: none"> <li>▪ Better coordination of / with existing service providers (20)</li> <li>▪ Addresses gaps/unmet needs in current service (10)</li> <li>▪ Eliminates duplicative service (10)</li> <li>▪ Continuation of existing service to meet needs of target population (10)</li> </ul>	50
<b>Project application identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for duration of the project.</b>	<ul style="list-style-type: none"> <li>▪ Strong evidence of local match, no TRC requested (20)</li> <li>▪ Some evidence of local match, some TRC requested (10)</li> <li>▪ No evidence of local match, TRC needed to implement project but good faith effort put forward to obtain local funds (5)</li> <li>▪ No evidence of local match, TRC needed to implement project no effort put forward to obtain local funds, (0)</li> </ul> <p>TRC = Toll Revenue Credit</p>	20
<b>Project increases mobility options for target population.</b>	<p>Project provides greater mobility by:</p> <ul style="list-style-type: none"> <li>▪ Increasing service levels (hours of day / days of week) (5)</li> <li>▪ Introduces mobility management techniques (5)</li> <li>▪ Expanded / new service to targeted populations (5)</li> </ul>	15
<b>Project will be operational within a reasonable timeframe.</b>	<p>Project is operational (i.e., starts providing services) within a short time-frame:</p> <ul style="list-style-type: none"> <li>▪ Within 1- 3 months (10)</li> <li>▪ Within 3 - 6 months (5)</li> <li>▪ Within 6 - 12 months (3)</li> <li>▪ over 12 months (1)</li> </ul>	10

<p><b>Project expands on an existing successful pilot project or provides continued operating funding for an existing service.</b></p>	<ul style="list-style-type: none"> <li>▪ Existing project achieved projected ridership (20)</li> <li>▪ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10)</li> <li>▪ Marketing plan to increase ridership to targeted groups (5)</li> </ul>	<p>20</p>
<p><b>Agency personnel or contractors are qualified and have appropriate experience to implement project.</b></p>	<p>Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project / operate the service.</p> <ul style="list-style-type: none"> <li>▪ 10+ years experience (20)</li> <li>▪ 5+ years experience (10)</li> <li>▪ 1+ years experience (5)</li> </ul>	<p>20</p>
<p><b>Project demonstrates a new or innovative idea that can be replicated elsewhere in the state.</b></p>	<p>Project incorporates:</p> <ul style="list-style-type: none"> <li>▪ Innovative use of technology (5)</li> <li>▪ Creative sources of financing (5)</li> <li>▪ Service Design (5)</li> <li>▪ Innovative Partnership (5)</li> </ul>	<p>20</p>
<p><b>Estimate number of trips that will be generated by the project for the targeted population.</b></p>	<p>Estimate number of entry level or lower wage jobs accessed as a result of a project:</p> <ul style="list-style-type: none"> <li>▪ 20 or more new customers (25)</li> <li>▪ 10 - 20 new customers (10)</li> <li>▪ 0 - 10 new customers (5)</li> </ul>	<p>25</p>

**Maximum Points Available**

**180**

## Appendix D: New Freedom Project Score Form

<b>Project Evaluation Criteria</b>	<b>Definition (possible points)</b>	<b>Maximum Points</b>
<b>Project employs one or more strategies included in the regional HSTP.</b>	<p>Project should address one or more of the following strategies for the region in which the project will be implemented:</p> <ul style="list-style-type: none"> <li>▪ Better coordination of / with existing service providers (20)</li> <li>▪ Addresses gaps/unmet needs in current service (10)</li> <li>▪ Eliminates duplicative service (10)</li> </ul>	40
<b>Project application identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for duration of the project.</b>	<ul style="list-style-type: none"> <li>▪ Strong evidence of local match, no TRC requested (20)</li> <li>▪ Some evidence of local match, some TRC requested (10)</li> <li>▪ No evidence of local match, TRC needed to implement project but good faith effort put forward to obtain local funds (5)</li> <li>▪ No evidence of local match, TRC needed to implement project no effort put forward to obtain local funds, (0)</li> </ul> <p>TRC = Toll Revenue Credit</p>	20
<b>Project increases mobility options for target populations.</b>	<p>Project provides greater mobility by:</p> <ul style="list-style-type: none"> <li>▪ Increasing service levels (hours of day / days of week) (5)</li> <li>▪ Introduces mobility management techniques (5)</li> <li>▪ Continuing service to targeted populations (5)</li> </ul>	15
<b>Project will be operational within a reasonable timeframe.</b>	<p>Project is operational (i.e., starts providing services) within a short time-frame:</p> <ul style="list-style-type: none"> <li>▪ Within 1- 3 months (10)</li> <li>▪ Within 3 - 6 months (5)</li> <li>▪ Within 6 - 12 months (3)</li> <li>▪ over 12 months (1)</li> </ul>	10
<b>Agency personnel or contractors are qualified and have appropriate experience to implement project.</b>	<p>Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project / operate the service.</p> <ul style="list-style-type: none"> <li>▪ 10+ years experience (20)</li> <li>▪ 5+ years experience (10)</li> <li>▪ 1+ years experience (5)</li> </ul>	20

