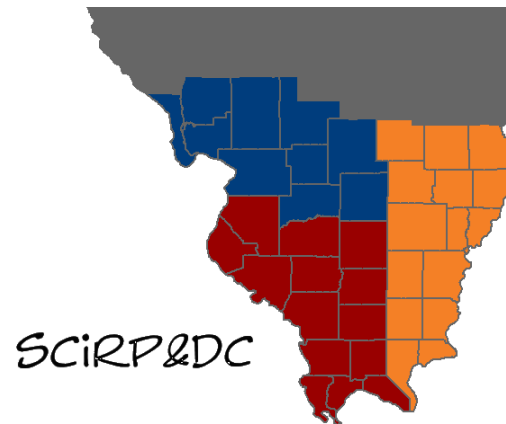


Illinois Region 11

Coordinated Human Services Transportation Plan



For The Illinois Counties of:

Alexander, Franklin, Jackson, Jefferson, Johnson, Massac, Monroe, Perry, Pulaski, Randolph, St. Clair, Union, Washington, and Williamson

DRAFT – JUNE 2009

***This Document was prepared by:
South Central Illinois Regional Planning and Development Commission (SCIRP&DC)
And
Substate Region 11 Human Services Transportation Committee
In cooperation with
Illinois Department of Transportation
And local
Human Services Transportation Providers***

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Alexander County

Franklin County

Jackson County

Jefferson County

Johnson County

Massac County

Monroe County

Perry County

Pulaski County

Randolph County

St. Clair County

Union County

Washington County

Williamson County

Executive Summary

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

In This Section:

- *Message for Transportation Providers and Stakeholders*
- *Plan Overview*

Plan Overview

The Region 11 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 St. Clair, Washington, Jefferson, Monroe, Randolph, Perry, Franklin, Jackson, Williamson, Union, Johnson, Alexander, Pulaski and Massac 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.

The Region 11 Human Services Transportation Plan was first adopted by the Region 11 Human Services Transportation Committee on January 30th, 2008.



- Alexander County
- Franklin County
- Jackson County
- Jefferson County
- Johnson County
- Massac County
- Monroe County
- Perry County
- Pulaski County
- Randolph County
- St. Clair County
- Union County
- Washington County
- Williamson County

Section I: Introduction and 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 11 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 and 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 (SCIRP&DC).

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

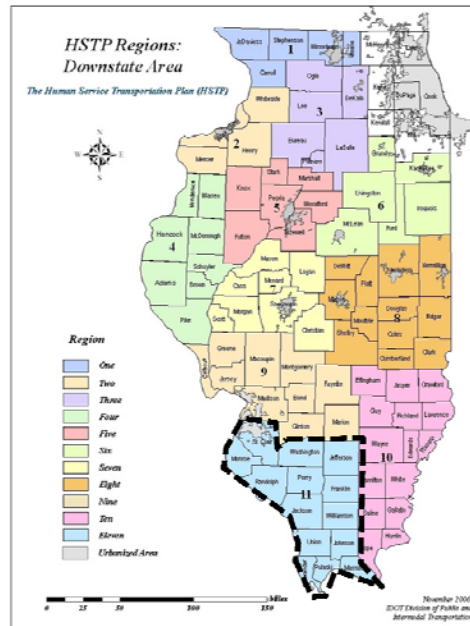
In order to implement this plan, it will be necessary for each region in the state to form a "Regional Human Services Transportation Committee". This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related projects for potential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

Furthermore, the Regional Human Services Transportation Committee (HSTC) should provide the basis for the coordination of services outside of its jurisdiction. In the case of Region 11, the coordination of services which might overlap with bordering Substate Regions 9 and 10; as well as coordinating services with potentially overlapping urban plans, such as the East-West Gateway's Coordinated Human Services Transportation Plan for the St. Louis Metropolitan Region.

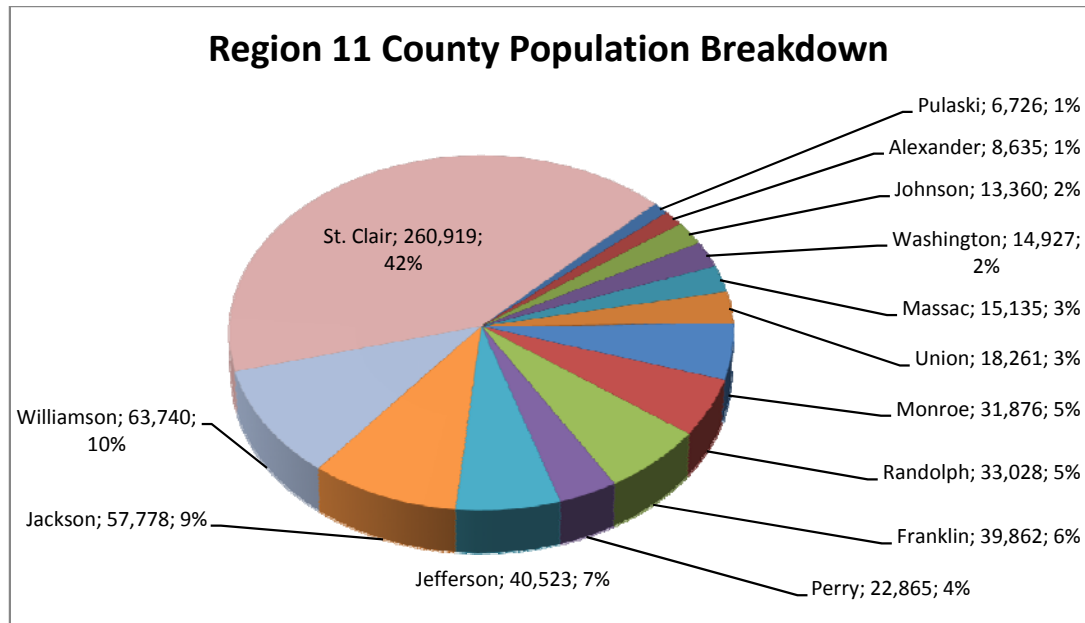
Section I-B: Description of IDOT Region 11

Overview

Region 11 is one of eleven downstate Human Services Transportation Planning Regions established by the State of Illinois through DPITS. The region is comprised of 14 counties located along the western half of south central Illinois stretching from the Mississippi River to the middle of the state. The region contains the counties immediately to the east and south of the Metropolitan St. Louis (or “Metro East”) Region. These counties are: St. Clair, Washington, Jefferson, Monroe, Randolph, Perry, Franklin, Jackson, Williamson, Union, Johnson, Alexander, Pulaski and Massac. Of the estimated 627,635 residents of Region 11, about 42% (260,919) live in St. Clair County, many of whom fall under the direction of the East-West Gateway Council of Governments metropolitan transportation plan. Just under 20% of the region’s population lives in Jackson and Williamson Counties, where the Carbondale, IL micropolitan area is situated.



Map of Downstate HSTP Regions with Region 11 Highlighted

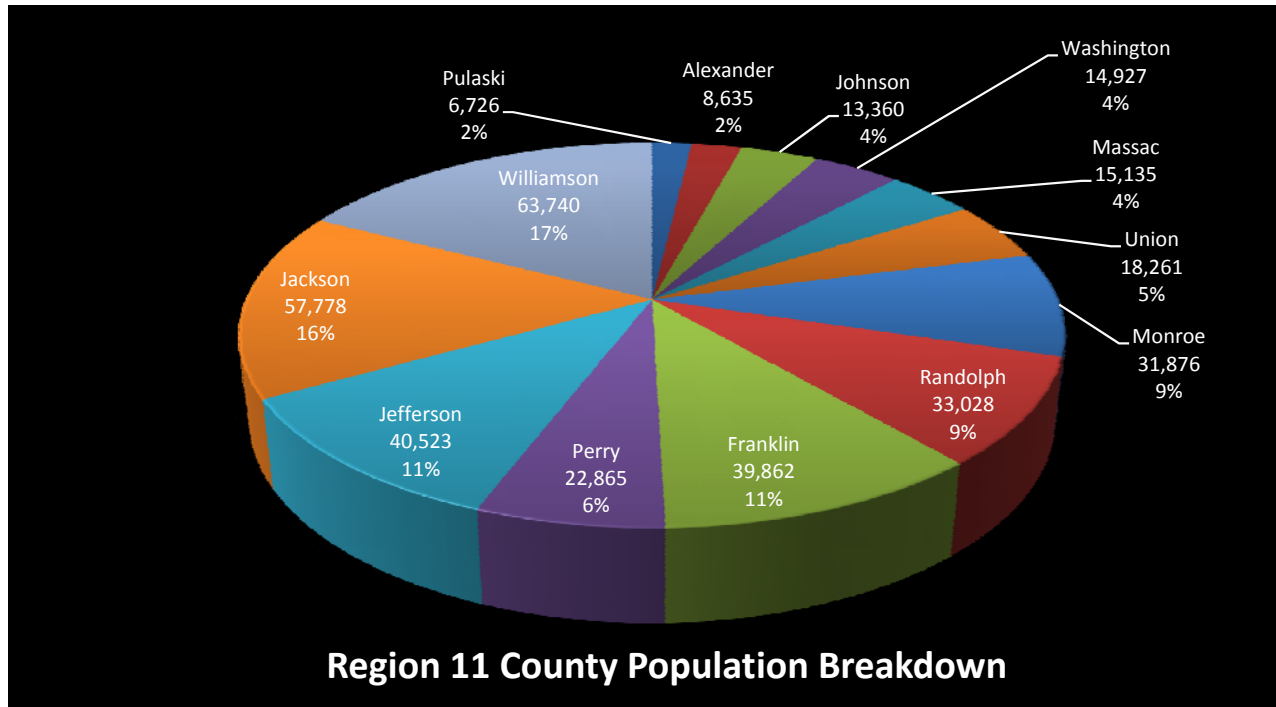


Graph of Region 11 Population Breakdown

Outside of the urbanized portion of St. Clair County, Region 11 is rural in character. While the Carbondale/Marion commercial corridor provides services for much of the region, it is not large enough to be considered a small urban area, and thus is subject to rural transportation planning.

Below is shown the populations of the 13 Counties in region 11 outside of St. Clair County.

Five of the six least populated counties (Pulaski, Alexander, Johnson, Massac, Union) are the 5 southernmost counties, which make up the Shawnee Mass Transit District.



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 list of major secondary education providers who serve Region 11.

Name	Town	County	Type	Enrollment
Southern Illinois University	Carbondale	Jackson County	Public University	~21,000
Rend Lake	Ina	Jefferson County	Community College	
Rend Lake – Pinckneyville	Pinckneyville	Perry County	Community College – Branch Campus	
Rend Lake – Mt. Vernon	Mt. Vernon	Jefferson County	Community College – Branch Campus	
Kaskaskia Community College	Centralia	Clinton County	Community College – Main Campus	~11,500
Southwestern Illinois College	Belleville	St. Clair County	Community College – Main Campus	16,245
SWIC – Granite City Campus	Granite City	Madison County (Region 11)	Community College-Branch Campus	----
SWIC – Red Bud Campus	Red Bud	Randolph County	Community College-Branch Campus	----
John A. Logan	Cartersville	Williamson County	Community College	7,364
McKendree University	Lebanon	St. Clair (Region 11)	Private Four-Year University	2,000

Table of Colleges and Universities in Region 11

In addition, there are several institutions that provide technical and professional training, located within the St. Louis metropolitan region both in Missouri and Illinois. There are also several colleges and universities, include Saint Louis University, Missouri-St Louis, Harris-Stowe State University, Fontbonne, Lindenwood, Maryville, Missouri Baptist, St. Louis College of Pharmacy, and Washington University in St. Louis, among others, located in Missouri around the St. Louis Area.

Healthcare

Listed below are hospitals located within Region 11.

Name	Town	County
<i>Franklin Hospital</i>	<i>Benton</i>	<i>Franklin</i>
<i>Memorial Hospital of Carbondale</i>	<i>Carbondale</i>	<i>Jackson</i>
<i>St Joseph Memorial Hospital</i>	<i>Boskydale</i>	<i>Jackson</i>
<i>Crossroads Community Hospital</i>	<i>Mt. Vernon</i>	<i>Jefferson</i>
<i>Good Samaritan Regional Health Center</i>	<i>Mt. Vernon</i>	<i>Jefferson</i>
<i>Massac Memorial Hospital</i>	<i>Metropolis</i>	<i>Massac</i>
<i>Pinckneyville Community Hospital</i>	<i>Pinckneyville</i>	<i>Perry</i>
<i>Marshall Browning Hospital</i>	<i>Du Quoin</i>	<i>Perry</i>
<i>Memorial Hospital</i>	<i>Chester</i>	<i>Randolph</i>
<i>Red Bud Regional Hospital</i>	<i>Red Bud</i>	<i>Randolph</i>
<i>Sparta Community Hospital</i>	<i>Sparta</i>	<i>Randolph</i>
<i>Memorial Hospital</i>	<i>Belleville</i>	<i>St. Clair</i>
<i>St. Elizabeth's Hospital</i>	<i>Belleville</i>	<i>St. Clair</i>
<i>St. Mary's Hospital</i>	<i>E. St. Louis</i>	<i>St. Clair</i>
<i>Touchette Regional Hosp</i>	<i>Centreville</i>	<i>St. Clair</i>
<i>Union County Hospital District</i>	<i>Anna</i>	<i>Union</i>
<i>Washington County Hospital</i>	<i>Nashville</i>	<i>Washington</i>
<i>Herrin Hospital</i>	<i>Herrin</i>	<i>Williamson</i>
<i>Heartland Regional Hospital</i>	<i>Marion</i>	<i>Williamson</i>

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

Transportation

Three Interstate highways service Region 11. Interstate 64, which run from Richmond, VA., to St. Louis, MO., passes through the northern counties of Region 11, connecting communities from Mt. Vernon, located in the northeast corner of the region, to St. Louis. Interstate 57, which begins in Chicago, runs down the eastern half of Illinois through communities such as Champaign-Urbana and Effingham before entering Region 11. It also runs through Mt. Vernon, and extends south through Benton, Marion, and other communities before crossing the Mississippi River near Cairo. I-57 eventually ends shortly after crossing into Missouri when it merges with I-55. Interstate 24 splits off from I-57 approximately 10 miles south of Marion and crosses into Paducah, KY near Metropolis. I-24 Terminates in Chattanooga, TN.

Region 11 is also served by Amtrak, which provides service along the I-57 corridor. The City of New Orleans serves New Orleans to Chicago, with a stop in Carbondale (along with Centralia, Effingham, Mattoon, Champaign/Urbana, Kankakee and Homewood). The “Illini” and “Saluki” train is funded largely through IDOT, and provides daily trains to and from Chicago originating in Carbondale along the same route. This train also serves Du Quoin, Rantoul, and Gilman. In total, 6 trains (3 northbound, 3 southbound) pass through Region 11 each day.

Northbound Train Name	Leave Carbondale	Arrive DuQuoin	Arrive Centralia	Arrive Effingham	Arrive Champaign	Arrive Chicago
Saluki	6:30a	6:51a	7:23a	8:07a	9:14a	12:00p
Illini	5:15p	5:36p	6:08p	6:52p	7:59p	10:45p
City of New Orleans	3:16a	N/A	4:10a	4:57a	6:10a	9:00a

Southbound Train Name	Leave Chicago	Arrive Champaign	Arrive Effingham	Arrive Centralia	Arrive DuQuoin	Arrive Carbondale
Saluki	8:15a	10:25a	11:29a	12:16p	12:49a	1:45p
Illini	5:05p	7:15p	8:19p	9:06p	9:39p	10:35p
City of New Orleans	8:00p	10:34p	11:37p	12:25a	N/A	1:21a

Section I-C Region 11 Transportation Committee

The Regional Human Services transportation planning committee is reviewing and recommending applications for funding for Sections 5310, 5316, and 5317 funding. The committee is also tasked with promoting coordination between service providers for the purpose of providing more efficient and 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 along with education 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 physically) individuals
- In addition, individuals who can speak on behalf of the general public are also sought for inclusion in the HSTC.

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

The HSTP process, however, is still in its early stages throughout Southern Illinois, and establishing a committee which comprehensively represents the above identified interests has had various successes and setbacks. At this point, the committee is largely reliant on whom has attended the first few meetings. Identifying potential members to address gaps in representation is a goal for the 2008 calendar year.

Further discussion on steps taken to spur public participation and to recruit members to the HSTC can be found in Section I-F "Public Involvement".

Illinois Region 11 Human Services Transportation Committee								
Organization	Name	Representative of:			Area of Interest			
		Local Government	Transit Provider	Human Service Agency	Elderly	Low Income	Disabled	General Public
Bethany Place	Alana Lehr							
Five Star Industries, Inc.	John Childs or Susan Englehardt							
Gold Plate Program of Perry County	Charles Wilson							
Human Service Center	Mark Bollmann							
Human Support Services	Erin Fuson							
Illinois Center for Autism	Rachel Newsome							
Jackson County MTD	Frank Mulholland or Donald Monty							
Monroe-Randolph MTD	Jesica Pirtle or Suzanne Novoselac							
Rides Mass Transit District	Bill Jung							
Senior Adult Services	Henry Long							
Shawnee Mass Transit District	Karrie Sims, Holly Basting, Jon Anderson							
South Central Transit	Sheila Neildorhofer, Vicky Clift							
Washington County Senior Center	Opal Koch							

Membership of the Illinois Region 11 Human Services Transportation Committee

Other Organizations who have attended Region 11 Meetings								
Organization	Name	Representative of:			Area of Interest			
		Local Government	Transit Provider	Human Service Agency	Elderly	Low Income	Disabled	General Public
Area Agency on Aging of SWIC	Joy Paeth							
MAP Training Center	Larry Earnhart							
SIU – Rural Medical Transportation Network	Dennis Presely							
SAVE, Incorporated	Jim Schnipper							
Southern Seven Health Department	Judy Wright							
Shawnee Community College	Dr. Richard Massie							

Table of other Region 11 Meeting Attendees

Section I-D: Milestones to date

August 10, 2005

The Safe, Accountable, Flexible, Efficient, and 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 11 Meeting at Shawnee Community College near Ullin.

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

October 16, 2007

“Kickoff” meeting for Region 11 Providers, Stakeholders, and officials held in Ullin, Illinois.

December, 2007

JARC and New Freedom Applications were submitted to the Regional Coordinators. A committee meeting was held on December 20 in Carbondale to rank these projects, and to

January 30, 2008

Initial Coordinated Human Services Transportation Plan for Region 11 was enacted.

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

After updating the Region 11 plan there is still little involvement by the general public. None the less an effort is being made to reach out to a wide variety of potential stakeholders and providers for inclusion in the HSTC. To date the focus has been on maintaining support for HSTC process the trying to identify stakeholders and bring them to the table to discuss current and continuing issues with transportation.

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
- Department of Labor Offices
- 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 11 can be found in Appendix E, while a copy of the introductory letter sent out can be found in Appendix B.

