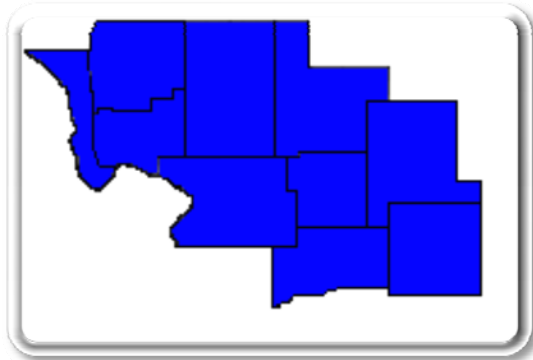
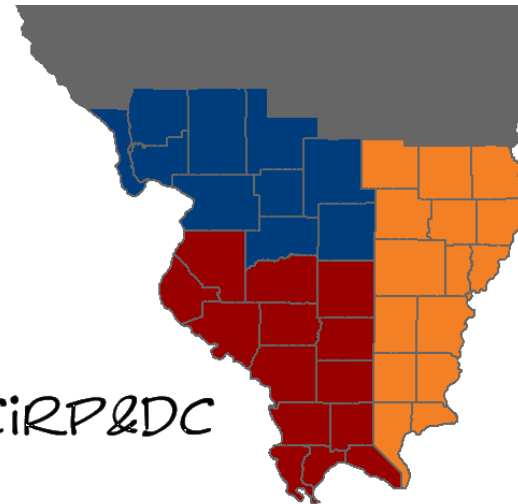


# *Illinois Region 9*

## *Coordinated Human Services Transportation Plan*



SCiRP&DC



*For The Illinois Counties of:*

*Bond, Calhoun, Clinton, Fayette, Greene, Jersey, Macoupin, Madison, Marion, and Montgomery*

**DRAFT – FEBRUARY 2009**

*This Document was prepared by:*  
**South Central Illinois Regional Planning and Development Commission (SCIRP&DC)**  
*and*  
**Substate Region 9 Human Services Transportation Committee**  
*in cooperation with*  
**Illinois Department of Transportation**  
*and local*  
**Human Services Transportation Providers**

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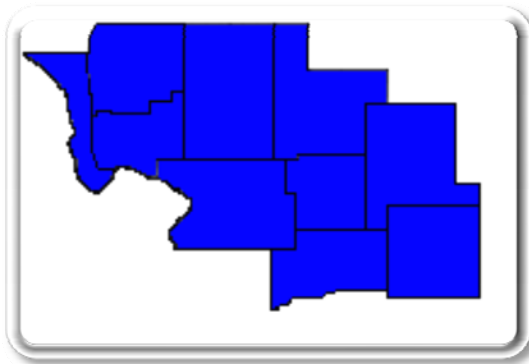
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*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery County*

## *Executive Summary*

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

### *In This Section:*

- *Plan Overview*

## Plan Overview

The Region 9 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 Calhoun, Greene, Jersey, Macoupin, Montgomery, Fayette, Madison, Bond, Clinton, and Marion 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.

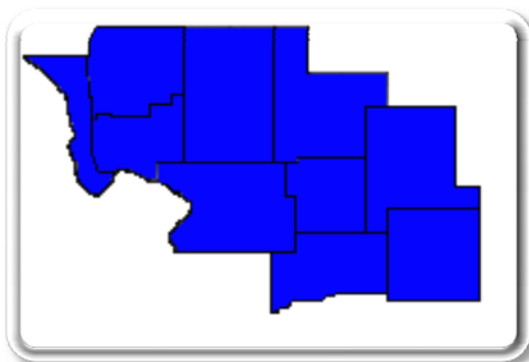
Common transit issues defined by the region include the need for extended hours and days of service, availability of funding, affordability for the customers and the need for education on services that are available. Barriers to effective transit service include fragmented systems, issues of complexity and lack of convenience, users ability to use provided services, 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 for future development, and safe.”***

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

This document was presented to the Region 9 Human Services Transportation Committee on February 7, 2008. The document, with suggested corrections, was submitted to IDOT and the State Oversight Committee on February 8, 2008. This document represents the updated version of the plan, and was approved by the Region 9 Human Services Transportation Committee on **May 28<sup>th</sup> 2009**; the plan will be updated and expanded upon as needed.