<p><b><i>Project demonstrates a new or innovative idea that can be replicated elsewhere in the state.</i></b></p>	<p><i>Project incorporates:</i></p> <ul style="list-style-type: none"> <li>▪ <i>Innovative use of technology (5)</i></li> <li>▪ <i>Creative sources of financing (5)</i></li> <li>▪ <i>Service Design (5)</i></li> <li>▪ <i>Innovative Partnership (5)</i></li> </ul>	<p style="text-align: right;">20</p>
<p><b><i>Estimate number of trips that will be generated by the project for the targeted population.</i></b></p>	<p><i>Estimate number of trips generated as a result of the project:</i></p> <ul style="list-style-type: none"> <li>▪ <i>20 or more new customers (25)</i></li> <li>▪ <i>10 - 20 new customers (10)</i></li> <li>▪ <i>0 - 10 new customers (5)</i></li> </ul>	<p style="text-align: right;">25</p>
<p><b>Maximum Points Available</b></p>		<p><b>150</b></p>

**Appendix C: Region 10 By-Laws**

**ESTABLISHMENT OF AND BY-LAWS FOR**

**ILLINOIS REGION 10 HUMAN SERVICES TRANSPORTATION COMMITTEE**

**FOR**

**HUMAN SERVICES TRANSPORTATION PLANNING**

*These by-laws, on behalf of the Illinois Counties of Clay, Crawford, Edwards, Effingham, Gallatin, Hardin, Hamilton, Jasper, Lawrence, Pope, Richland, Saline, Wabash, Wayne, and White are established on behalf of the geographic area of Illinois Region 10 referred to above for the purpose of creating a Human Services Transportation Plan (herein called "HSTP") in fulfillment of the provisions of the Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (herein called "SAFETEA-LU"), and for prioritizing and recommending projects for federal transit funds to the Illinois Department of Transportation.*

*WHEREAS, SAFETEA-LU requires the establishment of a locally-developed, coordinated public transit human services transportation plan for projects that receive funding through Section 5310 (Elderly and Individuals with Disabilities), Section 5316 (Job Access Reverse Commute), and Section 5317 (New Freedom); and*

*WHEREAS, SAFETEA-LU requires the development of the HSTP to include representatives from the public, private, and nonprofit transportation and human service providers, and participation by the public; and*

*WHEREAS, the IDOT Division of Public and Intermodal Transportation has designated the South Central Illinois Regional Planning and Development Commission (herein called SCIRP&DC) as the Regional Planning Organization responsible for carrying out planning and programming requirements for Region 10 in cooperation with the state. SCIRP&DC has entered into a contract with Illinois Department of Transportation for transit planning purposes; and*

*NOW, THEREFORE, the by-laws established below will set the purpose and functions of SCIRP&DC in cooperation with an Illinois Region 10 Human Services Transportation Committee...*

**ARTICLE I. PURPOSE**

- A. SCIRP&DC shall perform and carry out a cooperative, comprehensive, and continuing area wide transit planning and programming process for Illinois Region 10 in accordance with the requirements of applicable laws, policies, and procedures with the assistance of the Illinois Department of Transportation.*

SCIRP&DC shall maintain an Illinois Region 10 Human Services Transportation Committee (HSTC) to oversee and coordinate the process in a manner that will ensure that transportation planning and programming decisions are reflective of the needs of local and state governments and transit operations.