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, and have been held on weekday afternoons or mornings. The HSTC “Kick off” Meeting was held in Litchfield, Illinois at the Litchfield Community and Senior Center on October 17, 2007. Attendees were given an overview of what “Human Services Transportation” entails, what the role of the HSTP Coordinators is, what the composition and role of the regional committee will be, and an overview of the three Federal programs that the HSTC will be responsible for administering.

Summary of Meetings to Date

Date	Location	Attendance	Purpose of Meeting
10-16-2007	Shawnee Community College (Ullin)	11	"Kickoff" Meeting
12-20-2007	SIU-Carbondale	17	Plan Development / Review JARC and New Freedom Projects
1-30-2008	SIU-Carbondale	21	Plan Development / Ratification
5-8-2008	John A Logan Community College, Carterville	8	CVP Overview / Proposed HSTC By-Law Review
6-26-2008	U of I Extension Center, Murphysboro	13	CVP application review and endorsement/Adopt HSTC By-Laws
11-20-2008	SIU-Carbondale	9	Discuss strategy for updating HSTP Plan.
1-20-2009	Jackson County MTD	18	Review
6-18-09	Senior Adult Services, Carbondale	12	Plan Update/CVP Overview

The first meeting of the HSTP Region 11 Human Services Transportation Committee was held on October 16, 2007 in Litchfield, 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 11 HSTC was on December 20, 2007 in Carbondale, 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. Three JARC applications, from South Central Transit, Shawnee MTD, and Monroe-Randolph MTD, along with a New Freedoms application from Shawnee MTD, 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. Because only two applications of each type were allowed to be passed on to the state oversight committee, only the JARC applications from South Central Transit and Shawnee MTD were approved.

On January 30, 2008 the committee met again to review and adopt the initial IDOT Region 11 Human Services Transportation Plan. The next meeting of the HSTC was on May 8, 2008. This meeting was held in Carterville 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 held on June 26 in Murphysboro. 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.

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. A continued effort to involve more providers and potential stakeholders will be made through the same processes listed above. The committees are well involved and outside involvement continues to be sparse.

Planned Actions

- *Spring-Summer, 2009. Possible JARC/New Freedom and possible CVP grant cycle.*
- *Spring-Summer 2009. Continue Phase 3 of Monroe/Randolph Counties ICCT Primer Process*
- *Spring-Summer 2009. Continue Phase 3 of Macoupin County ICCT Primer Process*
- *Spring-Summer 2009. HSTC Committee Meetings*



Alexander County

Franklin County

Jackson County

Jefferson County

Johnson County

Massac County

Monroe County

Perry County

Pulaski County

Randolph County

St. Clair County

Union County

Washington County

Williamson County

Section II: Inventory of Services

The purpose of this section is to profile organizations who provide transportation within Region 9, 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 11*

In the Appendix:

- *Vehicle Utilization Chart Summaries.*

Sources Used:

- *2000 Census Data and 2007 Census Update*

Section II-A: Overview of Service Providers

Public Transportation in Region 11

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.

Inventory of Service Providers

County	Section 5311 Provider	Citywide or Countywide
Alexander County	Shawnee Mass Transit (SMART)	Countywide
Franklin County	South Central Transit	Countywide
Jackson County	Jackson County MTD	Countywide
Jefferson County	South Central Transit	Countywide
Johnson County	Shawnee Mass Transit (SMART)	Countywide
Massac County	Shawnee Mass Transit (SMART)	Countywide
Monroe County	Monroe-Randolph Transit	Countywide
Perry County	South Central Transit	Countywide
Pulaski County	Shawnee Mass Transit (SMART)	Countywide
Randolph County	Monroe-Randolph Transit	Countywide
St. Clair County	St. Clair Transit	Urban Locations Only
Union County	Shawnee Mass Transit (SMART)	Countywide
Washington County	South Central Transit	Countywide
Williamson County	Rides MTD	Countywide

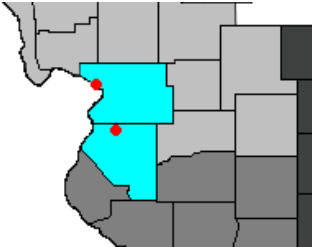
Table of Service Providers by County

Section II-B: Service Provider Profiles

Agency	Type of Provider	Clientele	Service Area	Number of Vehicles	Survey	Attending Meetings
Challenge Unlimited, Inc. & Residential Options, Inc.	Human Service Agency	Developmentally Disabled	St. Clair County	14	YES	Active Participant
Human Service Center	Human Service Agency	Developmentally Disabled	Randolph, Monroe	26	YES	Active Participant
Five Star Industries, Inc.	Human Service Agency	Developmentally Disabled	Perry County	13	YES	Participant
Gold Plate Program of Perry County	Human Service Agency	Developmentally Disabled/Seniors	Perry County	5	YES	Participant
Human Support Services	Human Service Agency	Developmentally Disabled	Monroe	16	YES	Active Participant
Jackson County Mass Transit	Public Provider	General Public	Jackson	9	NO	Participant
Monroe-Randolph Transit	Pubic Provider	General Public	Monroe, Randolph	8	NO	Leadership participant
Rides Mass Transit	Public Provider	General Public	Williamson, Jackson	93	YES	Leadership Participant
Senior Adult Services	Human Service Agency	Seniors	Jackson	5	NO	Participant
Shawnee Mass Transit (SMART)	Public Provider	General Public	Union, Johnson, Alexander, Pulaski, Massac	22	YES	Active Participant
South Central Transit	Public Providers	General Public	Franklin ,Jefferson, Perry, Washington	82	YES	Active Participant
Touchette Regional Hospital	Human Service Agency	Elderly, Low income, disabled, medical	St. Clair	8	YES	New Participant
Washington County Senior Services	Human Service Agency	Seniors	Washington	3	YES	Active Participant

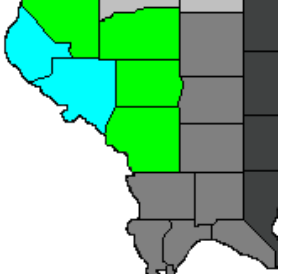
Table of Service Providers in Region 11

Challenge Unlimited:

Provider Type:	<i>Provide transportation for clients that have developmental disabilities</i>
Funding Sources:	<i>Primary: DHS Secondary: Section 5310</i>
Vehicles:	<ul style="list-style-type: none"> - 6 fourteen passenger van - 4 light duty buses - 3 medium duty buses - 1 heavy transit bus <p>Total of 14 vehicles</p> <p>*Awarded 1 medium duty and 1 Super Medium Duty</p>
Service Area:	
Service Level:	<i>Curb to Curb/Door to Door/Door through Door with personal care aid</i>
Advance Notice Required:	<i>Demand Responsive with 24 hour notice/Will Respond to real time request if feasible/Deviated fixed route/Fixed Route.</i>
Basic Fare:	<i>NA: Fixed Route for agency clients</i>
Service Hours:	<i>8am to 4pm</i>
Approximate Annual Trips:	<i>64,151 trips/ 3000 trips in which wheel chairs are uses.</i>
Route Scheduling/Dispatch Method	<i>Use of Transportation coordinator is how manifest is done by hand. Radios and Cell phones</i>
Communication System:	<i>Radios, cell phones if needed</i>
Participation in HSTC:	<i>Committee Member</i>
Operating Revenue and Expenses:	<i>Active Participant</i>
History/Notes:	<ul style="list-style-type: none"> - Do training for 300 people who have DD 200 in Alton, 100 in Swansea

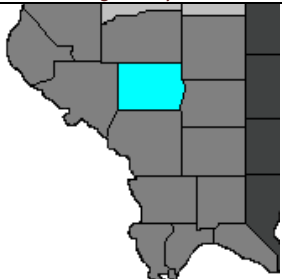
- *A lot of coordination with Residential Options*
- *Funding has been slow*
- *Maintenance contracted out to MCT*
- *ACT and MCT very helpful*
- *ACT is too expensive for people with fixed incomes to ride*
- *Biggest issue with using public transit is getting people to work on time*
- *Challenge does use Metro Link and Scott Air Force Bass for niche work*

Humans Service Center of Southern Metro East

Provider Type:	<i>Developmentally Disabled: Southern Metro East Area</i>
Funding Sources:	<i>Primary: DHS & Medicaid Secondary: Section 5310,</i>
Vehicles:	<ul style="list-style-type: none"> - 8 Sedans Station Wagons - 5 Minivans - 2 11-16 passenger van: - 11 Light Duty Buses 16-24 passenger: all eleven vehicles have lifts <p><i>*Awarded 2 Medium Duty in 2008 CVP Awards</i></p>
Service Area:	
Service Level:	<i>Fixed predetermined routes, Curb to Curb: Serve registered clients who require specific, regular, transportation service,</i>
Advance Notice Required:	<i>Predetermined Fixed Routes: Rosters for workshop</i>
Basic Fare:	<i>NA: Built into transportation cost</i>
Service Hours:	<i>8a-4pm</i>
Approximate Annual Trips:	<i>Total number of trips: 71508/2600 trips in which wheel chairs lifts are used.</i>
Route Scheduling/Dispatch Method	<i>Predetermined routes decided and scheduled by transportation coordinator. No spreadsheets or software.</i>
Communication System:	<i>Cell phones</i>
Participation in HSTC:	<i>Participant: present at all meeting to date</i>
Operating Revenue and Expenses:	<i>Unknown: Built in to DHS funding Medicaid</i>
History/Notes:	<p><i>Human Services runs 2 seven bed facilities</i></p> <p><i>Coordinates with helping hands</i></p> <p><i>Runs 5 routes leaves between 7am and back at 9 to 9:30am</i></p> <p><i>Leaves again 2:24pm returns at 4pm</i></p> <p><i>4 part time drivers 3 of those drive only</i></p>

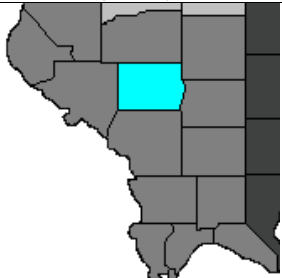
	<p>Drivers paid 8.50 to 8.75 dollars per hour State ask for 20% of funds back do to cutbacks which is 300,000 dollars per year 400,000 dollars/month to run facility Majority of maintenance done in house</p>
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Five Star Industries:

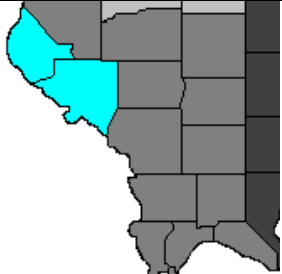
Provider Type:	Developmentally Disabled								
Funding Sources:	Primary: DHS Secondary: Section 5310								
Vehicles:	4 vehicles contracted to SCT *Awarded 1 light duty van in 2008 CVP Awards								
Service Area:									
Service Level:	Curb to Curb/Door through Door								
Advance Notice Required:	NA: Serve niche clients								
Basic Fare:	NA: In DHS funding								
Service Hours:	8-4 Monday thru Friday								
Approximate Annual Trips:	16000 approx.								
Route Scheduling/Dispatch Method	Service and vehicles contracted to South Central Transit:								
Communication System:	Cell phone in emergency only								
Participation in HSTC:	Participant: Attends Meetings								
Operating Revenue and Expenses:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Transportation</td> <td style="text-align: right;">\$87,763</td> </tr> <tr> <td colspan="2">Expenses by Account Type</td> </tr> <tr> <td style="padding-left: 20px;">Depreciation</td> <td style="text-align: right;">\$121,200</td> </tr> <tr> <td style="padding-left: 20px;">Fund Raising</td> <td style="text-align: right;">\$1,372</td> </tr> </table>	Transportation	\$87,763	Expenses by Account Type		Depreciation	\$121,200	Fund Raising	\$1,372
Transportation	\$87,763								
Expenses by Account Type									
Depreciation	\$121,200								
Fund Raising	\$1,372								

	Miscellaneous	\$63,322
	<i>Total</i>	\$2,986,210
	Interest	\$70,885
	Depreciation	\$121,200
	Fund Raising	\$1,372
	Miscellaneous	\$63,322
	<i>Total</i>	<u>\$2,986,210</u>
<i>History/Notes:</i>		

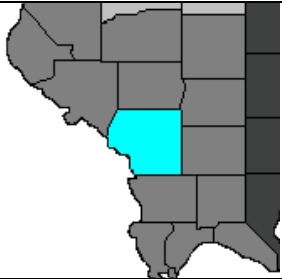
Gold Plate Program of Perry County

Provider Type:	<i>Elderly, Disabled under 60</i>
Funding Sources:	Primary: IDOA Secondary: Section 5310, Section 5316 (list others)
Vehicles:	<ul style="list-style-type: none"> - 2 minivans - 2 light duty Diesels - 1RR van <p><i>*Awarded 1 light duty van in 2008 CVP Awards</i></p>
Service Area:	
Service Level:	<i>Door to Door</i>
Advance Notice Required:	<i>24 hour notice</i>
Basic Fare:	<i>NA</i>
Service Hours:	<i>7am to 3pm</i>
Approximate Annual Trips:	<i>16275 of which 2340 involved wheel chairs</i>
Route Scheduling/Dispatch Method	<i>Done daily by hand on Site</i>
Communication System:	<i>Cell phones</i>
Participation in HSTC:	<i>Participant</i>
Operating Revenue and Expenses:	<i>Unknown no transportation line from DHS or DOA</i>
History/Notes:	<p><i>Mainly Uses Volunteers for Drivers</i></p> <p><i>Has 5 full time drivers paid minimum wage</i></p> <p><i>Maintenance accounts for 10,000 dollars a year</i></p> <p><i>Vans are not allowed out of county do to the funding for transportation is local taxes</i></p>

Human Support Services

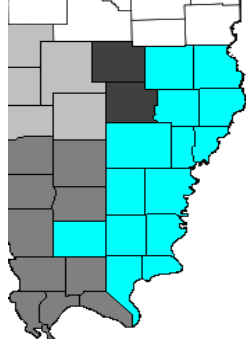
Provider Type:	<i>Elderly, Low income, Disabled/Medical</i>
Funding Sources:	Primary: DHS, Department of Aging, Secondary: Section 5310, Local Government
Vehicles:	<ul style="list-style-type: none"> - 11 minivans - 1 RR Van - 3 Light duty busses - 1 medium Duty Bus <p>Total of 16</p> <p><i>*Awarded 2 Medium Duty Vans in 2008 CVP Awards</i></p>
Service Area:	
Service Level:	<i>Fixed/demand responsive/ curb to curb provided to those who require such service.</i>
Advance Notice Required:	<i>No respond to demand although prefer advanced notice</i>
Basic Fare:	<i>NA: built into funding</i>
Service Hours:	<i>8am-4:15p Monday-Friday</i>
Approximate Annual Trips:	<i>35,900 trips</i>
Route Scheduling/Dispatch Method	<i>4 fixed daily routes.</i>
Communication System:	<i>Nextel push to talk, phone</i>
Participation in HSTC:	<i>Participation has been consistent and involved.</i>
Operating Revenue and Expenses:	Built into funding: DHS, Department of Aging, Section 5310, Local Government
History/Notes:	<i>Currently rely on MRT for some individuals who attend day program 4 days per week. The coordination has been a positive experience. Last year contract negotiations with MRT to provide rides to and from our Day Training program for 13 individual who attend our day program. However, due to delays in funding payment from DHS and the DPH to service providers the project has been put on hold at this time.</i>

Jackson County Mass Transit District:

Provider Type:	Public Transportation Provider																							
Funding Sources:	Primary: Section 5311, DOAP Secondary: Section 5310, Section 5316																							
Vehicles:	<ul style="list-style-type: none"> - 2 minivans - 4 Paratransit - 3 fourteen passenger van <p>*Awarded 1 Light Duty Van in 2008 CVP Awards</p>																							
Service Area:																								
Service Level:	Demand Responsive/Curb to Curb																							
Advance Notice Required:	Demand Responsive: 24 hour notice																							
Basic Fare:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;"><u>Adult Fare (One-Way)</u></td> <td style="text-align: right; vertical-align: bottom;">\$3.00</td> </tr> <tr> <td style="padding-left: 40px;">Schedule 24 hours in advance</td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Same-Day Scheduling</td> <td style="text-align: right;">\$6.00</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td style="padding-left: 20px;"><u>Student Fare (One-Way)</u></td> <td style="text-align: right; vertical-align: bottom;">\$2.50</td> </tr> <tr> <td style="padding-left: 40px;">Scheduled 24 hours in advance</td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Same-Day Scheduling</td> <td style="text-align: right;">\$4.50</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td style="padding-left: 20px;"><u>Child Fare (One-Way)</u></td> <td style="text-align: right; vertical-align: bottom;">Free</td> </tr> <tr> <td style="padding-left: 40px;">Children under 6</td> <td></td> </tr> <tr> <td style="padding-left: 40px;">Children 6 - 15</td> <td style="text-align: right;">\$1.00</td> </tr> </table>		<u>Adult Fare (One-Way)</u>	\$3.00	Schedule 24 hours in advance		Same-Day Scheduling	\$6.00			<u>Student Fare (One-Way)</u>	\$2.50	Scheduled 24 hours in advance		Same-Day Scheduling	\$4.50			<u>Child Fare (One-Way)</u>	Free	Children under 6		Children 6 - 15	\$1.00
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Schedule 24 hours in advance																								
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<u>Child Fare (One-Way)</u>	Free																							
Children under 6																								
Children 6 - 15	\$1.00																							

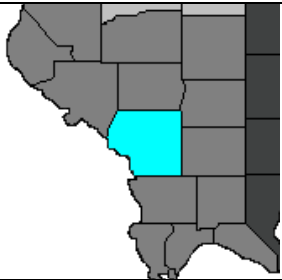
	<u>Senior Fare (One-Way)</u>	
	Scheduled 24 hours in advance	\$2.00
	Same-Day Scheduling	\$4.00
	<u>Personal Attendant Fare (One-Way)</u>	
	A person with a disability may designate a personal attendant with which to ride.	Free

Rides Mass Transit District

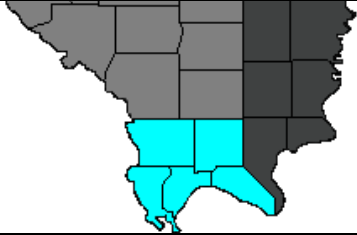
Provider Type:	Public Mass Transit
Funding Sources:	Primary: Section 5311, DOAP Secondary: Section 5310, Section 5316 , Section 5317
Vehicles:	<ul style="list-style-type: none"> - 8 minivans - 7 RR vans - 14 light duty vans - 36 Medium Duty busses dual rear axle - 11 Heavy Duty Transit bus - 18 Super Medium Duty <p>93 vehicles total</p> <p>*Awarded 3 Medium Duty and 1 Super Medium Duty in 2008 CVP Awards</p>
Service Area:	
Service Level:	Deviated Fixed Route/Door to Door/Door through Door/Drives permitted to assist with limited number of packages
Advance Notice Required:	Demand Responsive with 24 hour advance notice/Real time reservations are permitted if possible
Basic Fare:	Transit Passes, Discount tickets and Cash Fares based on following Criteria <ul style="list-style-type: none"> - Children under 6 rides free - Children 6-10 - Adult ages 11-59 - Senior 60 and over