*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery County*

## ***Section I: Introduction & Purpose***

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

### ***In This Section:***

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

### ***In the Appendix:***

- *Meeting Minutes (Appendix A)*
- *Copy of Introductory Letter (Appendix B)*
- *Region 9 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

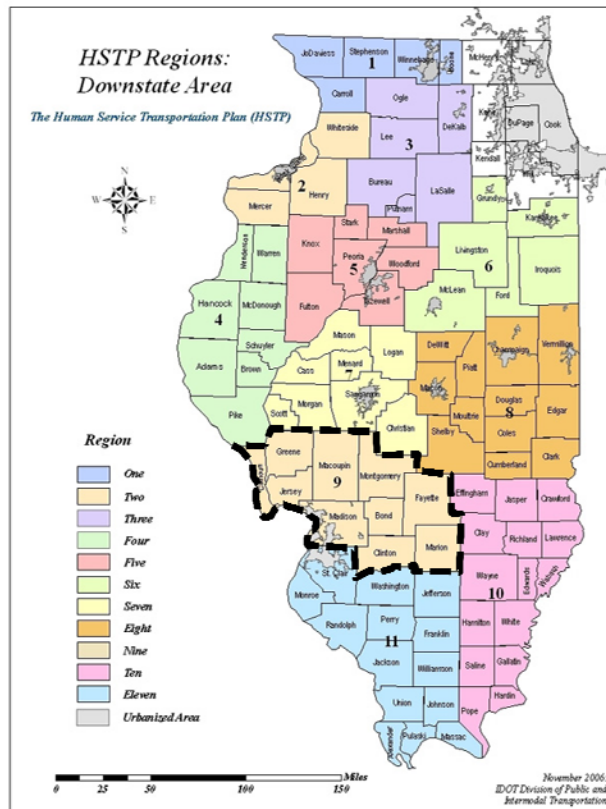
In order to implement this plan, it will be necessary for each region in the state to form a "Regional Human Services Transportation Committee". This committee will serve to provide input for and oversee the work of the coordinators and to ultimately recommend transportation related projects for potential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

Furthermore, the Regional Human Services Transportation Committee (HSTP) should provide the basis for the coordination of services outside of its jurisdiction. In the case of Region 9, the coordination of services which might overlap with bordering Substate Regions 4, 7, 8, 10 and 11; 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 9**

**Overview**

Region 9 is one of eleven downstate Human Services Transportation Planning Regions established by the State of Illinois through the Department of Public and Intermodal Transportation (DPIT). The region is comprised of 10 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 north and east of the Metropolitan St. Louis Region. These counties are: Bond, Calhoun, Clinton, Fayette, Greene, Jersey, Macoupin, Madison, Marion, and Montgomery.



**Map of Downstate HSTP Regions with Region 9 Highlighted**

Of the approximately 502,911 residents of Region 9, over half (265,303) live in Madison County, many of whom fall under the direction of the East-West Gateway Council of Governments Coordinated Human Services Transportation Plan for the Metropolitan St. Louis Region.