## **ARTICLE II. MEMBERSHIP, VOTING, QUORUM, AND ATTENDANCE**

- A. *The HSTC shall be composed of the following representatives, each having one vote:*
  - 1. *A local government elected official or appointed official or appointed representative from each of the 15 counties in the Illinois Region 10 geographic area (up to 15 representatives).*
  - 2. *Up to 15 Not-for-Profit, Human Services Organization or other institution which represent the citizens of the Illinois Region 10 geographic area. Representation should balance special needs, aging, disabled, workforce, and education interests when possible (up to 15 representatives).*
  - 3. *Up to 15 Public or Private Transit Providers with one representatives from throughout the geographic area of Region 10 where possible (up to 15 representatives).*
- B. *The above numbers are ideal thresholds for committee involvement. The actual size of the committee at its inception will be set based on participation at the first 4 HSTP meetings and will be open to willing party's able to commit to serving on the committee. The committee may vote to add new members by a simple majority vote provided that the thresholds defined in Section A above have not been met.*
- C. *Members of the committee may select a designated voting representative to represent them at the meeting in their absence. An elected official may appoint another elected official or staff as their designee.*
- D. *Resignation by a member of the committee must be requested in writing and submitted at or prior to a meeting. If there is a vacancy or resignation on the committee, the remaining members shall appoint a new member to complete the term of the vacant position. At this time, a good faith effort must be made to appoint a member who represents a similar group of stakeholders (elderly, disabled, low-income, etc.) within the human services category and/or provider category. Elected officials will be appointed by the county board chair that they represent and can be either county or city officials or a designee.*
- E. *Upon failure to attend consecutive meetings without sending a stand-in or giving prior notice of absence OR upon failing to attend or send a stand-in to at least half of the scheduled meetings in the previous year (365 days), regardless of whether notice of absence if given, committee members will be considered to be INACTIVE MEMBERS. Inactive members will have their voting rights suspended and will not count towards a quorum for voting purposes. Once a committee member becomes an inactive member, he or she may be removed from the committee by a simply majority vote at the next regularly scheduled committee meeting. Inactive members who are not removed from the committee will regain active status either by a simple majority vote or by attending or sending a stand-in to consecutive meetings.*
- F. *A quorum of the Regional Human Services Transportation Committee shall consist of a simple majority of active committee members, without regard to county origin. Active committee participants are those who have made a commitment to serve on the committee as defined above in Sections B and E.*

## **ARTICLE III. OFFICERS**



*A Chair and Vice-Chair of the HSTC shall be chosen by representatives of the Committee at the first meeting held in odd numbered years. The Chair or any member presiding over the Committee may vote and make or second motions. Any other officer positions may be created as the committee sees fit.*

#### **ARTICLE IV. MEETING LOCATIONS, DATES, AND NOTIFICATIONS**

- A. Other local governments, human service agencies, and transportation providers within Region 10 who are not members of the HSTC shall receive information and may attend all meetings. Any other interested individuals or the media may contact the Regional HSTP Coordinator at the SCIRP&DC office and be added to the mailing list for meeting notifications.*
- B. Meetings will be scheduled during weekdays at a location within Region 10 unless otherwise agreed upon by committee members. The date, location, and time for meetings will be chosen by SCIRP&DC staff under advisement from the committee. In any three year time frame the committee must meet in at least 3 different locations within 3 different counties of Region 10. Meetings locations should be selected in order minimize travel time for all members and to not show favorability towards any geographic area of Region 10.*
- C. The committee as a whole shall meet at least 4 times a year. Meetings shall be held roughly quarterly (every 3 months), but may be moved in order to align with deadlines set by IDOT.*
- D. Except for extraordinary circumstances, meetings shall be announced at least 3 weeks (15 business days) in advance.*

#### **ARTICLE V. SUBCOMMITTEE FORMATION**

*The HSTC may appoint and direct subcommittees as it sees fit. Subcommittees may be comprised of non-committee members.*

#### **ARTICLE VI. PLANNING ACTIVITIES, RESPONSIBILITIES**

- A. The HSTC shall develop, in conjunction with IDOT, a regional evaluation process to prioritize Section 5310, 5316, and 5317 projects for Illinois Region 10 Rural Areas, and recommend those projects to IDOT for funding consideration. Illinois Department of Transportation may expand prioritization of projects at its discretion or by mandate.*
- B. The Human Services Transportation Plan (HSTP) shall be prepared by SCIRP&DC staff, which will include HSTP elements. The HSTP shall include all elements required by state and federal transportation authorities in addition elements requested by local government representatives. The HSTC will review and approve the HSTP. Any changes to the HSTP must be approved by the committee.*