Service Hours:	<i>8am to 5pm except Saline County where After hour transportation 5pm to midnight is offered</i>
Approximate Annual Trips:	<i>450,000 trips 34,283 trip in which wheel chair lift is used.</i>
Route Scheduling/Dispatch Method	<i>CTS software with radio dispatching. Drivers receive a manifest evening before route.</i>
Communication System:	<i>Radio and Cell phone</i>
Participation in HSTC:	<i>Leadership Participation</i>
Operating Revenue and Expenses:	<i>Total operation is \$6.4 million dollars annum Medicaid and Fares 5316 JARC 5317 New Freedom</i>
History/Notes:	<i>RMTD continues to be the model for all transit districts. RMTD completed another building for a head quarter in Grayville Illinois. Rides Mass Transit continues to add routes and contracts. Also 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 that RMTD is going to add an Olney Central College Route.</i>

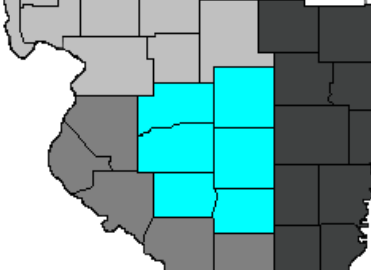
Senior Adult Services

Provider Type:	<i>Provides transportation for seniors 60 and over</i>
Funding Sources:	Primary: IDOA, Dispersed Funds Initiative Secondary: Section 5310
Vehicles:	5 vehicles *Awarded 1 minivan in 2008 CVP Awards
Service Area:	
Service Level:	<i>Door to Door, Door through Door</i>
Advance Notice Required:	<i>24 hours</i>
Basic Fare:	<i>50 cents suggested donation</i>
Service Hours:	<i>8-4 Monday thru Friday</i>
Approximate Annual Trips:	<i>1800 trips</i>
Route Scheduling/Dispatch Method	<i>By phone, by spreadsheet</i>
Communication System:	<i>Cell phones as needed</i>
Participation in HSTC:	<i>Participant</i>
Operating Revenue and Expenses:	<i>IDOA, Dispersed Funds initiative Section 5310</i>
History/Notes:	

Shawnee Mass Transit District (dba Southern Most Area Rapid Transit or "SMART")

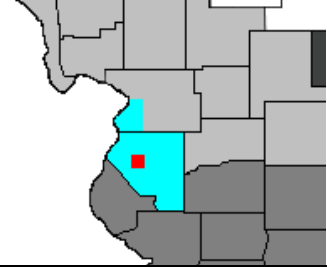
Provider Type:	<ul style="list-style-type: none"> Public Mass Transit
Funding Sources:	<ul style="list-style-type: none"> Primary: Section 5311, DOAP Secondary: Section 5310, Section 5316
Vehicles:	<ul style="list-style-type: none"> 22 vehicles 2 of them leased <p><i>*Awarded 1 Minivan, 3 Medium Duty, 3 Super duty in 2008 CVP Awards</i></p>
Service Area:	
Service Level:	<ul style="list-style-type: none"> Fixed route/curb to curb
Advance Notice Required:	<ul style="list-style-type: none"> Demand Responsive: 24 hour advanced notice
Basic Fare:	<ul style="list-style-type: none"> \$10 to \$45 dollars depending on distance of county to county transportation. \$1 to \$3 dollar fix routes per stop
Service Hours:	<ul style="list-style-type: none"> No set operation hours
Approximate Annual Trips:	<ul style="list-style-type: none"> 92,000 trips
Route Scheduling/Dispatch Method	<ul style="list-style-type: none"> Route scheduling ADS software: Daily Schedule w/ Radios and Cell phone backup
Communication System:	<ul style="list-style-type: none"> Radios with cell phone back up do to terrain.
Participation in HSTC:	<ul style="list-style-type: none"> Attendance Regular with involved input at meetings
Operating Revenue and Expenses:	<ul style="list-style-type: none"> Medicaid and Fares Section 5310
History/Notes:	<ul style="list-style-type: none"> SMART attempting to acquire better dispatching software Reports budget is ok and somewhat on time (3 mos. behind) Worried about drivers trying to unionize with teamsters Full-time drivers \$8.75 to \$10.25 per hour Have all in house mechanics and seem to be doing will and would like to see CVP completed

South Central Transit

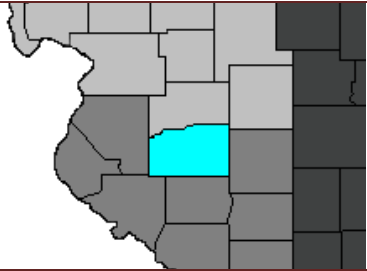
Provider Type:	Public Transportation Provider
Funding Sources:	Primary: Section 5311, DOAP Secondary: Section 5310, Section 5316, Illinois Dept of Aging
Vehicles:	<ul style="list-style-type: none"> - 3 Sedans - 4 minivans - 34 medium duty - 23 super medium duty <p>*Awarded 3 Minivans, 2 light duty, 1 medium duty, 1 super medium duty in the 2008 CVP Awards</p>
Service Area:	
Service Level:	Curb to Curb/Door to Door/Drives permitted to assist with limited number of packages
Advance Notice Required:	Demand Responsive but will respond to real time reservations
Basic Fare:	Fare based on: <ul style="list-style-type: none"> • In City • Out of city limits • Out of county
Service Hours:	5:00 AM to 7:00 PM – Mt. Vernon 5:00 AM to 7:00 PM – Centralia 7:00 AM to 5:00 PM – Salem 7:00 AM to 5:00 PM – Nashville 7:00 AM to 5:00 PM – Benton 7:00 AM to 5:00 PM – West Frankfort 7:00 AM to 5:00 PM – Breese 7:00 AM to 5:00 PM – Carlyle
Approximate Annual Trips:	201,091 trips 21,089 involved wheelchairs

Route Scheduling/Dispatch Method	<i>Use of Adept Software for Scheduling and Dispatching</i>
Communication System:	<i>Use of Cell Phone Use of Handheld Radios</i>
Participation in HSTC:	<i>Leadership Participant</i>
Operating Revenue and Expenses:	<i>Fares and Medicaid Section 5311, DOAP Section 5310, Section 5316 Illinois Dept of Aging</i>
History/Notes:	<i>Goals: 2-5 years expand county wide services County to County link up Would be willing to be regional dispatch Have talked to Effingham and Bond Co. in past for expansion efforts</i>

Touchette Regional Hospital

Provider Type:	<i>Provide transportation for low income, elderly, and disabled individuals.</i>
Funding Sources:	<i>Primary: Medicaid Secondary: Section 5310</i>
Vehicles:	<ul style="list-style-type: none"> - 6 mini-vans - 1 fifteen passenger van - 1 sedan <p><i>Total of 8 vehicles</i></p>
Service Area:	
Service Level:	<i>Curb to Curb, passengers my bring personal care aid</i>
Advance Notice Required:	<i>Demand Responsive with 48 hour notice/Transportation request form</i>
Basic Fare:	<i>NA: Demand Response routes for registered agency clients at no charge</i>
Service Hours:	<i>8a-4p</i>
Approximate Annual Trips:	<i>20,202 trips/ 1,300 trips in which wheel chairs are uses.</i>
Route Scheduling/Dispatch Method	<i>VHF Radios, dispatch, and access patient pickup printouts</i>
Communication System:	<i>VHF radios</i>
Participation in HSTC:	<i>Committee Member/New Participant</i>
Operating Revenue and Expenses:	
History/Notes:	<i>None</i>

Washington County Senior Services

Provider Type:	<i>Elderly, Low Income, Disabled</i>
Funding Sources:	Primary: IDOA Secondary: Section 5310
Vehicles:	<ul style="list-style-type: none"> - 2 Minivans - 1 15 passenger van <p><i>*Awarded 1 minivan in 2008 CVP Awards</i></p>
Service Area:	
Service Level:	<i>Door to Door, Door through Door,</i>
Advance Notice Required:	<i>Demand Responsive: Prefer 24 hour advance, Real Time reservations allowed if feasible</i>
Basic Fare:	<i>Built in to DOA funding: 50 cent suggested donation inside city limits</i>
Service Hours:	<i>NA</i>
Approximate Annual Trips:	<i>NA: Provider did not submit</i>
Route Scheduling/Dispatch Method	<i>By phone and hand written manifest</i>
Communication System:	<i>Cell phone if needed</i>
Participation in HSTC:	<i>Participant</i>
Operating Revenue and Expenses:	<i>Department of Aging</i>
History/Notes:	<i>None</i>

Section II-C: History of Coordination in Region 11

Coordination of transportation efforts in most rural areas of Illinois, including Substate Region 11, 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. Monroe, Randolph, and Macoupin Counties are currently undergoing the Primer Process in order for the Monroe-Randolph Transit District to begin receiving Federal 5311 dollars.

Other coordination efforts are also being undertaken in Region 11. 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 through 2009.



Alexander County

Franklin County

Jackson County

Jefferson County

Johnson County

Massac County

Monroe County

Perry County

Pulaski County

Randolph County

St. Clair County

Union County

Washington County

Williamson 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*

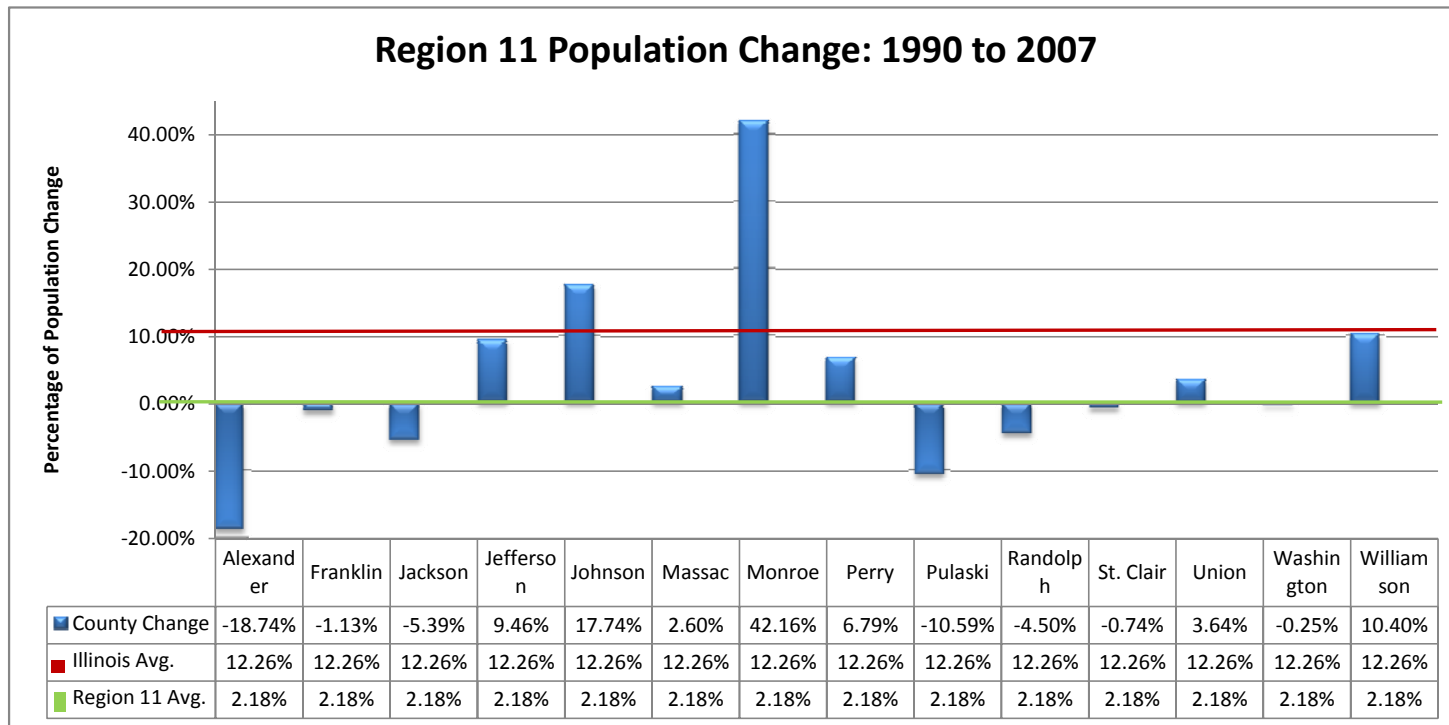
Sources Used:

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

Section III-A: Demographic Overview

Demographic Overview

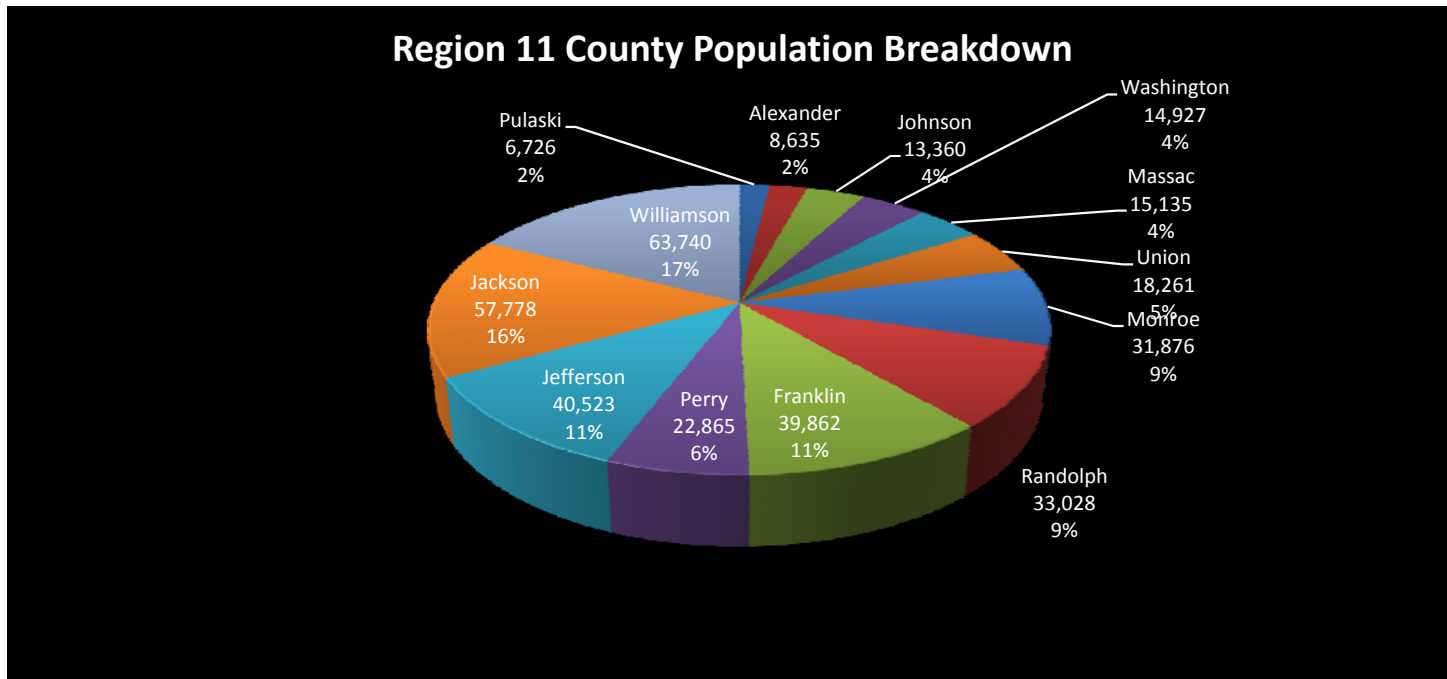
Region 11 Population Change: 1990 to 2007



U.S. Census Bureau 2000 & 2007

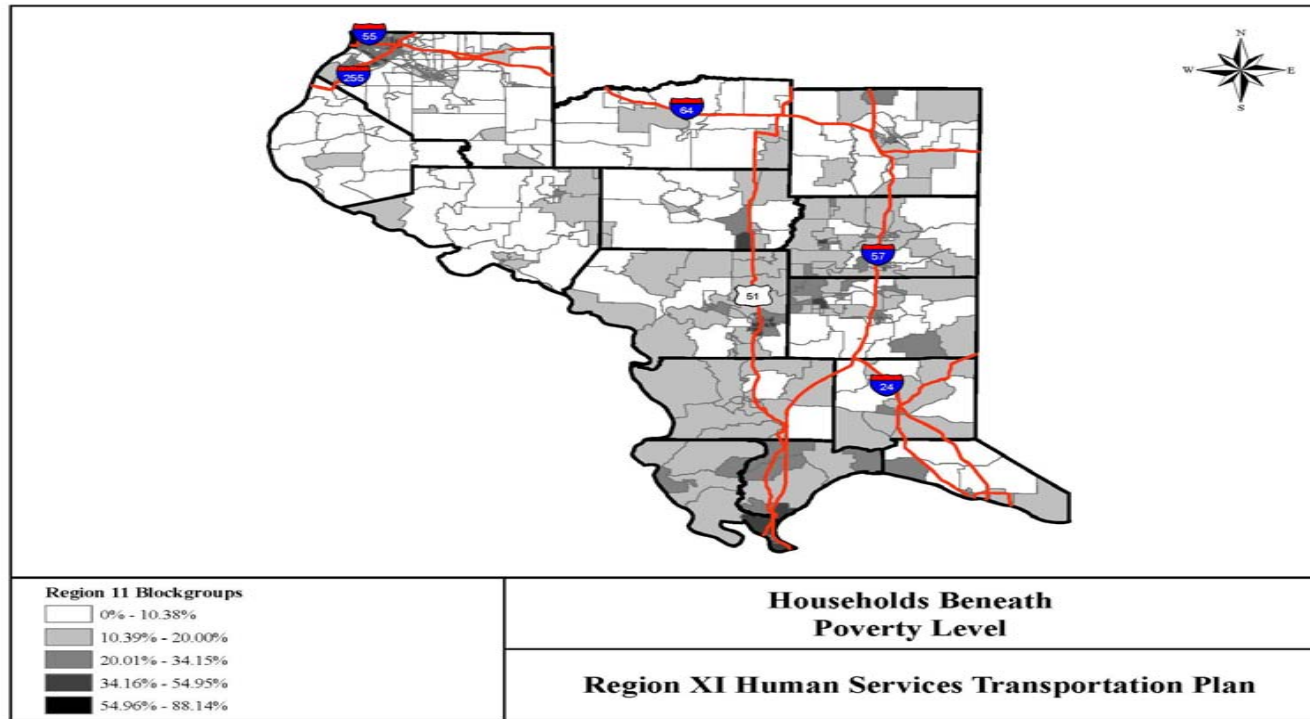
Population

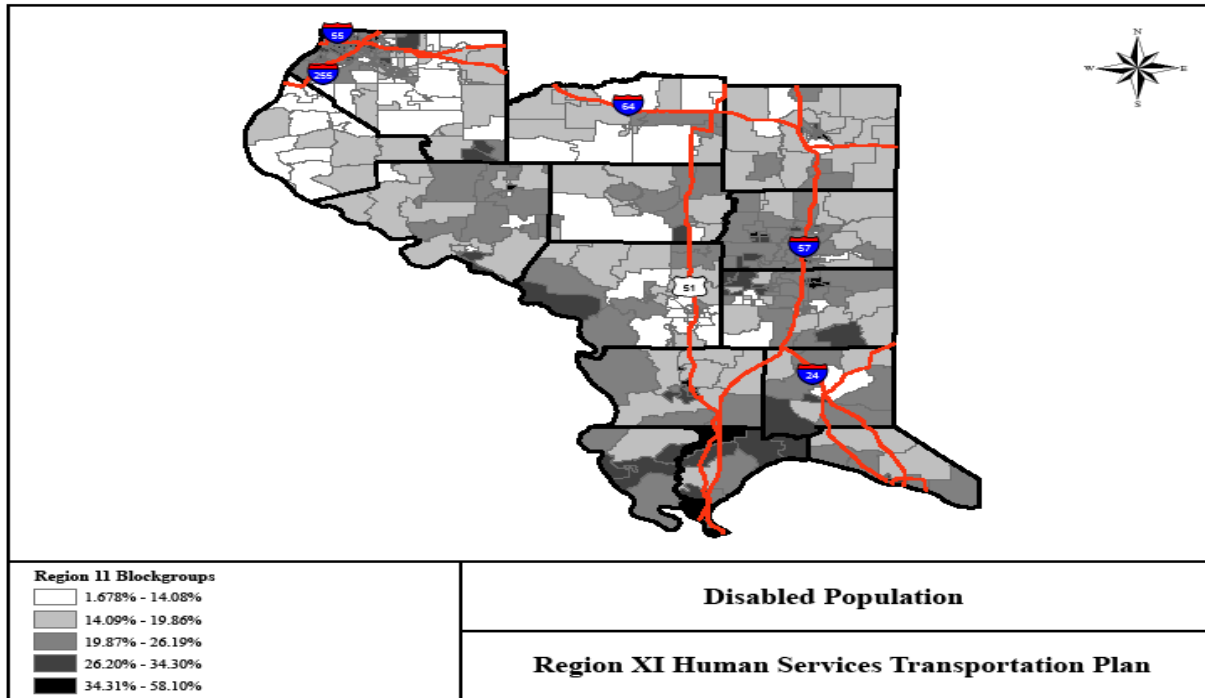
Population:

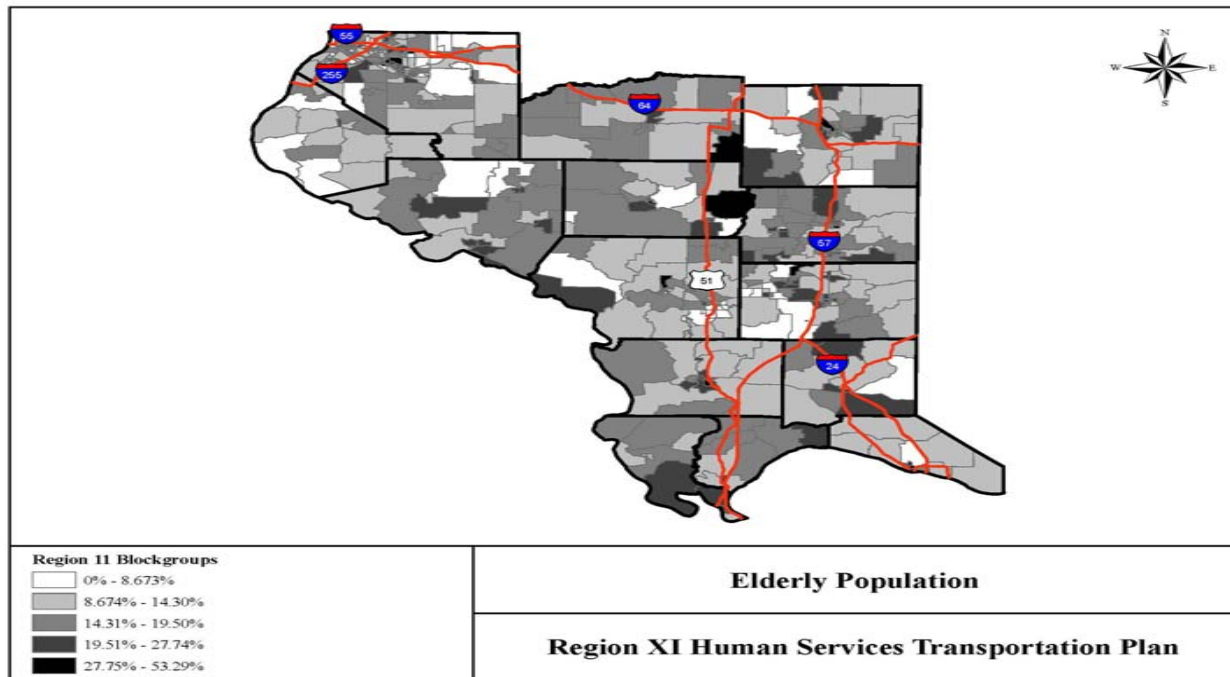


U.S. Census Bureau 2000 & 2007

Regional Overview



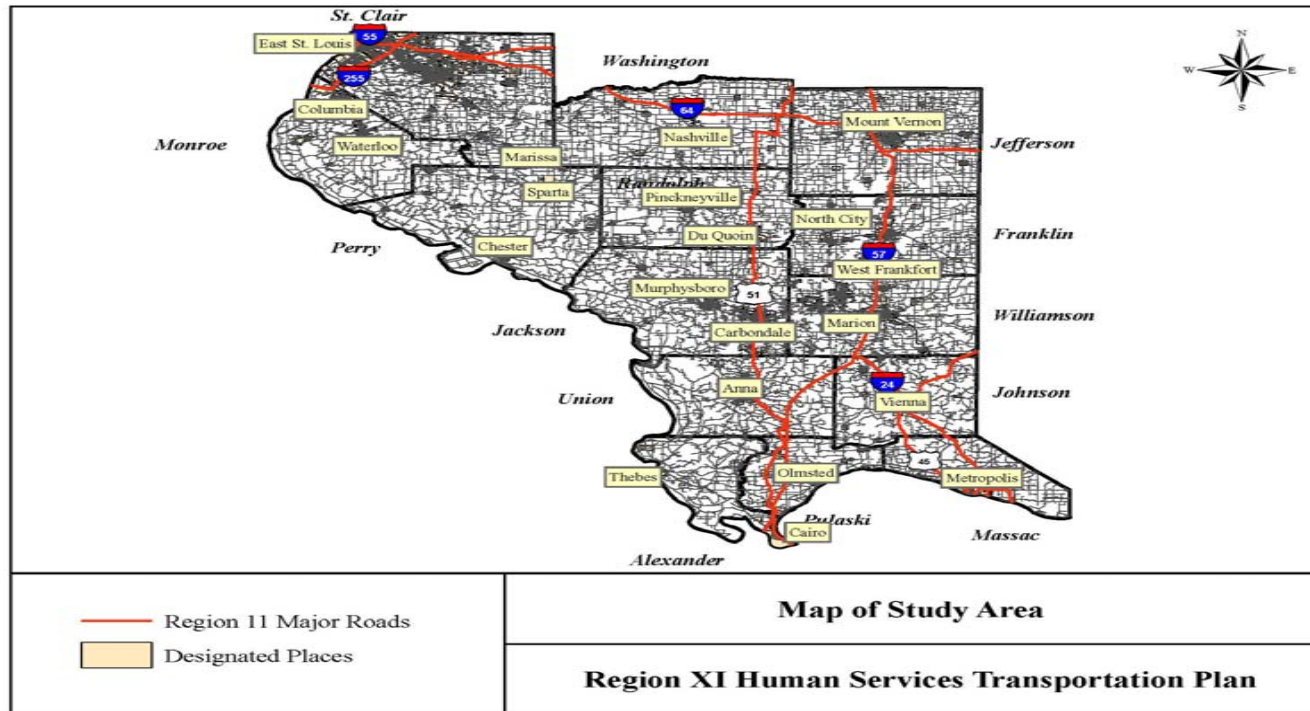




MAP OF REGION 11 ELDERLY POPULATION DIST.

Region 11, like many rural area of the state has an aging population that has increasing need of transportation for medical appointment, shopping, and service trips. Without public transportation many elderly would not have access to Hospital, Doctor, Dialysis, Counseling, Senior Centers, or access to DHS Family Centers in the area (See trip generators).

The below map shows a number of the major cities and towns found within the region.



Map of Region 11 Major Roads and Cities

Section III-B Trip Generators

St. Clair County

Comment [LH1]: Centerville is spelled:
Centreville

Notes: St. Clair County

- St. Clair County has the public provider St. Clair Transit in the urban areas; there are no rural transit providers.
- A cluster of health and medical centers are within the county as well as in the metro-east, but access is easy to St. Louis via Route 13 to I-64.
- St. Clair Area Vocational (SAVE) in Belleville, Challenge Unlimited in Alton, Illinois Center for Autism in Fairview Heights, and Beverly Place in Godfrey have been identified as service providers who serve this area.
- Population Clusters have been identified in Washington Park, Brooklyn, Caseyville, Cahokia, Centreville, Fairview Heights, O’Fallon, Dupo, Columbia, Millstadt, Smithton, Belleville, Swansea, Shiloh, Freeburg, New Athens, Lebanon, Scott Air Force Base, Mascoutah, St. Libory, Lenzburg, and Marissa.
- The majority of the population in St. Clair County is located in the northern and central area of the county.

Transportation Availability: St. Clair County

Service Providers:

Public Provider: St. Clair Transit (urban)

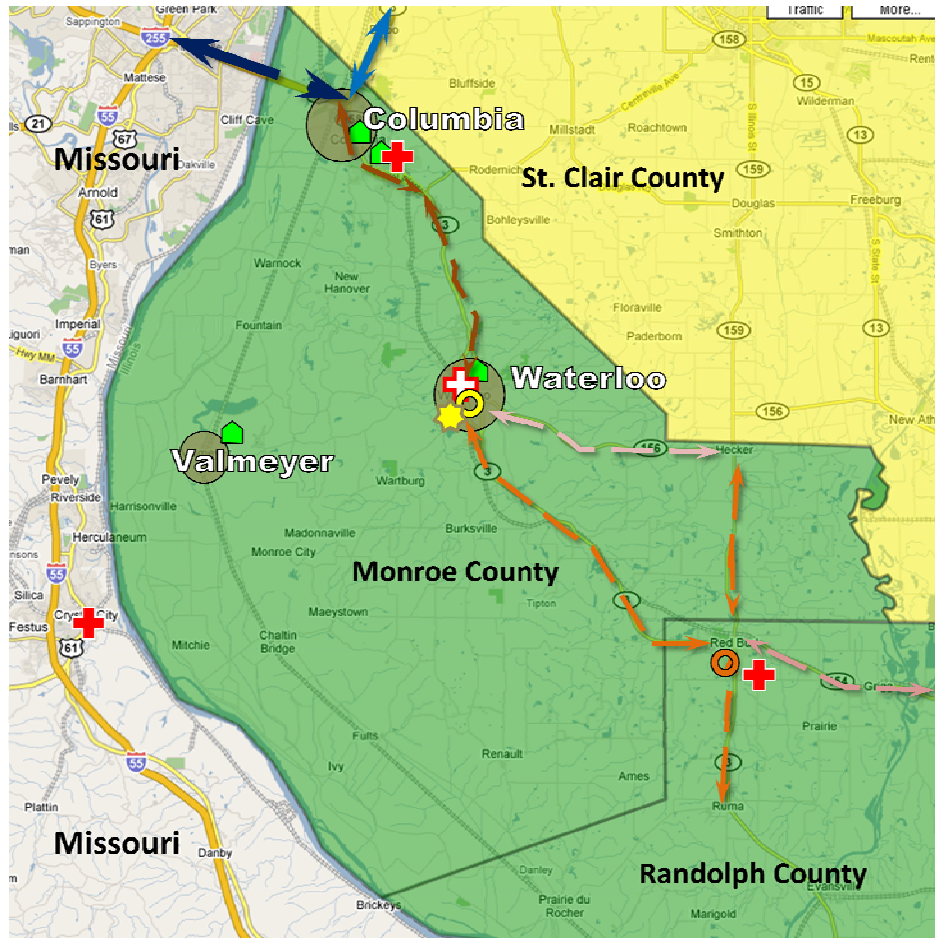
<i>Providers Located Within the Counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the county</i>
<i>St. Clair Transit</i>	<i>St. Clair Transit</i>	<i>Nearly all providers in Region 11 have indicated that they either travel into St. Clair County or have demand for trips into St. Clair county</i>
<i>St. Clair Area Vocational (SAVE)</i>	<i>St. Clair Area Vocational (SAVE)</i>	
<i>Challenge Unlimited, Inc.</i>	<i>Challenge Unlimited, Inc.</i>	
<i>Illinois Center for Autism</i>	<i>Illinois Center for Autism</i>	
<i>Bethany Place</i>	<i>Bethany Place</i>	

Vehicle Utilization:

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

Vehicle Information				Hours of Operation												Hrs.	Use					
#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5			6	7	8	9	10
Challenge Unlimited, Inc.																						
3	1999-E350	Van	225,752																		6	St. Clair County (Swansea)
8	2003-International	Super Medium	71,738																		4	St. Clair County (Swansea)
11	1997-Ford	Med. Duty	146,444																		6	St. Clair County (Swansea)
12	2000-Ford	Med. Duty	73,248																		4	St. Clair County (Swansea)
14	2008-Ford	Med. Duty	17,517																		4	St. Clair County (Swansea)

Monroe County



Notes: Monroe County

- Monroe/Randolph Transit is the public provider for Monroe and Randolph Counties. MRT has been initiated into the ICCT Primer Process, but has yet to be completed.
- A cluster of health and medical centers are located in the metro-east area but has easy access to St. Louis to Route 3 to St. Louis via Route 255, and to Carbondale via Route 149 to the Route 13 corridor.
- Population clusters have been identified as Columbia, Valmeyer, and Waterloo.

Transportation Availability: Monroe County

Service Providers:

Public Provider: Monroe-Randolph Transit

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
Monroe-Randolph Transit	Monroe-Randolph Transit	None identified
Human Support Services	Human Support Services	

Vehicle Utilization:

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

Vehicle Information				Hours of Operation														Hrs.	Use			
#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5	6	7			8	9	10
Human Support Services																						
1	1996 Ford MD2	Med. Duty	101,313																		4	To and From Day services
2	1994 Braun	RRV	50,987																		4	To and From Day services
3	1998 Ford Eldorado	Med. Duty	120,665																		4	To and From Day services
4	2000 International	Heavy Duty	57,089																		4	To and From Day services
5	2000 Dodge Caravan	Van	59,040																		2	Residential Dept.
6	2002 Eldorado National	Med. Duty	61,640																		2	To and From Day services
7	2002 Chevy Ventury	Minivan	67,840																		10	Residential Dept.

March 1, 2009

[ILLINOIS REGION 11 HUMAN SERVICES TRANSPORTATION PLAN]

Randolph County

Notes: Randolph County

- Monroe/Randolph Transit is the public provider for Monroe and Randolph Counties. MRT has been initiated into the ICCT Primer Process, but has yet to be completed.
- A cluster of health and medical centers are located in the metro-east area but has easy access to St. Louis to Route 3 to St. Louis via Route 154, and to Carbondale via Route 3 to the Route 13 corridor.
- Population clusters have been identified as Chester, Prairie du Rocher, Steeleville, Percy, Coulterville, Tilden, Baldwin, and Red Bud.

Transportation Availability: Randolph County

Service Providers:

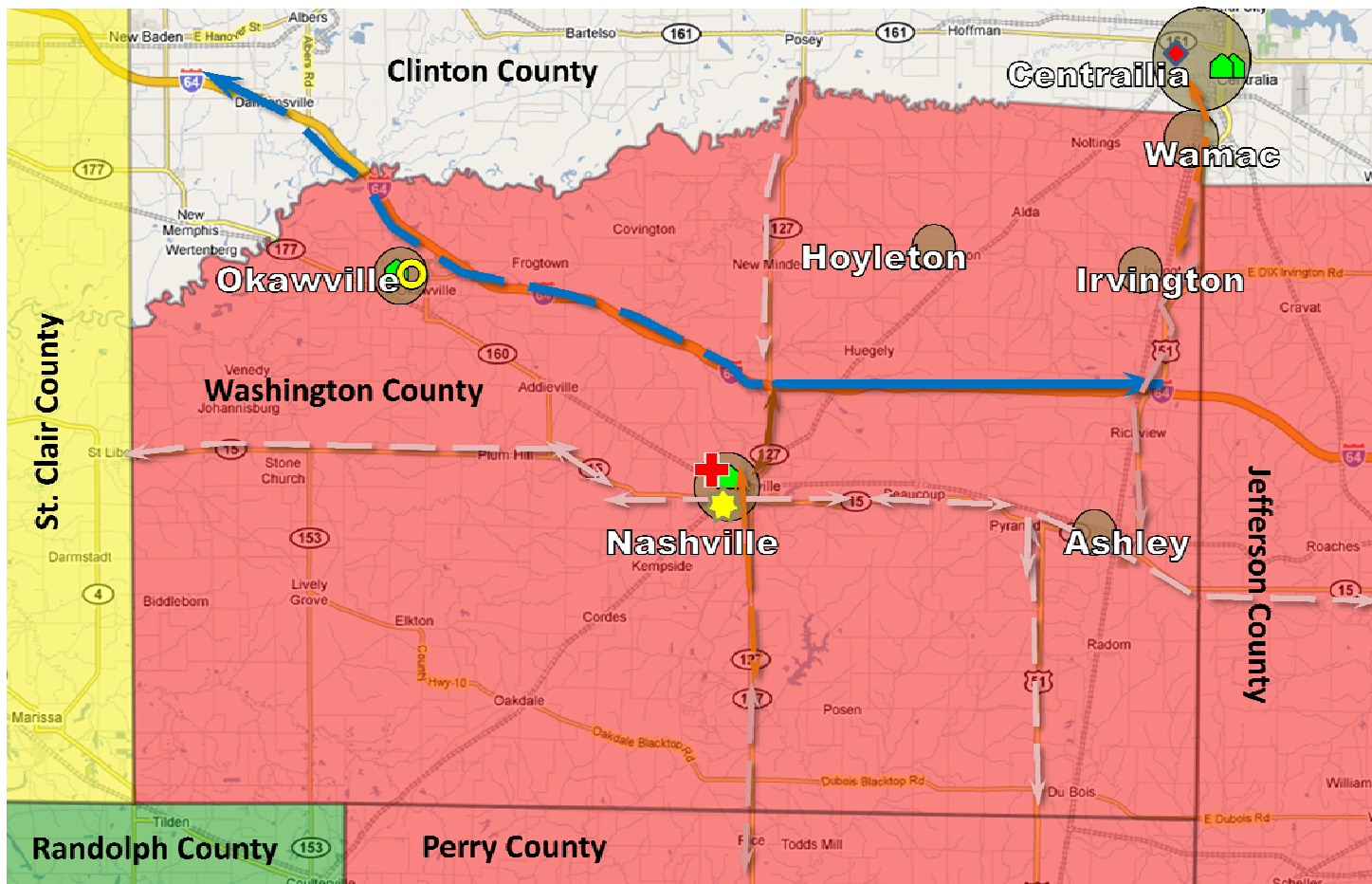
Public Provider: Monroe-Randolph Transit

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
Monroe-Randolph Transit	Monroe-Randolph Transit	
Human Service Center	Human Service Center	

Vehicle Utilization:

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

Washington County



Notes: Washington County

- South Central Transit is the public provider in Washington County.
- A cluster of health and medical centers are located in the metro-east area but has easy access to St. Louis via I-64 and to Springfield via Route 51, also to Carbondale via I-64 to Route 51.
- Population clusters have been identified as Wamac, Holyeton, Oakville, Nashville, Irvington, and Ashley.
- Washington County Senior Center has been identified as a service provider who serves clients in this county.