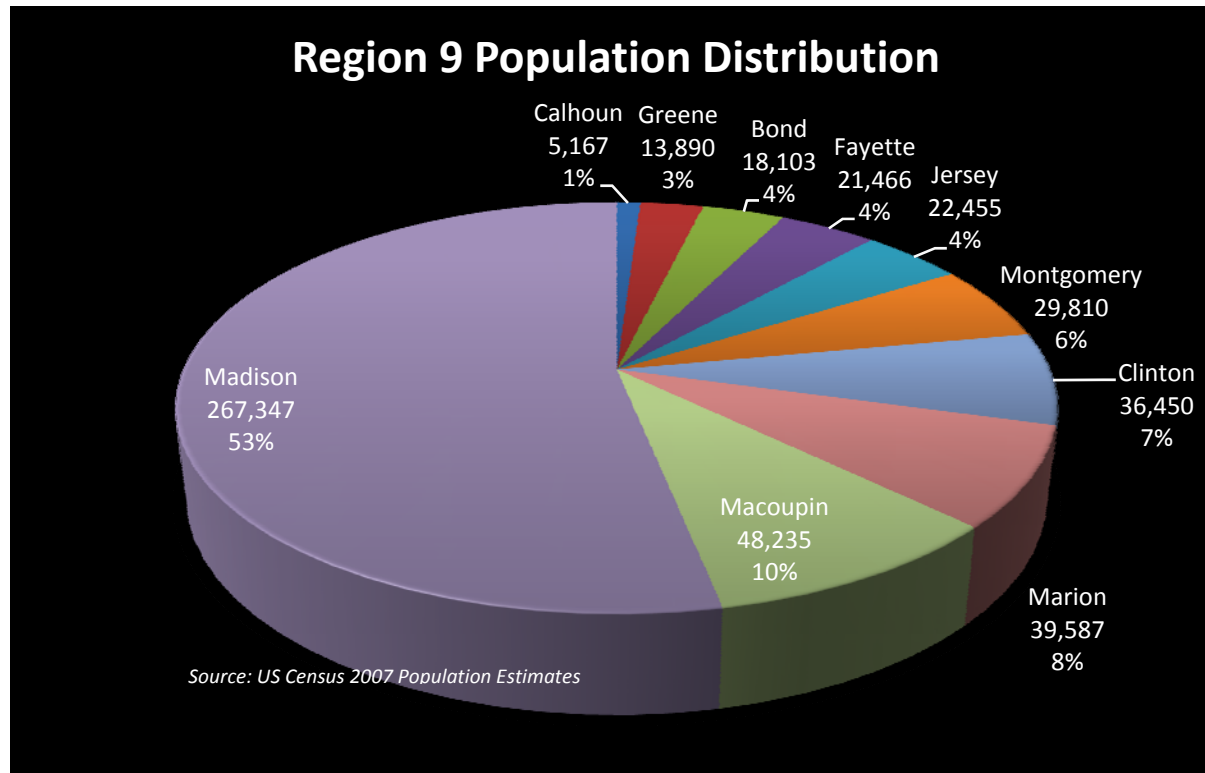


Chart of Region 9 Population Distribution

Outside of the urbanized portion of Madison County, Region 9 is rural in character, typified by large regions of agriculture with small communities interspersed. Major Highways such as I-55 and I-70 shape the region, bringing travelers through the region and providing access to the St. Louis Metro Area.

Below is shown the populations of the 9 Counties in region 9 outside of Madison County. All of these counties are predominantly rural in character. Most of the rural population is clustered around routes into the St. Louis Metropolitan Region. Most of Macoupin County's population is located in the southern half of the county along I-55. In Clinton County there is a chain of towns both along Illinois Highway 161 and US Highway 50. The same can be said along I-70 which extends northeast from St. Louis towards Indianapolis, and to a lesser degree US Highway 67 which extends north from Alton towards Macomb and the Quad Cities.