#### **ARTICLE VII. AMENDMENTS, SEVERABILITY**

- A. If any one or more of the provisions of this Agreement is declared unconstitutional or contrary to law, the validity of the remainder of the Agreement shall not be affected thereby.*
- B. This Agreement is subject to amendment when a majority of ALL active members (without regards to a quorum) of the HSTC adopts the amendment.*



**ARTICLE VIII. DURATION OF AGREEMENT**

*This Agreement shall become effective upon approval by a majority of all active members, and shall remain in effect until terminated by a two-thirds majority vote of all active HSTC members.*

**ARTICLE IX. TERMINATION**

*These by-laws and establishment of an HSTC may be terminated at the discretion of Illinois Department of Transportation in compliance with changes to federal requirements or by a two-thirds majority vote of all active HSTC members.*

**Appendix D: Trip Generators**

Hospital	City	County
Clay County Hospital	Flora	Clay
Crawford Memorial Hospital	Robinson	Crawford
None Available		Edwards
St. Anthony Memorial Hospital	Effingham	Effingham
None Available		Gallatin
Hamilton Memorial Hospital	McLeansboro	Hamilton
Hardin County General Hospital	Rosiclair	Hardin
None Available		Jasper
Lawrence County Memorial Hospital	Lawrenceville	Lawrence
Pope County Care Center	Golconda	Pope
Richland Memorial Hospital	Olney	Richland
None Available		Saline
Wabash County Hospital	Mt. Carmel	Wabash
Fairfield Memorial Hospital	Fairfield	Wayne
White County Medical Center	Carmi	White

Physicians	City	County
Dr. Maneja	Flora	Clay
Dr. James Miller	Flora	
Dr. Thomas Ottman	Flora	
Clay Medical Center	Flora	

<i>Family Health Clinic</i>	<i>Louisville</i>	
<i>Louisville Medical clinic</i>	<i>Louisville</i>	
<i>Flora Surgery Center</i>	<i>Flora</i>	
<i>Dr. Ralph Lathrop &amp; Assoc.</i>	<i>Robinson</i>	<i>Crawford</i>
<i>Oblong Clinic Family Practice</i>	<i>Oblong</i>	
<i>Clarks Hearing Aid Clinic</i>	<i>Robinson</i>	
<i>Family Practice Group</i>	<i>Robinson</i>	
<i>Dr. Micheal Elliot</i>	<i>Robinson</i>	
<i>Dr. David Rotman</i>	<i>Robinson</i>	
<i>Southern Illinois Primary Care</i>	<i>Albion</i>	
<i>West Salem Medical Clinic</i>	<i>West Salem</i>	<i>Edwards</i>
<i>Grayville Medical Clinic</i>	<i>Grayville</i>	
<i>Dr. Samir</i>	<i>Eldorado</i>	
<i>Doctor Clinic</i>	<i>Eldorado</i>	<i>Gallatin</i>
<i>Vein Clinic</i>	<i>Eldorado</i>	
<i>Dr. Peter Peterson</i>	<i>Ridgeway</i>	
<i>Shawneetown Healthcare</i>	<i>Shawneetown</i>	

<i>Hamilton Memorial Family Clinic</i>	<i>McLeansboro</i>	<i>Hamilton</i>
<i>Dr. Alec Hood</i>	<i>McLeansboro</i>	
<i>Dr. Murugappan</i>	<i>McLeansboro</i>	
<i>Grace Health Care</i>	<i>McLeansboro</i>	
<i>Dr. Don Mitchell</i>	<i>McLeansboro</i>	
<i>Hardin County Medical Clinic</i>	<i>Elizabethtown</i>	<i>Hardin</i>
<i>Dr. Sanjay Bose</i>	<i>Rosiclair</i>	
<i>Community Health and Emer.</i>	<i>Rosiclair</i>	
<i>Oblong Clinic and Fam. Practice</i>	<i>Oblong</i>	<i>Jasper</i>
<i>Hillcrest Clinic</i>	<i>Newton</i>	
<i>Newton Community Med. Center</i>	<i>Newton</i>	
<i>Dr. Ryan Jennings</i>	<i>Newton</i>	
<i>Dr. George Saliba</i>	<i>Newton</i>	
<i>Brush Creek Medical Center</i>	<i>Newton</i>	
<i>Dr. Hytham Beck</i>	<i>Lawrenceville</i>	<i>Lawrence</i>
<i>Dr. Carr</i>	<i>Lawrenceville</i>	
<i>Dr. Micheal Herrin</i>	<i>Lawrenceville</i>	