Transportation Availability: Washington County

Service Providers:

Public Provider: South Central Transit

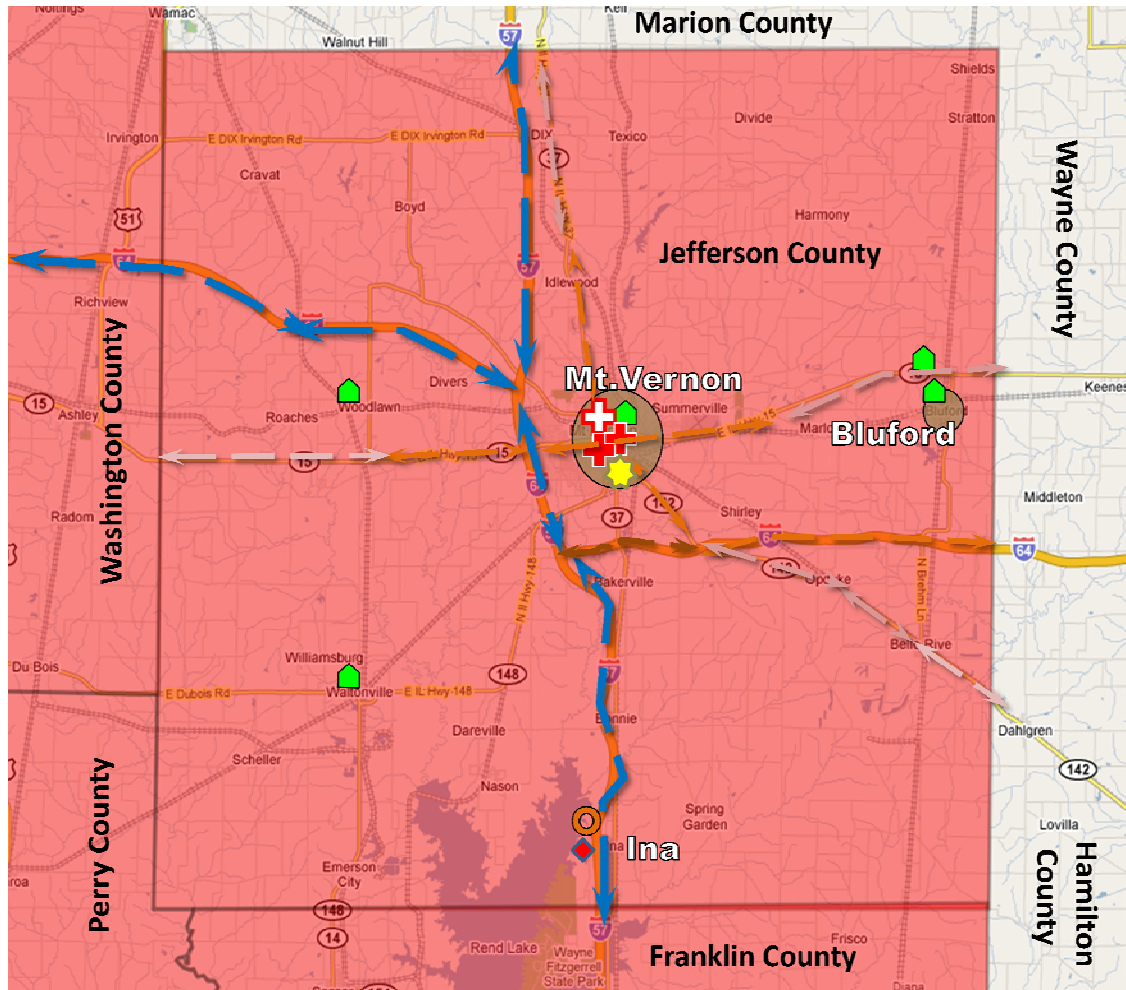
Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
South Central Transit	South Central Transit	South Central Transit
Washington County Senior Center	Washington County Senior Center	

Vehicle Utilization:

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

Vehicle Information				Hours of Operation										Hrs.	Use							
#	Model	Type		6	7	8	9	10	11	12	1	2	3			4	5	6	7	8	9	10
South Central Transit																						
23	76- 98 Dodge	RRV	150,242																		9	Washington County
Washington County Senior Center																						
1	1997-Dodge Caravan	Minivan	123,008																		3.5	Nashville
2	2002-Venture	Minivan	47,642																		6.5	Okawville
3	1994-Club Wagon	Van	107,222																		6.5	Okawville

Jefferson County



Notes: Jefferson County

- Jefferson County has the public transportation agency South Central Transit, SCT has been funded through section 5311.
- Mt. Vernon is rural in nature but is located near the split of U.S. Interstate 64 and U.S. Interstate 57.
- A cluster of medical and health facilities are located in the Mt. Vernon area of Jefferson County, there is easy access to St. Louis via Route 37 to I-64 or to Carbondale via Route 37 to I-57.
- Population clusters have been identified Mt. Vernon and Bluford.

Transportation Availability: Jefferson County

Service Providers:

Public Provider: South Central Transit

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
South Central Transit	South Central Transit	South Central Transit Rides Mass Transit District

Vehicle Utilization:

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

#	Vehicle Information			Hours of Operation										Hrs.	Use						
	Model	Type		6	7	8	9	10	11	12	1	2	3			4	5	6	7	8	9
South Central Transit																					
2	31- 96 Ford	Med. Duty	160,117																	15.5	Active
14	46- 03 Ford	RRV	94,377																	15.5	Active
16	51- 96 Ford	Med. Duty	218,845																	15.5	Active
18	54- 96 Ford	Med. Duty	176,429																	15.5	Reserve
20	71- 96 Eldorado	Med. Duty	240,763																	15.5	Active
25	83- 99 Eldorado	Med. Duty	284,604																	15.5	Active
28	89- 01 Eldorado	Med. Duty	81,753																	15.5	Active

Perry County

Notes: Perry County

- South Central Transit is the public provider in Perry County, funding is provided through section 5311.
- There is a small cluster of medical and health facilities in the Pinckneyville and Du Quoin area, but there is easy access to Carbondale.
- Gold Plate Program of Perry County of Du Quoin and Five Star of Du Quoin and Pinckneyville have been identified as service providers for clients in this county.
- Population clusters have been identified Tamora, Pinckneyville, Du Quoin, Culter, and Willisville.

Transportation Availability: Perry County

Service Providers:

Public Provider: South Central Transit

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
South Central Transit	South Central Transit	South Central Transit
Gold Plate Program of Perry County	Gold Plate Program of Perry County	
Five Star	Five Star	

Vehicle Utilization:

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

Vehicle Information			Hours of Operation													Hrs.	Use						
#	Model	Type	6	7	8	9	10	11	12	1	2	3	4	5	6		7	8	9	10			
Human Support Services																							
1	14- 97 Dodge	Minivan	123,392																	10.5	DuQuoin	Active	
4	33 - 96 Ford	Med. Duty	272,767																			DuQuoin	Reserve
7	37- 00 Chevy	Extended Van	154,859																		10.5	DuQuoin	Active
15	47- 04 International	Super Medium	78,873																		10.5	DuQuoin	Active
30	92- 97 Eldorado	Med. Duty	164,781																		10.5	DuQuoin	Active
37	99- 96 Ford	Med. Duty	193,473																		15.5	DuQuoin	Active

March 1, 2009

[ILLINOIS REGION 11 HUMAN SERVICES TRANSPORTATION PLAN]

Franklin County

Notes: Franklin County

- South Central Transit has been identified as the public provider for Franklin County, funding for this transit system has been provided by section 5311.
- A small cluster of medical and health facilities are located in the areas of Benton and West Frankfurt, however, there is easy access to Carbondale via I-57 to Route 13.
- Population clusters have been identified Sesser, Valier, Benton, North City, Christopher, West City, Zeigler, West Frankfurt, and Royaltan.

Transportation Availability: Franklin County

Service Providers:

Public Provider: South Central Transit

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
South Central Transit	South Central Transit	South Central Transit

Vehicle Utilization:

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

Vehicle Information			Hours of Operation														Hrs.	Use			
#	Model	Type	6	7	8	9	10	11	12	1	2	3	4	5	6	7			8	9	10
South Central Transit																					
6	36-00 Chevy	Extended Van	184,354																	12	Active
9	39-98 Ford	Extended Van	84,715																	11.5	Active
11	43-03 International	Super Medium	78,145																	15.5	Active
24	82-99 Eldorado	Med. Duty	198,995																	15.5	Active
26	84-98 Eldorado	Med. Duty	143,112																	15.5	Active
32	94-00 Eldorado	Med. Duty	146,213																	15.5	Reserve
33	95-00 Eldorado	Med. Duty	124,933																	15.5	Active
38	105-06 Chevy	Super Medium	50,473																	15.5	Active
39	106-06 Chevy	Super Medium	69,916																	15.5	Active

Jackson County

Notes: Jackson County

- Jackson County Mass Transit has been identified as the public service provider within this county. Funding for JCMT has been provided by section 5311.
- Clusters of health and medical facilities have been identified within this county.
- Population clusters have been identified Elkhart, Ava, De Soto, Murphysboro, Carbondale, and Grand Tower.

Transportation Availability: Jackson County

Service Providers:

Public Provider: Jackson County Mass Transit District

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
Jackson County Mass Transit	Jackson County Mass Transit	Rides Mass Transit District
Senior Adult Services	Rides Mass Transit	Shawnee Mass Transit
*Saluki Express(provides transportation for SIU Campus)	Shawnee Mass Transit	

Vehicle Utilization:

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

Williamson County

Notes: Williamson County

- RIDES Mass Transit has been identified as the public service provider within Williamson County, funding was provided by section 5311.
- A cluster of medical and health facilities have been identified in the central area of the county, but there is easy access to Carbondale via Route 13.
- Shawnee Mass Transit and South Central Transit have been identified as providers who serve clients within Williamson County.

Transportation Availability: Williamson County

Service Providers:

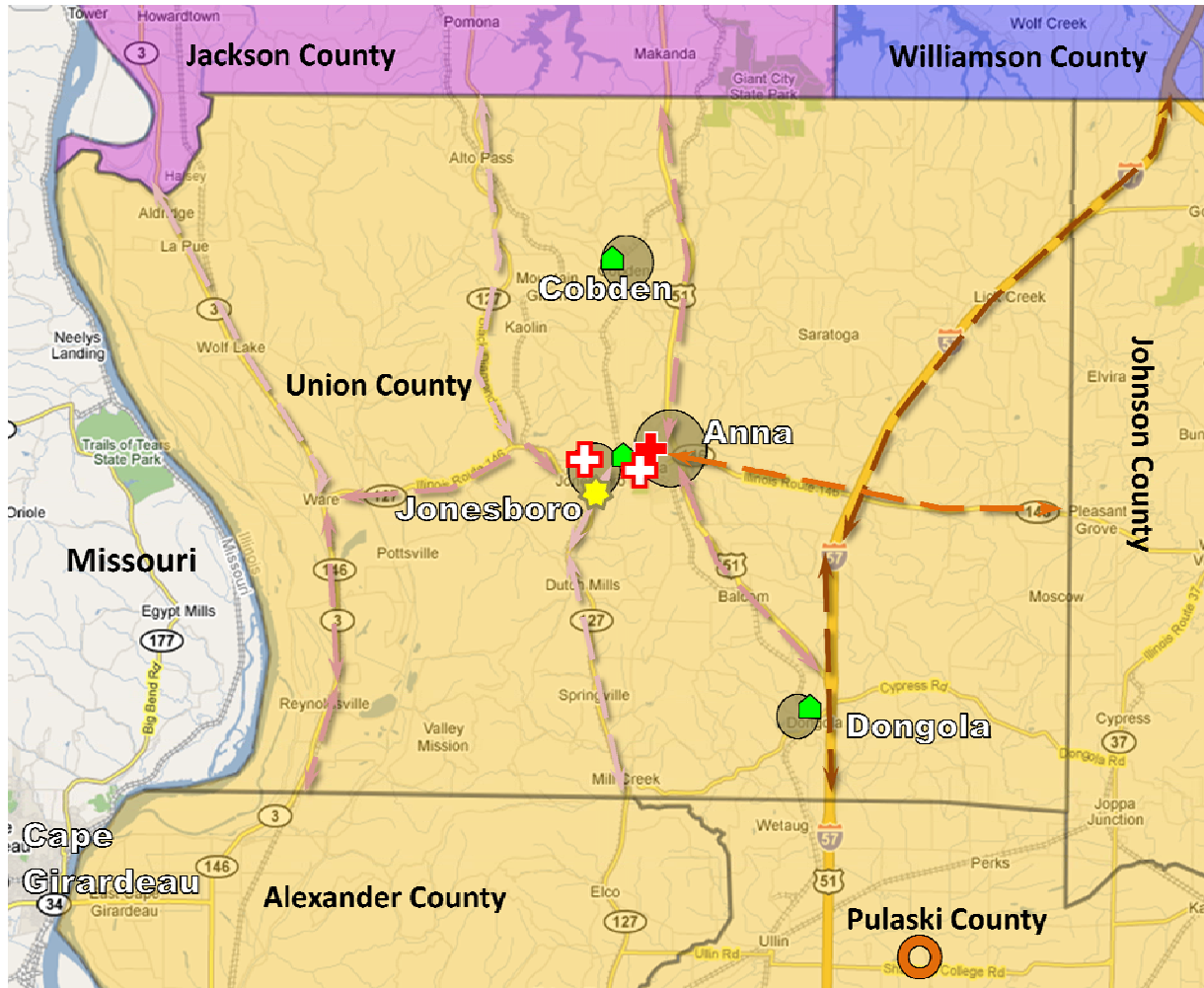
Public Provider: Rides Mass Transit District

<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 Districts</i>	<i>Rides Mass Transit District</i>
		<i>Shawnee Mass Transit District</i>
		<i>South Central Transit</i>

Vehicle Utilization:

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

Union County



Notes: Union County

- Shawnee Mass Transit has been identified as the public service provider for Union County, funding for Shawnee Mass Transit has been provided through section 5311.
- There has been a small cluster of health and medical facilities identified within the county but there is easy access to Carbondale.
- Population clusters within Williamson County have been identified Cobden, Jonesboro, Anna, and Dongola.

Transportation Availability: Union County

Service Providers:

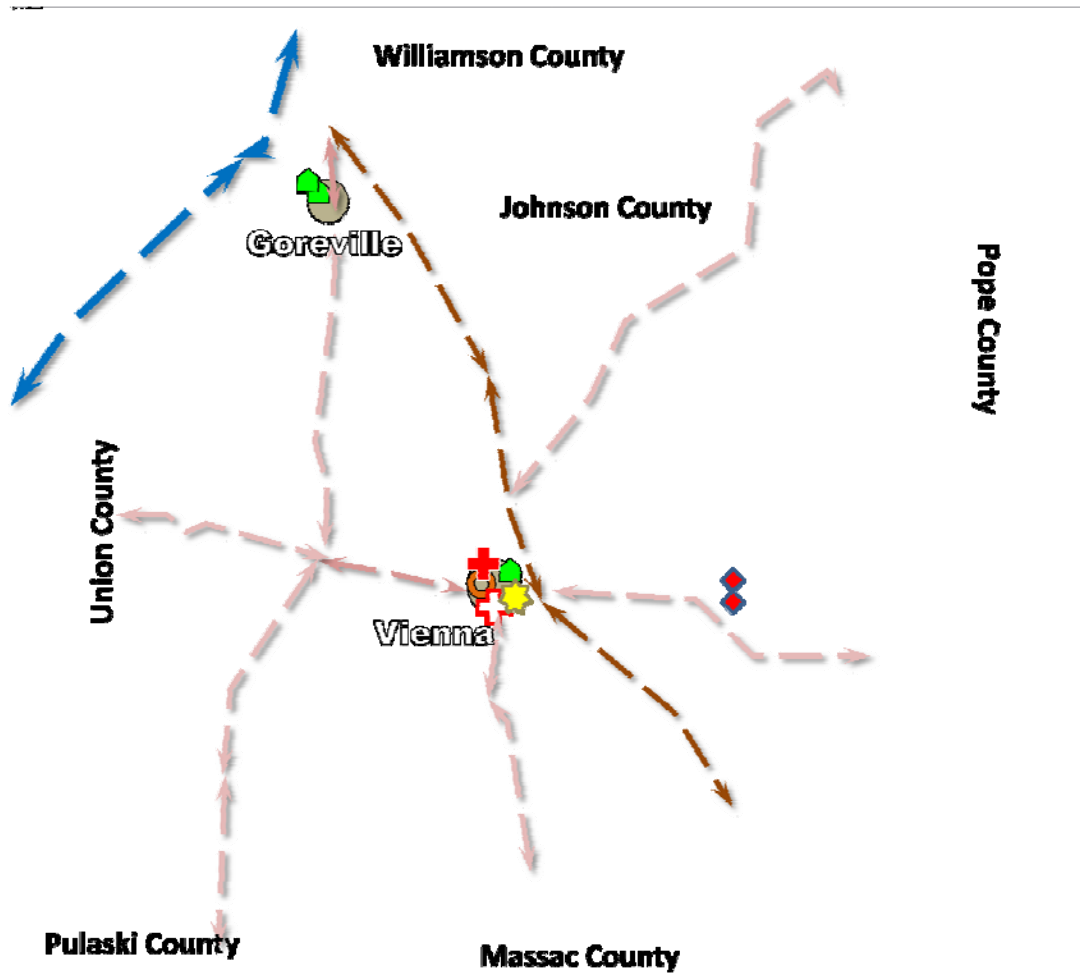
Public Provider: Shawnee Mass Transit District (d.b.a. Southern Most Area Rapid Transit or “SMART”)

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
Shawnee Mass Transit District	Shawnee Mass Transit District	Shawnee Mass Transit District

Vehicle Utilization:

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

Johnson County



Notes: Johnson County

- Shawnee Mass Transit is the public transportation agency for Johnson County, funding has been provided by section 5311.
- Health care facilities have been identified in the Vienna area.
- Population clusters have been identified Goreville and Vienna.