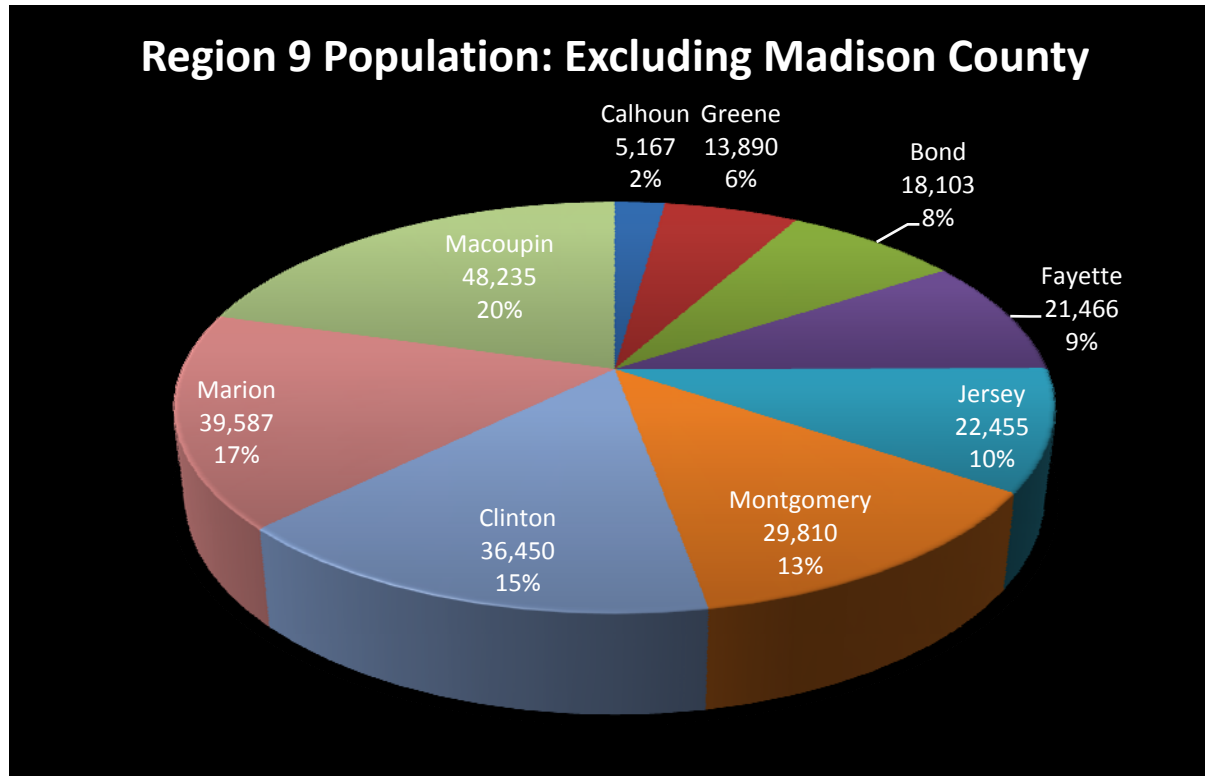


Chart of Region 9 Population outside of Madison County

## 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 9.

Name	Town	County	Type	Enrollment
<b>Blackburn College</b>	Carlinville	Macoupin County	Community College	590
<b>Greenville College</b>	Greenville	Bond County	Private Four-Year College	1,200
<b>Kaskaskia Community College</b>	Centralia	Clinton County	Community College – Main Campus	~11,500
<b>KC Vandalia Campus</b>	Vandalia	Fayette County	Community College – Branch Center	--
<b>KC Greenville Education Center</b>	Greenville	Bond County	Community College – Branch Center	--
<b>KC Trenton Education Center</b>	Trenton	Clinton County	Community College – Branch Center	--
<b>KC Salem Education Center</b>	Salem	Marion County	Community College – Branch Center	--
<b>KC Nashville Education Center</b>	Nashville	Washington County	Community College – Branch Center	--
<b>Lake Land College</b>	Mattoon	Coles (Region 8)	Community College – Main Campus	~7,400
<b>LLC - Kluthe Center</b>	Effingham	Effingham (Region 10)	Community College – Branch Center	--
<b>Lewis and Clark CC</b>	Godfrey	Madison County	Community College – Main Campus	~13,000
<b>L&amp;C – Nelson Campus</b>	Edwardsville	Madison County	Community College – Branch Campus	--
<b>Macoupin Cnty. Com. Ed. Center</b>	Carlinville	Macoupin County	Community College – Branch Campus	--
<b>Tri County Com. Ed. Center</b>	Jerseyville	Jersey County	Community College – Branch Campus	--
<b>Lincoln Land CC</b>	Springfield	Sangamon (Region 7)	Community College	~12,000
<b>McKendree University</b>	Lebanon	St. Clair (Region 11)	Private Four-Year University	2,000
<b>Principia College</b>	Elsah	Calhoun	Private Four-Year College	530
<b>Southern Illinois University - Edwardsville</b>	Edwardsville	Madison County	Public Four Year University (SIU System)	13,398
<b>Southwestern Illinois College</b>	Belleville	St. Clair (Region 11)	Community College – Main Campus	~16,500
<b>SWIC – Granite City</b>	Granite City	Madison County	Community College – Branch Campus	--