<i>Community Health</i>	<i>Golconda</i>	<i>Pope</i>
<i>Dr. Christa Pestka</i>	<i>Golconda</i>	
<i>Weber Medical Clinic</i>	<i>Olney</i>	<i>Richland</i>
<i>Dr. Allan Cogle</i>	<i>Olney</i>	
<i>Dr. Bradley Houston</i>	<i>Olney</i>	
<i>Atwood Medical</i>	<i>Olney</i>	
<i>Dr. Rise Hattan</i>	<i>Olney</i>	
<i>Curt Morris, PA.</i>	<i>Harrisburg</i>	<i>Saline</i>
<i>Dr. Patrica Smith</i>	<i>Harrisburg</i>	
<i>Dr. Micheal Schifano</i>	<i>Harrisburg</i>	
<i>Harrisburg Cancer Center</i>	<i>Harrisburg</i>	
<i>Michealies Jackson</i>	<i>Harrisburg</i>	
<i>Bridge Medical Clinic</i>	<i>Harrisburg</i>	
<i>Wabash County Medical Center</i>	<i>Mt. Carmel</i>	<i>Wabash</i>
<i>Dr. Julko Fullup</i>	<i>Mt. Carmel</i>	
<i>Dr. Tim Brown</i>	<i>Mt. Carmel</i>	
<i>Richland Radiology</i>	<i>Fairfield</i>	<i>Wayne</i>

<i>Dr. Patrick Molt</i>	<i>Fairfield</i>	
<i>Southern Illinois Primary Care</i>	<i>Fairfield</i>	
<i>Doctors Clinic</i>	<i>Carmi</i>	<i>White</i>
<i>Dr. Azhid Saquib</i>	<i>Carmi</i>	

Dialysis	City	County
None Available		Clay
None Available		Crawford
None Available		Edwards
Effingham Dialysis Center	Effingham	Effingham
Da Vita Effingham Dialysis	Effingham	
None Available		Gallatin
None Available		Hardin
None Available		Jasper
None Available		Lawrence
None Available		Pope
Da Vita Olney Dialysis Center	Olney	Richland
FMC Saline County Dialysis	Fairfield	Saline
None Available		Wabash
Da Vita Wayne City Dialysis		Wayne
None Available		White

Senior Center	City	County
Clay County Senior Service	Flora	Clay
Senior Service of Clay County	Flora	
Crawford County Senior Center	Robinson	Crawford
Crawford County Senior Center	Oblong	
Palestine Seniors	Palestine	
Edwards County Senior Center	Albion	Edwards
Senior Center	Effingham	Effingham
Golden Circle Senior Center	Ridgeway	Gallatin
None Available		Hamilton
None Available		Hardin
Jasper County Senior Citizen Center	Newton	Jasper
Lawrence County Senior Citizen	Lawrenceville	Lawrence
None Available		Pope
Richland County Senior Center	Olney	Richland
Golden Circle Senior Center	Eldorado	Saline
Golden Circle Senior Center	Harrisburg	
Wabash Senior Center	Mt. Carmel	Wabash
Wayne County Senior Center	Fairfield	Wayne
White County Senior Center	Carmi	White



<b>Counseling Centers</b>	<b>City</b>	<b>County</b>
Family Counseling Center	Flora	Clay
Barbra Wilson	Robinson	Crawford
Christian Care Pregnancy Center	Robinson	
Family Counseling Center	Robinson	
Heritage Counseling Services	Palestine	
Family Counseling Center	Albion	Edwards
SAFE	Effingham	Effingham
ARC Community Support Systems	Teutopolis	
Christian County Assocs.	Effingham	
Heartland Human Service	Effingham	
None Available		Gallatin
Comprehensive Services	McLeansboro	Hamilton
None Available		Hardin
Family Counseling Services	Newton	Jasper
Jasper County Counseling Serv.	Newton	
Family Counseling Center	Lawrenceville	Lawrence
Red Hill Counseling Center	Sumner	
Family Counseling Center	Golconda	Pope
Birtright Inc of Olney	Olney	Richland
Family Counseling Center	Olney	
Egyptian Public and Mental Health	Eldorado	Saline
Family Counseling Center	Mt. Carmel	Wabash
Southeastern Illinois Center for Pastoral Counseling	Mt. Carmel	
Compassion Pregnancy Center	Fairfield	Wayne
Family Counseling Center	Fairfield	
Southeastern Illinois Center for Pastoral Counseling	Carmi	White
Pathways Counseling	Carmi	