Transportation Availability: Johnson County

Service Providers:

Public Provider: Shawnee Mass Transit District (d.b.a. Southern Most Area Rapid Transit or "SMART")

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

Vehicle Utilization:

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

Alexander and Pulaski Counties

Notes: Alexander and Pulaski Counties

- Shawnee Mass Transit is the public transportation providers for Alexander and Pulaski Counties, funding for Shawnee Mass Transit District has been provided by section 5311.
- There has only been one health care facility located in Cairo, identified within this two county region, but there is access to Cape Girardeau via Route 3 to Route 34 to Route 74.
- Population clusters within Alexander and Pulaski Counties have been identified Karmak, Mound City, Cairo, Mounds, Tamms, and Ullin.

Transportation Availability: Alexander and Pulaski Counties

Service Providers:

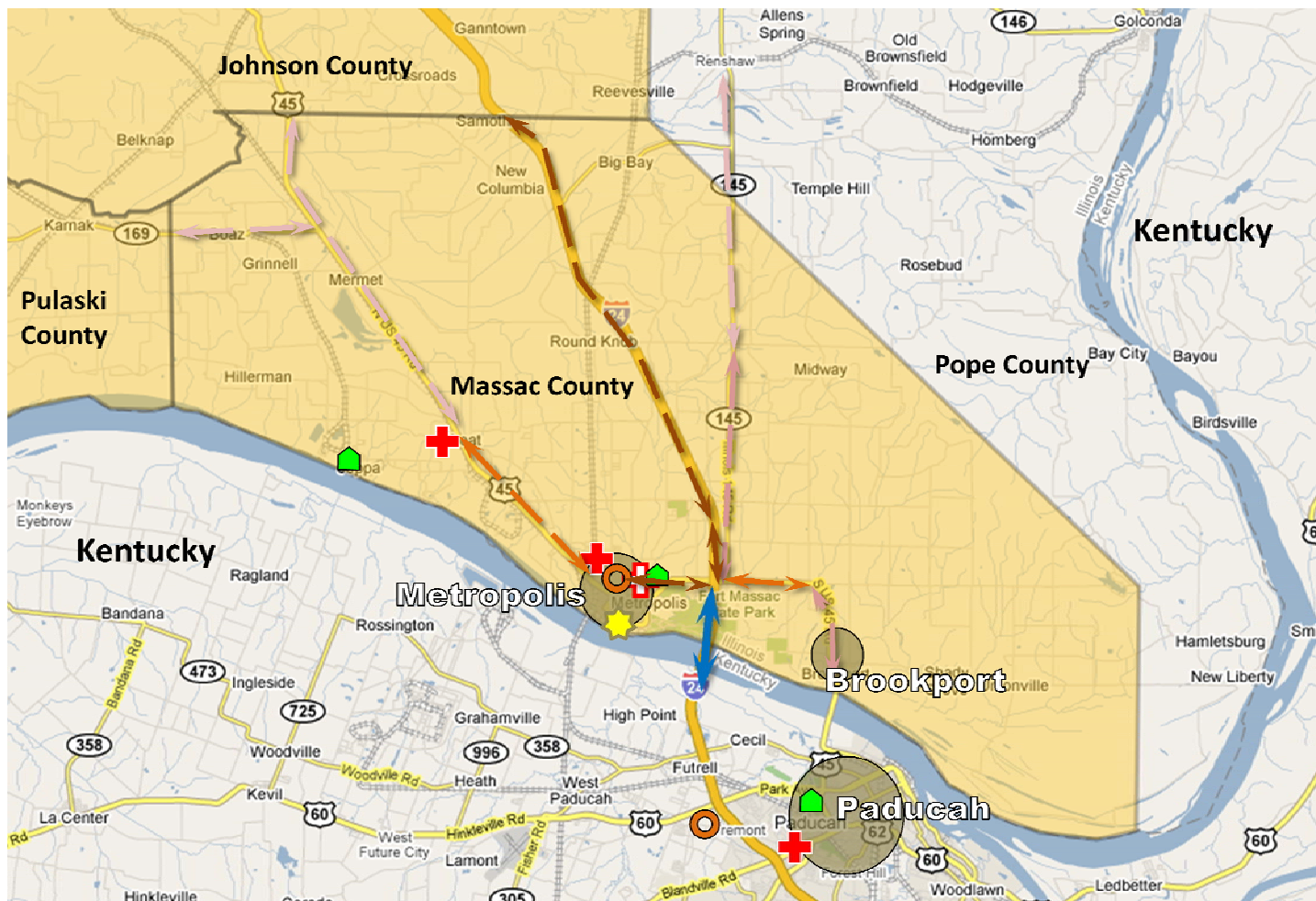
Public Provider: Shawnee Mass Transit District (d.b.a. Southern Most Area Rapid Transit or “SMART”)

Providers Located Within the Counties	Providers who serve residents of the counties	Providers who bring clients into the county
Shawnee Mass Transit District	Shawnee Mass Transit District	Shawnee Mass Transit District

Vehicle Utilization:

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

Massac County



Notes: Massac County

- Shawnee Mass Transit District has been identified as the public service provider for Massac County, funding is provided by section 5311.
- A small cluster of health care facilities have been identified around Metropolis, but there is easy access to Paducah via I-24.
- Population clusters have been identified Metropolis and Brookport.

Transportation Availability: Massac County

Service Providers:

Public Provider: Shawnee Mass Transit District (d.b.a. Southern Most Area Rapid Transit or "SMART")

Providers Located Within the county	Providers who serve residents of the county	Providers who bring clients into the county
Shawnee Mass Transit District	Shawnee Mass Transit District	Shawnee Mass Transit District

Vehicle Utilization:

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



Alexander County

Franklin County

Jackson County

Jefferson County

Johnson County

Massac County

Monroe County

Perry County

Pulaski County

Randolph County

St. Clair County

Union County

Washington County

Williamson 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 Duplication of Services

In the Appendix:

- Trip Generator Lists

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

During an HSTC meeting, 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.

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 PUBLICLY FUNDED RURAL SERVICE IN ST. CLAIR COUNTY

Rural St. Clair County is the only area in Region 11 that does not have a publically funded transportation system. There are operators who provide transportation within St. Clair County (Such as Challenge Unlimited, Inc.), but these are more niche operators who serve only their clientele. There is a need for either greater coordination within St. Clair County, or the presence of a 5311 or DOAP provider to serve populations outside of the urbanized St. Louis Metropolitan area.

GAP 2: TEMPORAL GAPS OF SERVICE

Currently most providers in the region provide daytime service only. In most counties this service starts at 6 AM or 7 AM and extends until about 4 PM or 5 PM with some variation of hours. Of the service providers who responded to our survey, only Rides Mass Transit District indicated that they provide weekend service. No provider listed that they currently provide evening service within the region. Rides MTD does indicate that with prior scheduling they can complete trips 24/7, but this is only in Williamson County, and is not a substitute for comprehensive evening 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 Marion-Carbondale) sufficient demand.

GAP 3: LACK OF ROUTES TO ST. LOUIS

At the January HSTC and individual HSTP meetings many transportation providers continued to indicate that there may be some demand for job-access transportation into the St. Louis metropolitan region, possibly to link up with Metrolink or other transportation options in the urbanized St. Louis area. Many in the northwestern counties of Region 11 commute into the St. Louis region for work. For example, in Monroe County, census data shows that 14,392 residents of the county are employed, with only 7,535 jobs in the county. While 5,367 Monroe County residents work within Monroe County, over 8,200 residents work in St. Clair County, Madison County, or in Missouri. In Randolph County, nearly 2,300 residents commute to the St. Louis region each day. The breakdown of rural and urban is not available, but roughly 39,000 people (approx. 1/3 of those employed) from St. Clair county commute to Madison County or across the Mississippi into St. Louis. It is also likely that high numbers of individuals living in rural St. Clair County commute into the urbanized portions of the county.

The demand for transportation into St. Louis extends beyond counties that border the St. Louis Metro Area. Many transportation providers also have discussed the need for transportation into St. Louis from other parts of the region. As one of the largest urban centers in the United States, St. Louis has specialized health care centers and transportation facilities that cannot be found elsewhere in Southern Illinois. Providers in the southern and eastern counties of the region have indicated that there is demand (and in many cases, such as medical appointments, a genuine need) for transportation into the St. Louis region. There are high costs associated with completing these trips, and many feel that at the present time it is a misallocation of resources.

GAP 4: ACCESS TO AND THROUGHOUT THE CARBONDALE/MARION AREA ALONG STATE ROUTE 13

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 Region 11. 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 John A. Logan 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.

Recently Rides Mass Transit established a regular route with Section 5316 JARC funds along the Rt-13 commercial corridor, from individuals who live in Marion or Carbondale east and west along Rt-13. The density of development along this route makes it an ideal target for expanded service within Region 11. In addition, Shawnee Mass Transit established regular routes from their district to Carbondale/Marion via Interstate 57 and Route 51.

GAP 5: ACCESS TO CARBONDALE/MARION FROM SURROUNDING COUNTIES

Along with the need for transportation along the Rt. 13 Corridor, there is a great need to access the commercial center by those living in surrounding counties.

The counties which surround Carbondale/Marion have some of the highest rates of disability and poverty in the region. Many jobs are leaving these rural areas. The growth along the Rt. 13 Corridor provides a potential opportunity for employment for many individuals, and the corridor also contains many services that need to be accessed by transit users across the southern tip of Illinois.

GAP 6: LACK OF FUNDING TO PROVIDE ADEQUATE 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 11 is covered by one or more service providers, that doesn't necessarily mean that these providers are able to meet all demands. While ideally more money for transportation will be made available in the future, providers must plan to become more efficient in order to reduce costs per trip.

GAP 7: 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 nonemergency funds are being gradually discontinued to rural ambulance service for non-emergency transportation. 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)

Closing 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, along with expenses related to the driver.

GAP 8: 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 hassles 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.

The most obvious example of duplicated services is 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 11:

- 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 11:

- 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 11:

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

Table of Transportation Providers by county in region 11	Alexander	Franklin	Jackson	Jefferson	Johnson	Massac	Monroe	Perry	Pulaski	Randolph	St. Clair	Union	Washington	Williamson	Notes:
Shawnee MTD															
South Central Transit															
Jackson County MTD															
Rides MTD															
Monroe/Randolph MTD															
St. Clair Transit															Urban Area Only
Challenge Unlimited															
Human Service Center															
Five Star Industries Inc.															
Senior Adult Services															
Touchette Regional Hospital															
Washington County Senior Services															

Table of Transportation Providers by county in region 11 cont.	Alexander	Franklin	Jackson	Jefferson	Johnson	Massac	Monroe	Perry	Pulaski	Randolph	St. Clair		Union	Washington	Williamson	Notes:



Alexander County

Franklin County

Jackson County

Jefferson County

Johnson County

Massac County

Monroe County

Perry County

Pulaski County

Randolph County

St. Clair County

Union County

Washington County

Williamson County

Section V: Strategies & Implementation

This section contains strategies for addressing identified gaps in service+

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:

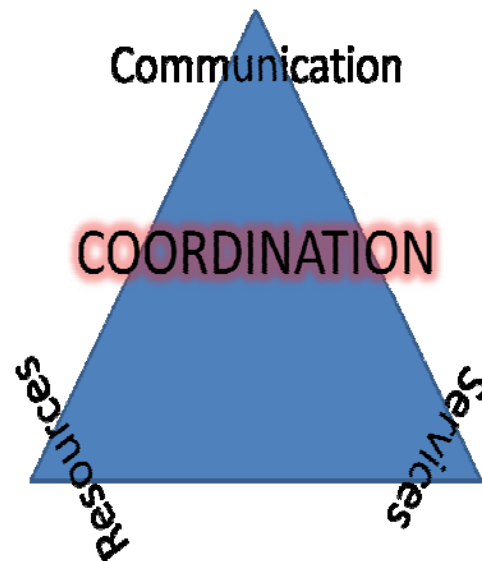
- *Meeting Minutes*

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

This section contains possible strategies for Service Providers to use in order to fill identified gaps in service. Any agency providing or purchasing transportation for clients should consider this plan and its objectives when making decisions affecting transportation services. Agencies which plan on requesting grant money to provide transportation, or that may do so in the future, should take into account strategies and methods of coordination which involve communication, service, and possible resources.



Section V-B: Strategies/Implementation

Along with asking service providers to identify gaps in service, possible strategies to fill these gaps were also discussed. The following strategies are possible methods that could be used to address the gaps identified in Section IV. Service providers wishing to address the identified gaps should not be discouraged from developing their own strategies to fill these gaps.

Goal: Investment in 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.

Goal: Investment in Technology	
<i>Action</i>	<i>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.</i>
<i>Roles</i>	
<i>Timeframe</i>	<i>Depends on individual need and ability to access funds.</i>
<i>Priority</i>	<i>Moderate</i>
<i>Cost</i>	<i>Depends on individual provider</i>
<i>Funding Sources</i>	<i>Section 5317 specifically allows for communications technology improvements. Funds could also come from Section 5311, DOAP, or other funding streams.</i>
<i>Considerations</i>	<ul style="list-style-type: none"> - <i>How is the use of public funds justified?</i> - <i>What upgrades are necessary/justified, and what might be superfluous?</i> - <i>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?</i>

Goal: 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 link between service providers.

Goal: 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>Transportation Providers: Provide input and materials to post on the website.</p> <p>Human Services Transportation Committee: Provide Input.</p> <p>HSTP Coordinators: Develop and maintain website.</p>
Timeframe	Spring/Summer, 2009
Priority	High
Cost	None at current time
Funding Sources	Southern Illinois University is absorbing cost at current time.
Considerations	<ul style="list-style-type: none"> - Interface must be useable. - Material on the site must be useful and quick to access for service providers. - If a trip sharing interface is included, transportation providers should be consulted to make sure the system would be used, and that the right information is being posted.

Goal: 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 Number</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>Transportation Providers: Collaborate with other providers to establish combined dispatches and dial a ride numbers.</p> <p>Human Services Transportation Committee: Continually use the committee as a network and collaboration technique</p> <p>HSTP Coordinators: 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</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"> - <i>Can shared operations reduce costs?</i> - <i>What can be done to ensure a sustained or improved level of service?</i> - <i>How will cost sharing be taken care of?</i>

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>Goal: Create Routes into Marion/Carbondale Region From the South</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>Transportation Providers: Invite</p> <p>Human Services Transportation Committee: Suggest potential gaps in services to the coordinators, contact individuals or agencies that might be willing to serve on the HSTC.</p> <p>HSTP Coordinators: Continue to send invitations to meetings to identified stakeholders, work with</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.

Goal: 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>Goal: Investment in Promotion of Transportation Options</i>	
<i>Action</i>	<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>
<i>Roles</i>	Transportation Providers: 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. Human Services Transportation Committee: Be active in the community education by networking. HSTP Coordinators: Eventually provide education by moving to a mobility management role.
<i>Timeframe</i>	<i>Ongoing</i>
<i>Priority</i>	<i>High</i>
<i>Cost</i>	<i>Depends on type of method used</i>
<i>Funding Sources</i>	<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>
<i>Considerations</i>	<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.</i>

Section V-C: Strategies to Coordinate Services

SAFETEA-LU legislation has mandated coordination amongst transportation providers in order to continue receiving federal funds. Coordination can take on many forms. It could mean:

- Sharing vehicles
- Agreeing to pick up excess demand from other providers during off-peak hours
- Utilizing service contracts to provide transportation
- A ride sharing program, where providers will agree to complete trips from other providers which are along the same route as existing service.
- Combined dispatch centers, allowing multiple agencies to coordinate transportation and share the expenses associated with intelligent transportation systems (ITS)

Coordination doesn't necessarily mean following one particular path, it does mean having providers come together and discuss what options might exist to reduce costs, increase the number of trips that can be completed, increase efficiency so that limited dollars can do more, and improve the quality of life for those who are served by transportation, and those who are currently unable to be served.

Goal: Expand Public Transportation in Rural St. Clair County

<i>Strategy: Expand Public Transportation in St. Clair County</i>	
<i>Action</i>	<i>Work to start the ICCT Primer Process in Jersey, Green and Calhoun Counties</i>
<i>Roles</i>	<p>Transportation Providers: <i>Be proactive in attempting to set up appointments with county governments</i></p> <p>Human Services Transportation Committee: <i>Provide support and contacts on these county governments</i></p> <p>HSTP Coordinators: <i>Provide support and knowledge about the ICCT Primer Process</i></p>
<i>Timeframe</i>	<i>Ongoing</i>
<i>Priority</i>	High: <i>A large priority should be expansion of transportation to counties which currently have no public provider. IDOT has allocated a significant amount of money towards expanding the Section 5311 program, money that these counties should take advantage of.</i>
<i>Cost</i>	<i>ICCT Primer Process is funded through RTAC.</i>
<i>Funding Sources</i>	<i>Section 5311</i>
<i>Considerations</i>	<ul style="list-style-type: none"> - <i>Money Available for expansion is minimal</i> - <i>If transportation becomes available it will probably be with a partnership of an established public transportation provider.</i> - <i>County government is moving slowly to get ICCT Primer Process started</i>

Goal: Improvement of Inter-City Transportation and Transportation along Major Routes

<i>Strategy: Improvement of Inter-City Transportation and Transportation along Major Routes</i>	
<i>Action</i>	<i>Develop projects which connect communities along frequented paths of travel, such as major highways and interstates.</i>
<i>Roles</i>	<p>Transportation Providers: <i>Explore affordable yet helpful technologies and funding streams that would help with expansion of routes</i></p> <p>Human Services Transportation Committee: <i>Provide assistance with research into technology and funding streams</i></p> <p>HSTP Coordinators: <i>Provide assistance with what technology and funding streams are available and how to obtain that technology and funding.</i></p>
<i>Timeframe</i>	<i>ongoing</i>
<i>Priority</i>	<i>Intermediate</i>
<i>Cost</i>	<i>Depends on level of Technology and Available Funding</i>
<i>Funding Sources</i>	<i>Section 5310, Section 5311, Section 5316, Section 5317, DOAP</i>
<i>Considerations</i>	<i>Providers should ensure that routes are flexible and take into consideration potential shifts in demand.</i>

Goal: Encourage Development of Service Contracts between Public and Private Partners

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

Goal: Use HSTC as a Mechanism to Discuss Possible New Routes of Service

<i>Strategy: Use HSTC as a Mechanism to Discuss Possible New Routes of Service</i>	
<i>Action</i>	<i>Discuss possible coordination to establish new routes for the region.</i>
<i>Roles</i>	<p>Transportation Providers: Collaborate with other transportation for contracts or coordination to establish new or improve current routes</p> <p>Human Services Transportation Committee: To use the committee in order to network and collaborate on possible new demand for routes</p> <p>HSTP Coordinators: Provide service and guidance needed to coordinate or improve current services</p>
<i>Timeframe</i>	<i>Ongoing</i>
<i>Priority</i>	<i>intermediate</i>
<i>Cost</i>	NA
<i>Funding Sources</i>	5310,5316,1317
<i>Considerations</i>	NA

Goal: Develop Job Access Transportation

Section 5316 (Job Access/Reverse Commute) funds can be used for funding new job access programs in rural areas. JARC funds could also be used to expand existing services to cover evening or weekend hours, allowing for job access by those who work nontraditional hours.