	City	County
<b><u>DHS: Family Resource Centers</u></b>	Robinson	Crawford
	Flora	Clay
	None Available	Edwards
	Effingham	Effingham
	Shawneetown	Gallatin
	McLeansboro	Hamilton
	None Available	Hardin
	Newton	Jasper
	Golconda	Pope
	Olney	Richland
	Harrisburg	Saline
	Mt. Carmel	Wabash
	Fairfield	Wayne
	Lawrenceville	Lawrence

***Appendix D:***

***Introductory Letter***

***Introductory Letter to County Boards***

***Kick-Off Meeting Invitations***

**Appendix E:**

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**Appendix F: Vehicle Utilization Chart Summary**

#	Model	Type		6	7	8	9	0	1	1	1	1	2	3	4	5	6	7	8	9	0	Total	Reg.	County	Notes	
<b>Central Illinois Public Transit</b>																										
1	2000- Eldorado	Light Duty	122,814																			8	10	Clay County		
2	2000- Eldorado	Light Duty	121,493																			8	10	Clay County		
1	1995- Eldorado	Med. Duty	182,341																			8	10	Clay County		
2	2003- Ford	Med. Duty	70,231																			8	10	Clay County		
1	1990- E350	Van	128,094																			8	10	Effingham County		
<b>Clay County Rehab</b>																										
1	2003- Eldorado	Med. Duty	145,680																			10	10	Clay County (Flora)	To and from CILA homes, medical/shopping.	
2	1997- Eldorado	Med. Duty	144,280																			11	10	Clay County (Flora)	Louisville/Hord	
3	1998- Eldorado	Med. Duty	210,410																			11	10	Clay County (Flora)	To and from CILA homes, medical/shopping.	
4	2005- Eldorado	Med. Duty	93,521																			12	10	Clay County (Flora)	Daily Route to Olney, Trips	
5	2000- Caravan	Minivan	169,305																			11	10	Clay County (Flora)	Iola/Xenia	
6	1999- Eldorado	Med. Duty	207,345																			10	10	Clay County (Flora)	To and from CILA homes, medical/shopping.	

7	2008- Eldorado	Med. Duty	19,26 5																11	10	Clay County (Flora)	Daily Route to Fairfield, trips
8	2008- Eldorado	Med. Duty	22,76 0																11	10	Clay County (Flora)	Daily Route to Olney, Trips
<b>Rides Mass Transit District</b>																						
8 5	Miniva n																		12	10	Crawford/Jas per	
8 6	Miniva n																		12	10	Crawford/Jas per	
8 7	Light Duty																		12	10	Crawford/Jas per	
8 8	Light Duty																		12	10	Crawford/Jas per	
8 9	Med. Duty																		12	10	Crawford/Jas per	
9 0	Med. Duty																		12	10	Crawford/Jas per	
9 1	Med. Duty																		12	10	Crawford/Jas per	
9 2	Med. Duty																		12	10	Crawford/Jas per	
9 3	Super Mediu m																		12	10	Crawford/Jas per	
2 6	Miniva n																		12	10	Hardin/Pope Counties	
2 7	Miniva n																		10	10	Hardin/Pope Counties	
2 8	Light Duty																		10	10	Hardin/Pope Counties	
2 9	Light Duty																		10	10	Hardin/Pope Counties	
3 0	Light Duty																		10	10	Hardin/Pope Counties	