<i>Strategy: Develop Job Access Transportation</i>	
<i>Action</i>	<i>Transportation providers are encouraged to find projects which could potentially utilize Section 5316, Job Access-Reverse Commute funds</i>
<i>Roles</i>	<p>Transportation Providers: Research community and possible new projects and contracts.</p> <p>Human Services Transportation Committee: JARC projects should be discussed</p> <p>HSTP Coordinators: Provide knowledge and assistance with the process</p>
<i>Timeframe</i>	<i>It is anticipated</i>
<i>Priority</i>	<i>High</i>
<i>Cost</i>	<i>Depends on projects.</i>
<i>Funding Sources</i>	<i>Section 5316</i>
<i>Considerations</i>	<i>That transportation providers be ready when application cycle is introduced.</i>

Section V-D: Strategies to Coordinate Resources

Goal: Improve Maintenance Options

The need for a regional maintenance facility has been brought up frequently in meetings with service providers.

One potential productive area for improvement would be to use the internet as a way for service providers to share information about who they use for service.

<i>Strategy: Improve Maintenance Options</i>	
<i>Action</i>	<i>Transportation providers and the HSTC Committee share information that may produce a cost savings to other providers.</i>
<i>Roles</i>	<p>Transportation Providers: Be available to other transportation providers in the region for reduced or free maintenance</p> <p>Human Services Transportation Committee:</p> <p>HSTP Coordinators: Letting transportation providers know about good mechanical resources and options in the region.</p>
<i>Timeframe</i>	<i>Ongoing</i>
<i>Priority</i>	<i>Ongoing</i>
<i>Cost</i>	<i>Should be viewed as cost cutting.</i>
<i>Funding Sources</i>	<i>Grants</i>
<i>Considerations</i>	<p><i>If possible contracts between public transportation providers who do not have a maintenance program and public transportation who do.</i></p> <p><i>Make maintenance contracts feasible and affordable for both public transportation providers.</i></p>

Goal: Develop Partnerships to Share Vehicles

Service providers have indicated that most providers are open to the idea given that liability and insurance issues would have to be resolved. For smaller providers who may have only 1 or 2 vehicles, a maintenance issue might result in the loss of services and possible sharing. Often these vehicles are ones who have

Short of actually

<i>Strategy: Develop Partnerships to Share Vehicles</i>	
<i>Action</i>	<i>Develop possibilities of and avenues of vehicle sharing</i>
<i>Roles</i>	<p>Transportation Providers: look into vehicle insurance pools such as those that Rides Mass Transit District.</p> <p>Human Services Transportation Committee: establish ideas and possibilities for billing, insurance, and liability solutions</p> <p>HSTP Coordinators: Source of information of what has occurred that has encourages resource sharing.</p>
<i>Timeframe</i>	<i>Ongoing</i>
<i>Priority</i>	<i>Low</i>
<i>Cost</i>	<i>Cost of running vehicles</i>
<i>Funding Sources</i>	<i>5310</i>
<i>Considerations</i>	<i>That it may take sometime to coordinate. However for example by sharing vehicles and overhead cost new routes could possible be established with shared cost lowering risk for both transportation providers.</i>

Goal: Shared Resources

<i>Strategy: Expand Public Transportation in St. Clair County</i>	
<i>Action</i>	Look into whether entering into shared insurance and resolve liability issues Possibly share technology such as GIS, and ITS
<i>Roles</i>	Transportation Providers: Text Human Services Transportation Committee: Text HSTP Coordinators: Text
<i>Timeframe</i>	Ongoing
<i>Priority</i>	Intermediate
<i>Cost</i>	Existing operating dollars.
<i>Funding Sources</i>	Possibly 5310,5316,1317
<i>Considerations</i>	

Section V-E: Summary of Strategies by Potential Funding Stream

<u>Table of Strategies by Potential Funding Stream</u>					
	Section 5310 IDOT CVP	Section 5316 Job Access/ Reverse Commute	Section 5317 New Freedoms	Other Public Funding (DOAP, 5311)	Initiatives
<i>Invest in Communication Technology</i>	GREEN		GREEN	YELLOW	
<i>Create a Coordination Website</i>	GREEN				GREEN
<i>Combined Dispatch/Dial-A-Ride Number</i>	GREEN	GREEN	YELLOW	GREEN	GREEN
<i>Increase HSTC Participation</i>	GREEN	GREEN	GREEN	GREEN	GREEN
<i>Promotion of Transportation Options</i>	GREEN	GREEN	GREEN	GREEN	GREEN
<i>Expand Public Transportation in St. Clair County</i>	GREEN			GREEN	
<i>Improvement of inter-city transportation and transportation along major routes.</i>	GREEN	GREEN		GREEN	
<i>Encourage development of service contracts between public and private partners</i>	GREEN	GREEN	GREEN	GREEN	GREEN
<i>Use HSTC as a mechanism to discuss possible new routes of service</i>	GREEN	GREEN		GREEN	GREEN
<i>Develop Job Access Transportation</i>	GREEN	GREEN			
<i>Healthcare transportation</i>	GREEN		GREEN		
<i>Regional Maintenance Facility/Cooperative</i>	GREEN				GREEN
<i>Shared Vehicle Pool</i>	GREEN	GREEN	GREEN	GREEN	GREEN
<i>Shared Resources</i>	GREEN	GREEN	GREEN	GREEN	GREEN

GREEN: Primary Source of funding **YELLOW:** Other sources of funding **RED:** Meeting strategy could be used as justification for this funding.



Alexander County

Franklin County

Jackson County

Jefferson County

Johnson County

Massac County

Monroe County

Perry County

Pulaski County

Randolph County

St. Clair County

Union County

Washington County

Williamson 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*

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:

**Job Access and Reverse Commute FFY 06 - 07
HSTP Project List**

Rural Region: HSTP Region 11

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	FED SHARE	LOCAL SHARE	TOLL REVENUE CREDITS	TOTAL COST	SCORE
Monroe Randolph Transit District	Operating	Expand JARC services and increase ridership	\$140,782.00	\$140,782.00	\$ -	\$281,564.00	124.5
Total Funding Requested			\$465,015.00	\$465,014.00	\$21,000.00	\$951,029.00	

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

**New Freedom FFY 06 - 07
HSTP Project List**

Rural Region: HSTP Region 11

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	FED SHARE	LOCAL SHARE	TOLL REVENUE CREDITS	TOTAL COST	SCORE
Shawnee Mass Transit District	Capital	Purchase of Intelligent Transportation System software and hardware	\$142,400.00	\$35,600.00	\$ -	\$178,000.00	144.9

Total Funding Requested \$142,400.00 \$35,600.00 \$ - \$178,000.00

programs. Projects must be included in a locally-developed human service transportation plan (HSTP).

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 11 Human Services Transportation Committee in June of 2008:

Organization	Clientele	HSTP Regions	Project Type	Total Veh. Reqstd	Total Project Cost	Vehicles Requested				Status
						Mini-van	Light Duty	Med. Duty	Sup. Med. Duty	
Bethany Place	Disabled	9/11	New Service	1	\$36,000	1	0	0	0	Recommended to IDOT
Five Star Industries	Disabled	11	Replacement	2	\$108,000	0	1	1	0	Recommended to IDOT
Gold Plate Program of Perry County	Elderly/Disabled	11	Replacement	1	\$50,000	0	1	0	0	Recommended to IDOT
Human Support Center	Disabled	11	Replacement	5	\$224,000	3	2	0	0	Recommended to IDOT
Illinois Center for Autism	Disabled	9/11	New Service	1	\$58,000	0	0	1	0	Recommended to IDOT
Jackson County MTD	Public	11	Replacement	1	\$50,000	0	1	0	0	Recommended to IDOT
Monroe-Randolph MTD	Public	11	Expansion	2	\$116,000	0	0	2	0	Recommended to IDOT
Rides Mass Transit	Public	10/11	Replacement	15	\$1,094,000	0	0	8	7	Recommended to IDOT
Senior Adult Services	Elderly	11	Replacement	1	\$36,000	1	0	0	0	Recommended to IDOT
Shawnee MTD	Public	11	Replacement	14	\$808,000	2	3	7	2	Recommended to IDOT
South Central MTD	Public	9/11	Replacement	43	\$1,870,000	20	23	0	0	Recommended to IDOT
Washington Cty Seniors	Elderly	11	Replacement	1	\$36,000	1	0	0	0	Recommended to IDOT
TOTALS:				87	\$4,486,000	28	31	19	9	



Alexander County
Franklin County
Jackson County
Jefferson County
Johnson County
Massac County
Monroe County
Perry County
Pulaski County
Randolph County
St. Clair County
Union County
Washington County
Williamson County

Appendix

The Appendix is a collection of documents referenced within the plan or used in the development of the plan.

In This Section:

- Meeting Minutes
- Letters and Notices
- By-Laws
- Lists of Trip Generators

Sources Used:

- 2000 Census Data and 2007 Census Update

Appendix A: Meeting Minutes for Region 11 HSTC Meetings**Kick-OFF Meeting Minutes: October 16th, 2007****IDOT Region 11 Human Services Transportation Plan (HSTP) Kick-off meeting**Tuesday, October 16th, 2007 @ 3:00PM

Shawnee Community College Ullin, IL

Meeting minutes**Attendees**

<i>Name</i>	<i>Organization</i>
Sean Horn	Region 11 HSTP Coordinator
Seth Gunnerson	Region 11 HSTP Coordinator
Joy Paeth	Area Agency on Aging of SWIC
Dara Shorb	Jackson County MTD
Larry Earnhart	M.A.P. Training Center, Inc.
Dr. Richard Massie	Shawnee Community College
Holly Basting	Shawnee Mass Transit District dba SMART
Karrie Sims	Shawnee Mass Transit District dba SMART
Jon Anderson	Shawnee Mass Transit District
Suzanne Novoselac	Monroe/Randolph Transit District
Jesica Pirtle	Monroe/Randolph Transit District

Call to order @ 3:05 PM**Introductions:**

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

Attendees were asked to introduce themselves and who they represent.

New Business:

Introduction of HSTP presentation given by Sean Horn

Discussion of JARC and New Freedom Programs with timeline: Sean Horn

Important Dates for JARC and New Freedom Programs:

October 26: *Applications will be sent out*

November 14: *Applicant application review class in Springfield IL*

December 5: *Application submittal deadline to regional coordinators*

December 28: *Application reviews completed by Regional Transportation Committee (RTC)*

January 4: *Top ranked applications sent to DPIT by RTC.*

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

HSTP Committee Member Information Surveys were handed out to all attendees to be completed and left at the end of the meeting.

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

Suggestions were made for other organizations to contact about the committee including; sheltered workshops, school Districts/regional superintendents.

Questions/Comments:

It was suggested that the coordinators talk to reporters with local papers to get word out about the HSTP. The more the public knows the more likely the county governments will get involved. Putting an article in the Southern Illinoisan was specifically mentioned.

It was suggested that future meetings make use of teleconferencing facilities in the area to help limit travel requirements and enable more people to attend the meetings.

Adjournment @ 4:05 PM

HSTP Committee Member Information Survey results:

The majority of those present indicated a preferred meeting day of Wednesday and a preferred meeting time of early afternoon.

Suggested future meeting locations included:

SIUC Carbondale Campus

SWIC Red Bud

Johnson county

Massac county

Alexander county

Union county

Pulaski county

Handouts presented at meeting:

HSTP Timeline for Implementation at the Regional Level.doc

Final HSTP map.jpg

Meeting Minutes: December 20th, 2007

IDOT Region 11 Human Services Transportation Plan (HSTP) JARC/NF meeting

Thursday, December 20th, 2007 @ 2:00PM
 Dunn-Richmond Economic Development Center
 Carbondale, IL

Meeting minutes

Attendees

<i>Name</i>	<i>Organization</i>
Sean Horn	Region 11 HSTP Coordinator
Seth Gunnerson	Region 11 HSTP Coordinator
Charlie York	South Central Transit
Richard Massie	Shawnee Community College
Jon Anderson	Shawnee Mass Transit
Karrie Sims	Shawnee Mass Transit
Holly Basting	Shawnee Mass Transit
Susan Odum	University of Illinois Extension Center
Debra Staggs	RIDES Mass Transit
Bill Jung	RIDES Mass Transit
John Smith	Egyptian Area Agency on Aging
Kim Guetersloh	Southern Illinois University Carbondale
Donald Emory	Jackson County Mass Transit District
Barbara Forbes	Welfare to Work of Southern Illinois
Jeff Ashauer	Perry County
Jerry King	SICCM
Dava Shorb	Jackson County Mass Transit District

Call to order @ 2:05 PM

Introductions:

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

New Business:

Introduction of HSTP presentation given by Seth Gunnerson

Regional Strengths, Weaknesses, Opportunities, and Threats analysis lead by Seth Gunnerson

Regional Strengths identified:

- All counties within the region have some type of transit available.
- There are a number of willing and able transit providers in the region.
- The regions transit providers all are willing to work with one another.

Regional Weaknesses identified:

- Lack of funding.
- There is a need for increased coordination.
- There is a lack of available transportation to specialized locations such as health care providers.
- There is no uniform policy among the providers.
- Ability of providers to meet customers scheduling needs.
- Providers are not always able to meet the needs of the most rural customers.

Regional Opportunities identified:

- We need to ensure that all counties are receiving available funds.

Regional Threats identified:

- Not enough downstate representation at the state level.

Potential projects identified to help solve some of these problems:

- Interoperable radio systems for the regions providers.
- Interactive software for online scheduling.
- Alternative funding sources.
- Client mapping resources (where are the clients in need?).

Discussion of JARC and New Freedom Programs: Sean Horn

An overview of JARC and New Freedom project requirements was given along with a walkthrough of the ranking process and score sheets.

JARC project presentations were given by:

Charlie York of South Central Transit

Holly Bastings of Shawnee Mass Transit

Monroe Randolph Mass Transit (no representative was present)

New Freedom project presentations were given by:

Karrie Simms of Shawnee Mass Transit

Following the presentations the projects were scored by those in attendance the breakdown of scores were as follows:

JARC Projects

- 1. Shawnee Mass Transit District 172.6 out of 180*
- 2. South Central Mass Transit 157.5 out of 180*
- 3. Monroe Randolph Transit 124.5 out of 180*

New Freedom Projects

- 1. Shawnee Mass Transit District 144.9 out of 150*

The top two projects from each category will be sent on to the State Oversight Committee for further review, evaluation and scoring.

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

Adjournment @ 4:35 PM

Handouts presented at meeting:

Region 11 kick off meeting minutes 11-16-2007.docx

NF_ScoreForm.xls

JARC_ScoreForm.xls

HSTP Region 11 JARC-New Freedom Presentation 12-19-07.pptx

Meeting Minutes: January 30th, 2008**IDOT Region 11 Human Services Transportation Plan (HSTP) review meeting**

Wednesday, January 30th, 2008 @ 1:00PM
 Dunn-Richmond Economic Development Center
 Carbondale, 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>Jesica Pirtle</i>	<i>Monroe Randolph Transit</i>
<i>LeeAnn Fancher</i>	<i>MHC</i>
<i>Leo Wilson Jr.</i>	<i>Jackson County Mass Transit</i>
<i>Vicki Miller</i>	<i>MHC-ER</i>
<i>Dava Shorb</i>	<i>Jackson County Mass Transit</i>
<i>Dr. Richard Massie</i>	<i>Shawnee Community College</i>
<i>Dottie Miles</i>	<i>Jackson County Ambulance</i>
<i>Vicki Lagner</i>	<i>Jackson County Ambulance</i>
<i>Debra Staggs</i>	<i>RIDES Mass Transit</i>

<i>John Childs</i>	<i>Five Star Industries</i>
<i>Susan Odum</i>	<i>U of I Extension Center</i>
<i>Mark Bollman</i>	<i>Human Service Center</i>
<i>Kim Guetersloh</i>	<i>SIUC</i>
<i>Vicki Clift</i>	<i>South Central Transit</i>
<i>Sheila Niederhofer</i>	<i>South Central Transit</i>
<i>Ike Kirkikis</i>	<i>GERPDC</i>
<i>Don Mory</i>	<i>Jackson County Mass Transit District</i>
<i>John Smith</i>	<i>Egyptian Area Agency on Aging</i>
<i>Larry Earnhart</i>	<i>MAD Training</i>
<i>Karrie Sims</i>	<i>SMTD</i>
<i>Holly Bastings</i>	<i>SMTD</i>

Call to order @ 1:05 PM

Introductions:

Sean Horn and Seth Gunnerson HSTP regional coordinators for region 11 as well as regions 9 and 10. 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 11 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 @ 4:05 PM

Handouts presented at meeting:

Illinois Region 11 Human Services Transportation Plan.doc

Electronic versions of all documents are available by request.

January 20, 2009 HSTC Meeting

Date: January 20, 2009

Time: 1pm-2:30pm

Where: Jackson County Mass Transit

18 people attended representing 13 Agencies

Organization	Name
HSTP Coordinator	Seth Gunnerson
HSTP Coordinator	James Patrick
South Central Transit	Charlie York
Rides Mass Transit	Wanda Bankston
Rides Mass Transit	Bill Jung
Gold Plate Program	Chuck Wilson
Five Star Industry	Susan Englehardt
Five Star Industry	John Childs
Washington Co Senior	Opal Koch
Ill. Center for Autism	Rachel Newsome
Human Service Center	Mark Bollman
Human Service Center	Joni Chandler
Humans Support Services	Erin Fuson
Monroe Randolph Transit	Jesica Pirtle
Jackson Co. Mass Transit	Leo Wilson Jr.
Jackson Co. Mass Transit	Dava Shorb
Bethany Place	MyKinna Montgomery
SMART	Karrie Simms

The agenda was presented

1. Fleets and quality of Maintenance was discussed. Provider's report having trouble getting replacement vehicles quick enough.
2. Many vehicles spend a lot of time down and needing expensive repairs weekly to monthly

Common road blocks to Coordination:

1. Vehicle sharing: many provider fear liability
2. Billing
3. Quality of service for elderly and D.D. providers

Hiring

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

Gaps in Service

1. 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
2. Medical and Health discharges still an issue
3. Still would like to have more technology and better software
4. Trips to larger metro areas can be a large drain on Transit agencies
5. The only new one being the discussion of a Regional Maintenance
6. Some fair is still too high to provide job access to AD/DD and Elderly on consistent basis
7. Hospital and other service providers need more education
8. Better promotion of Services, but no advertisement dollars
9. Better coordination of trips to save money of providers, but has improved
10. Many providers would like to see a coordination website but report lack of use as an issue

June 18, 2009 HSTC Meeting

IDOT Region 11 Human Services Transportation Committee (HSTC)

Thursday, June 18, 2009 @ 1:00PM
 Adult Senior Service Building, Carbondale, IL

Meeting minutes

Attendees

<i>Name</i>	<i>Organization</i>
<i>Seth Gunnerson</i>	<i>Region 11 HSTP Coordinator</i>
<i>James Patrick</i>	<i>Director of Regional Development</i>
<i>Lindsey Holtz</i>	<i>Region 11 HSTP Coordinator</i>
<i>John Childs</i>	<i>Five Star Industries</i>
<i>Butch Mathes</i>	<i>Touchette Regional Hospital</i>
<i>Jesica Pirtle</i>	<i>Monroe Randolph Transit District</i>
<i>Mark Bollmann</i>	<i>Human Service Center</i>
<i>Susan Odum</i>	<i>Johnson County- U of I Ext</i>
<i>Frank Mulholland</i>	<i>Jackson County Mass Transit District</i>
<i>Donald Monty</i>	<i>Jackson County Mass Transit District</i>
<i>Chuck Wilson</i>	<i>Gold Plate Programs of Perry County</i>
<i>Erin Fuson</i>	<i>Human Support Services</i>

Call to order @ 1:05 PM

Introductions:

James Patrick Director of Regional Development for SCIRP & DC. Seth Gunnerson and Lindsey Holtz HSTP regional coordinators for region 11 as well as regions 9 and 10. Attendees were asked to introduce themselves and who they represent.