8	Med. Duty																				19	10	Saline/Gallatin Counties
9	Med. Duty																				19	10	Saline/Gallatin Counties
10	Med. Duty																				19	10	Saline/Gallatin Counties
11	Med. Duty																				19	10	Saline/Gallatin Counties
12	Med. Duty																				19	10	Saline/Gallatin Counties
13	Med. Duty																				19	10	Saline/Gallatin Counties
14	Med. Duty																				19	10	Saline/Gallatin Counties
15	Med. Duty																				19	10	Saline/Gallatin Counties
16	Med. Duty																				19	10	Saline/Gallatin Counties
17	Med. Duty																				19	10	Saline/Gallatin Counties
18	Med. Duty																				19	10	Saline/Gallatin Counties
19	Med. Duty																				19	10	Saline/Gallatin Counties
20	Super Medium																				19	10	Saline/Gallatin Counties
21	Super Medium																				19	10	Saline/Gallatin Counties
22	Super Medium																				19	10	Saline/Gallatin Counties
23	Heavy																				19	10	Saline/Gallatin Counties



3	Duty																		19	10	n Counties
2	Heavy																		19	10	Saline/Gallati
4	Duty																		19	10	n Counties
2	Heavy																		19	10	Saline/Gallati
5	Duty																		19	10	n Counties
7	Miniva																		12	10	Wayne/Edwards/Richland
1	n																		12	10	Counties
7	Light																		12	10	Wayne/Edwards/Richland
2	Duty																		12	10	Counties
7	Light																		12	10	Wayne/Edwards/Richland
3	Duty																		12	10	Counties
7	Med.																		12	10	Wayne/Edwards/Richland
4	Duty																		12	10	Counties
7	Med.																		12	10	Wayne/Edwards/Richland
5	Duty																		12	10	Counties
7	Med.																		12	10	Wayne/Edwards/Richland
6	Duty																		12	10	Counties
7	Super																		12	10	Wayne/Edwards/Richland
7	Mediu																		12	10	Counties
7	Mediu																		12	10	Wayne/Edwards/Richland
8	m																		12	10	Counties
7	Super																		12	10	Wayne/Edwards/Richland
9	Mediu																		12	10	Counties
8	Heavy																		12	10	Wayne/Edwards/Richland
0	Duty																		12	10	Counties
8	Heavy																		12	10	Wayne/Edwards/Richland
1	Duty																		12	10	Counties
8	Heavy																		12	10	Wayne/Edwards/Richland
2	Duty																		12	10	Counties
8	Heavy																		12	10	Wayne/Edwards/Richland
3	Duty																		12	10	Counties







Charleston Transitional Facility																			
1	1986- Chevy	Van	122,8 31													5	10	Lawrence County (Lawrencevill e)	To and From Day services
2	1995- E350	Van	221,4 34													4	10	Lawrence County (Lawrencevill e)	To and From Day services
4	1998- E350	Van	182,7 35													4	10	Lawrence County (Lawrencevill e)	To and From Day services
5	2003- Ford	Med. Duty	72,62 1													4	10	Lawrence County (Lawrencevill e)	To and From Day services
6	2008- Eldorado	Med. Duty	8,137													4	10	Lawrence County (Lawrencevill e)	To and From Day services
3	1995- E350	Van	203,4 07														10	Lawrence County (Lawrencevill e)	Inoperable
7	1991- E350	Van	112,4 32													3	10	Richland County (Olney)	To and From Day services
8	1997- E350	Van	150,2 61													0	10	Richland County (Olney)	Day Services Backup
9	2001 E- 350	Van	252,4 91													7	10	Richland County (Olney)	To and From Day services

1	2002 E-350	Van	194,503																	5	10	Richland County (Olney)	To and From Day services		
1	1991- Rally Wagon	Van	105,747																		10	10	Richland County (Olney)	Reserve	
1	1991- Savanna	Van	108,049																		10	10	Richland County (Olney)	Reserve	
<b>Lawrence/Crawford Association for Exceptional Citizens</b>																									
1	1996- Dodge	RRV	67,113																		8	10	Lawrence County (Lawrenceville)		
2	1999- Ford	Van	108,283																		8	10	Lawrence County (Lawrenceville)	Production Dept.	
6	2000- Ford	Van	70,032																		8	10	Lawrence County (Lawrenceville)	Community Outings	
3	1999- Ford	Van	128,921																		8	10	Crawford County (Robinson)	Production Dept.	
4	1999- Dodge	RRV	64,951																			10	10	Crawford County (Robinson)	CILA House
5	2000- Dodge	RRV	39,612																			10	10	Crawford County (Robinson)	Community Outings
7	2000- Ford	Van	107,805																		8	10	Crawford County (Robinson)		
8	2008- Dodge	Minivan	6,678																		8	10	Crawford County	Staff Vehicle, occasional use	