New Business:

Introduction of HSTP presentation given by Seth Gunnerson

Discussion of CVP application process: Seth Gunnerson

Important Dates: for CVP application process

June 30: *Applications must be submitted or postmarked by June 30, 2009 to regional coordinators*

August 4: *Application reviews completed by Human Service Transportation Committee (HSTC)*

August 21: *Applications will be submitted to IDOT*

Opened floor for discussion about the CVP endorsement process: Seth Gunnerson

Responsibilities and roles of Human Service Transportation Committee (HSTC): Seth Gunnerson Important Reminders for HSTC members:

Members that are absent more that two meetings will not be considered a member any longer Voting to reestablish membership will be conducted according to committee by-laws

HSTP Committee Member Information Surveys were handed out to all attendees to be completed and left at the end of the meeting.

Plan Update Discussion:

Gave overview of Region 11 plan: Seth Gunnerson

Errors and corrections were discussed and noted

Questions/Comments:

*Next meeting time was discussed and set for **August 5, 2009 at 1:00p. A location will be sent out to providers by an e-mailed letter.***

Adjournment @ 1:45 PM

Appendix B: Meetings and Notices

*******MEETING NOTICE*******

IDOT HSTP Region 11 Meeting

1:00 PM on Tuesday, January 20, 2009 in the Jackson County MTD Building at 608 E. College in Carbondale, IL.

To whom it may concern:

The next meeting of the IDOT Region 11 Human Services Transportation Committee will be will be at **1:00 PM on Tuesday, January 20, 2009 in the Jackson County MTD Building at 608 E. College in Carbondale, IL.**

The purpose of this meeting will be to discuss gaps and strategies for updating the Regional Human Services Transportation Plan. In particular we will be reviewing the existing Gaps and Strategies sections (Sections IV and V) of the plan, and updating it to better fit the needs of the region.

During this meeting we will also give an update on meetings we have had with service providers over the last few weeks, and discuss some of the concerns and ideas that have been discussed. A summary of notes from these meetings will be posted on <http://sihstp.blogspot.com> by Friday, January 16th.

If you wish to review the regional plan, a copy can be downloaded from <http://sihstp.blogspot.com>, or can be provided by contacting Seth at (618)548-4234.

If you are unable to attend the meeting and wish to give any input, feel to contact me.

Sincerely,

Seth Gunnerson

Regional HSTP Coordinator

sethg@scirpdc.com

Phone: (618)548-4234

Fax: (618)548-4236

James Patrick

Regional HSTP Coordinator

jpatrick@scirpdc.com

Phone: (618)548-4234

Fax: (618)548-4236

TENTATIVE MEETING AGENDA:

IDOT HSTP Region 11 Meeting

at 1:00 PM on Tuesday, January 20, 2009 in the Jackson County MTD Building at 608 E. College in Carbondale, IL.

- I. Call to order
- II. Introductions
- III. Update on transportation provider meetings
- IV. Discussion on Goals and Objectives
 - a. Review Goals and Objectives section of the Regional Human Services Transportation Plan
 - b. Discuss possible future projects
 - c. Discuss feasibility of current objectives.
- V. Adjourn

*A copy of the plan can be downloaded at <http://sihstp.blogspot.com> or can be obtained by contacting Seth at (618)548-4234

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 11:

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

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				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					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	
Total Awarded to All 39 Southernmost Counties:		40	40	29	14	123	14	17	19	9	53	\$ 3,062,192	
Total Awarded to Providers who applied via Rural HSTP:							12	10	16	7	44	\$ 2,522,192	
Total Awarded to Urban Providers							2	2	3	2	9	\$ 540,000	

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: Trip Generators

Hospital	City	County
None Available		Alexander
Franklin Hospital	Benton	Franklin
Memorial Hospital of Carbondale	Carbondale	Jackson
St Joseph Memorial Hospital	Boskydale	
Crossroads Community Hospital	Mt. Vernon	Jefferson
Good Samaritan Regional Health Center	Mt. Vernon	
None Available		Johnson
Massac Memorial Hospital	Metropolis	Massac
None Available		Monroe
Pinckneyville Community Hospital	Pinckneyville	Perry
Marshall Browning Hospital	Du Quoin	
None Available		Pulaski
Memorial Hospital	Chester	
Red Bud Regional Hospital	Red Bud	Randolph
Sparta Community Hospital	Sparta	
Memorial Hospital	Belleville	
St. Elizabeth's Hospital	Belleville	St. Clair
St. Mary's Hospital	E. St. Louis	
Touchette Regional Hospital	Centreville	
Union County Hospital District	Anna	Union
Washington County Hospital	Nashville	Washington
Herrin Hospital	Herrin	Williamson
Marion Memorial Hospital	Marion	

Physicians	City	County
None Available		Alexander
Ralph Latta	Benton	Franklin
Meredi Anders PA-C	Benton	
Franklin Rural Health Clinic	Benton	
Brian Harrian M.D.	Benton	
Logan Primary Care	West Frankfort	
Christopher Rural health	Christopher	
Zeigler Community Health Center	Zeigler	
Rea Clinic: Pharmacy	Christopher	
Darrian Martin M.D.	Carbondale	
Mantte Chamness M.D.	Murphysboro	
Harrisburg Medical Center	Carbondale	
Frank Backer M.D.	Carbondale	
Cedar Court Imaging	Carbondale	
Maria Falcone M.D.	Carbondale	Jefferson
Elber Lee M.D.	Mt Vernon	
Ben Houle M.D.	Mt. Vernon	
Gerald Willis	Mt. Vernon	
Sudeep Nair M.D.	Mt. Vernon	
Marion Eye Center	Mt. Vernon	
George Nahass Skin Care Center	Mt. Vernon	
Daniel Hoffmand M.D.	Mt. Vernon	
Eye Clinic	Mt. Vernon	
Rural Health Clinic	Vienna	Johnson
Marion Eye Center	Vienna	
Dr. Lidacsik Ladislav	Goreville	
High Chiropractic Center	Vienna	
Massac Memorial Physicians Practice	Metropolis	Massac
Progressive Family Care	Waterloo	Monroe

Donald Bassman M.D.	Red bud	
Waterloo Medical Center	Waterloo	
Carmen Krejci M.D.	Du Quoin	Perry
Southern Illinois Dermatology	Du Quoin	
Richard Parks M.D.	Du Quoin	
Lawrence Soellener Eye Care	Du Quoin	
Dixon Chiropractic Center	Mounds	Pulaski
Sparta Medical Office	Sparta	Randolph
Women's Health Care	Sparta	
Chester Clinic	Chester	
Steeleville Family Practice	Steeleville	
Family Health Center	Sparta	
Southern Illinois Chiropractic Clinic	Chester	
Coulterville Medical Clinic	Coulterville	
Associated Physicians Group	Freeburg	
Family Physician of O'Fallon	O'Fallon	
Associated Physicians Group	O'Fallon	
Associated Physicians Group	Swansea	St. Clair
Eye Physicians and Surgeons	Belleville	
Orthopedic and Sports Medicine Physicians Ltd.	Belleville	
Steven Beatty M.D.	Anna	Union
Rural Health Inc.	Anna	
Rural Health Inc.	Cobden	
None Available		Washington
Rehabilitation Physicians	Herrin	Williamson
Physician Health Services	Cartersville	
Southern Illinois Orthopedic	Herrin	

Dialysis	City	County
None Available		Alexander
Renal Life Link	Benton	Franklin
Dialysis of Carbondale	Carbondale	Jackson
Mt. Vernon Dialysis	Mt. Vernon	Jefferson
None Available		Johnson
		Massac
		Monroe
Fresnius Medical Care	Du Quoin	Perry
None Available		Pulaski
		Randolph
Da Vita of Belleville Dialysis	Belleville	St. Clair
Da Vita of Sauget Dialysis	Sauget	
Ria Dialysis	Fairview Heights	
None Available		Union
		Washington
Da Vita Marion Dialysis	Marion	Williamson
Education Centers	City	County
None Available		Alexander
		Franklin
Southern Illinois University		Jackson
Rend Lake Community College		Jefferson

None Available	Johnson
	Massac
	Monroe
	Perry
Shawnee Community College	Pulaski
Southwestern Illinois College	Randolph
McKendree University	St. Clair
None Available	Union
	Washington
John A Logan Community College	Williamson

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

Counseling Center	City	County
None Available		Alexander
Franklin/Williamson Human Services	West Frankfort	Franklin
SIU Clinical Center	Carbondale	Jackson
Wellness Center	Carbondale	
Budslick Counseling	Carbondale	
Abortion Alternative	Carbondale	
Carbondale DUI & Counseling	Carbondale	
Jake Knauss Counseling	Mt. Vernon	Jefferson
ABCDUI Counseling Service	Mt. Vernon	
Grace Counseling Service	Mt. Vernon	
Southern 30 Adolescent Center	Mt. Vernon	
Angel's Cove	Mt. Vernon	
Family Counseling Center	Vienna	Johnson
Southern Seven Health Dept.	Metropolis	Massac
Catholic Family Services	Waterloo	Monroe
Loving Touch Pregnancy Care	Waterloo	
Family Counseling Substance Abuse Counseling	Waterloo	
Perry Counseling Center	Du Quoin	Perry
New Perspective Counseling	Du Quoin	
Delta Counseling Center	Cairo	Pulaski
Lutheran Child and Family Services	Sparta	Randolph
Bird Song Counseling	O'Fallon	St. Clair
Fellowship House	Anna	Union
Shawnee Crisis Pregnancy Center	Anna	
Washington County Vocational	Nashville	Washington
Caring Counseling Ministries	Marion	Williamson
Lutheran Social Services	Marion	

Women's Center Rape and Crisis	Marion	
Franklin/Williamson Human Services	West Frankfort	
Southern Illinois Psychotherapy	Marion	

DHS: Offices	City	County
DHS: Family Resource Centers	Cairo	Alexander
	Benton	Franklin
	Murphysboro	Jackson
	Mt. Vernon	Jefferson
	Vienna	Johnson
	Metropolis	Massac
	None Available	Monroe
	De Quoin	Perry
	Mounds	Pulaski
	Chester	Randolph
	Belleville	St. Clair
	East St. Louis	
	Anna	Union
	None Available	Washington
Marion	Williamson	

Appendix D: Region 11 By-Laws

-ESTABLISHMENT OF AND BY-LAWS FOR

ILLINOIS REGION 11 HUMAN SERVICES TRANSPORTATION COMMITTEE

FOR

HUMAN SERVICES TRANSPORTATION PLANNING

These by-laws, on behalf of the Illinois Counties of Alexander, Franklin, Jackson, Jefferson, Johnson, Massac, Monroe, Perry, Pulaski, Randolph, Union, St. Clair, Washington, and Williamson are established on behalf of the geographic area of Illinois Region 11 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 11 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 11 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 11 in accordance with the requirements of applicable laws, policies, and procedures with the assistance of the Illinois Department of Transportation.

- B. *SCIRP&DC shall maintain an Illinois Region 11 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 14 counties in the Illinois Region 11 geographic area (up to 14 representatives).
 2. *Up to 14 Not-for-Profit, Human Services Organization or other institution which represent the citizens of the Illinois Region 11 geographic area. Representation should balance special needs, aging, disabled, workforce, and education interests when possible (up to 14 representatives).*
 3. *Up to 14 Public or Private Transit Providers with one representatives from throughout the geographic area of Region 11 where possible (up to 14 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 is 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 simple 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 11 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 11 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 11. Meetings locations should be selected in order to minimize travel time for all members and to not show favorability towards any geographic area of Region 11.*
- 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 11 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 E: Job Access and Reverse Commute Project Score Form

Project Evaluation Criteria	Definition (possible points)	Maximum Points
<p>Project employs one or more strategies included in the regional HSTP.</p>	<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"> ▪ Better coordination of / with existing service providers (20) ▪ Addresses gaps/unmet needs in current service (10) ▪ Eliminates duplicative service (10) ▪ Continuation of existing service to meet needs of target population (10) 	50
<p>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.</p>	<ul style="list-style-type: none"> ▪ Strong evidence of local match, no TRC requested (20) ▪ Some evidence of local match, some TRC requested (10) ▪ No evidence of local match, TRC needed to implement project but good faith effort put forward to obtain local funds (5) ▪ No evidence of local match, TRC needed to implement project no effort put forward to obtain local funds, (0) <p>TRC = Toll Revenue Credit</p>	20
<p>Project increases mobility options for target population.</p>	<p>Project provides greater mobility by:</p> <ul style="list-style-type: none"> ▪ Increasing service levels (hours of day / days of week) (5) ▪ Introduces mobility management techniques (5) ▪ Expanded / new service to targeted populations (5) 	15

<p>Project will be operational within a reasonable timeframe.</p>	<p><i>Project is operational (i.e., starts providing services) within a short time-frame:</i></p> <ul style="list-style-type: none"> ▪ Within 1- 3 months (10) ▪ Within 3 - 6 months (5) ▪ Within 6 - 12 months (3) ▪ over 12 months (1) 	<p>10</p>
<p>Project expands on an existing successful pilot project or provides continued operating funding for an existing service.</p>	<ul style="list-style-type: none"> ▪ Existing project achieved projected ridership (20) ▪ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10) ▪ Marketing plan to increase ridership to targeted groups (5) 	<p>20</p>
<p>Agency personnel or contractors are qualified and have appropriate experience to implement project.</p>	<p><i>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.</i></p> <ul style="list-style-type: none"> ▪ 10+ years experience (20) ▪ 5+ years experience (10) ▪ 1+ years experience (5) 	<p>20</p>
<p>Project demonstrates a new or innovative idea that can be replicated elsewhere in the state.</p>	<p><i>Project incorporates:</i></p> <ul style="list-style-type: none"> ▪ Innovative use of technology (5) ▪ Creative sources of financing (5) ▪ Service Design (5) ▪ Innovative Partnership (5) 	<p>20</p>
<p>Estimate number of trips that will be generated by the project for the targeted population.</p>	<p><i>Estimate number of entry level or lower wage jobs accessed as a result of a project:</i></p> <ul style="list-style-type: none"> ▪ 20 or more new customers (25) ▪ 10 - 20 new customers (10) ▪ 0 - 10 new customers (5) 	<p>25</p>

Maximum Points Available

180

Appendix F: New Freedom Project Score Form

Project Evaluation Criteria	Definition (possible points)	Maximum Points
Project employs one or more strategies included in the regional HSTP.	<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"> ▪ Better coordination of / with existing service providers (20) ▪ Addresses gaps/unmet needs in current service (10) ▪ Eliminates duplicative service (10) 	40
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.	<ul style="list-style-type: none"> ▪ Strong evidence of local match, no TRC requested (20) ▪ Some evidence of local match, some TRC requested (10) ▪ No evidence of local match, TRC needed to implement project but good faith effort put forward to obtain local funds (5) ▪ No evidence of local match, TRC needed to implement project no effort put forward to obtain local funds, (0) <p>TRC = Toll Revenue Credit</p>	20
Project increases mobility options for target populations.	<p>Project provides greater mobility by:</p> <ul style="list-style-type: none"> ▪ Increasing service levels (hours of day / days of week) (5) ▪ Introduces mobility management techniques (5) ▪ Continuing service to targeted populations (5) 	15
Project will be operational within a reasonable timeframe.	<p>Project is operational (i.e., starts providing services) within a short time-frame:</p> <ul style="list-style-type: none"> ▪ Within 1- 3 months (10) ▪ Within 3 - 6 months (5) ▪ Within 6 - 12 months (3) ▪ over 12 months (1) 	10

<p>Agency personnel or contractors are qualified and have appropriate experience to implement project.</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"> ▪ 10+ years experience (20) ▪ 5+ years experience (10) ▪ 1+ years experience (5) 	<p>20</p>
<p>Project demonstrates a new or innovative idea that can be replicated elsewhere in the state.</p>	<p>Project incorporates:</p> <ul style="list-style-type: none"> ▪ Innovative use of technology (5) ▪ Creative sources of financing (5) ▪ Service Design (5) ▪ Innovative Partnership (5) 	<p>20</p>
<p>Estimate number of trips that will be generated by the project for the targeted population.</p>	<p>Estimate number of trips generated as a result of the project:</p> <ul style="list-style-type: none"> ▪ 20 or more new customers (25) ▪ 10 - 20 new customers (10) ▪ 0 - 10 new customers (5) 	<p>25</p>
<p>Maximum Points Available</p>		<p>150</p>

Appendix G: Index of Terms

CTAA – Community Transportation Association of America

DOAP – Downstate Operating Assistance Program

DPIT – Illinois Department of Transportation, Division of Public Transportation

GIS – Geographic Information Systems

GPS – Global Positioning System

HSTC – Human Service Transportation Committee

HSTP – Human Service Transportation Plan

IDOT – Illinois Department of Transportation

ITS – Intelligent Transit Systems

JARC – Job Access and Reverse Commute Program Section 5316

IPTA – Illinois Public Transportation Association

NF – New Freedom Program Section 5317

RTC – Regional Transportation Committee

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

TRC – Toll Revenue Credit

5310 Elderly and Persons with Disabilities Grant – Provides capital funding to the State on behalf of local private non-profit agencies and certain public bodies. Funds are allocated by a formula that considers the number of elderly persons with disabilities in each state. Match is 80% Federal and 20% local.

5311 Non-urbanized Area Formula Grant – Provides operating assistance to areas with a population less than 50,000. The Illinois Department of Transportation, Division of Public Transportation administers this grant. The maximum Federal share for operating assistance is 50%. A county or municipality is the Grantee for the program. Service is then contracted through the government entity.

5316 Job Access Reverse Commute (JARC) – 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. Selection is on a competitive basis and projects must be included in the statewide Human Services Transportation Plan (HSTP).

5317 New Freedoms Program (NF) – 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).

Downstate Operating Assistance Program (DOAP) – is Illinois appropriated funding and provides up to 55% operating reimbursement to local mass transit districts at a rate of 3/32 of 80% of the net revenue realized under the State Tax Acts.