*Table of Colleges and Universities in Region 9*

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 9.

**Hospitals in Region 9**

<i>Name</i>	<i>Town</i>	<i>County</i>
<b>Thomas H. Boyd Memorial Hospital</b>	<i>Carrollton</i>	<i>Greene</i>
<b>Jersey Community Hospital</b>	<i>Jerseyville</i>	<i>Greene</i>
<b>Carlinville Area Hospital</b>	<i>Carlinville</i>	<i>Macoupin</i>
<b>Community Memorial Hospital</b>	<i>Staunton</i>	<i>Macoupin</i>
<b>St. Francis Hospital</b>	<i>Litchfield</i>	<i>Montgomery</i>
<b>Hillsboro Area Hospital</b>	<i>Hillsboro</i>	<i>Montgomery</i>
<b>Greenville Regional Hospital</b>	<i>Greenville</i>	<i>Montgomery</i>
<b>Alton Memorial Hospital</b>	<i>Alton</i>	<i>Madison</i>
<b>St. Anthony's Hospital</b>	<i>Alton</i>	<i>Madison</i>
<b>St. Clare's Hospital</b>	<i>Alton</i>	<i>Madison</i>
<b>Anderson Hospital</b>	<i>Maryville</i>	<i>Madison</i>
<b>St. Joseph's Hospital</b>	<i>Highland</i>	<i>Madison</i>
<b>Gateway Regional Medical Center</b>	<i>Granite City</i>	<i>Madison</i>
<b>Fayette County Hospital</b>	<i>Vandalia</i>	<i>Fayette</i>
<b>Salem Township Hospital</b>	<i>Salem</i>	<i>Marion</i>
<b>St. Mary's Good Samaritan Hospital</b>	<i>Centralia</i>	<i>Marion</i>
<b>St. Joseph's Hospitals</b>	<i>Breese</i>	<i>Clinton</i>

**Table of Hospitals in Region 9**

Source: Illinois Hospital Association and Google Maps

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

**Transportation Infrastructure**

Three major interstate highways provide an economic backbone for the Region. Interstates 55, 70 and 57 all run through the Region. I-55 and I-70 provide access to the St. Louis Region, while U.S. Route 50 extends east from St. Louis and connects communities not served by either interstate to St. Louis. Interstate 57 runs north/south through the west portion of the region and provides access to larger communities such as Effingham and Mt. Vernon. U.S. Route 67 runs through approximately 50 miles of Region 9 and connects the western counties of Region 9 to St. Louis via Alton. U.S. Route 51 runs through Fayette and Marion Counties, through the center of the state.

Private bus service in Region 9 is limited. There are no Greyhound stops in Region 9, although buses do travel up and down I-57 and I-70.

Region 9 is also served by Amtrak, which provides 5 daily round trips between St. Louis and Chicago. Below is a table of Amtrak trips through Region 9, and selected stops in Illinois. The following is a table of daily Amtrak stops within Region 9.

<b>Northbound Trains</b>	<b>Leave St. Louis</b>	<b>Arrive Alton</b>	<b>Arrive Carlinville</b>	<b>Arrive Springfield</b>	<b>Arrive Normal</b>	<b>Arrive Chicago</b>
<i>Lincoln Service 300</i>	4:35 AM	5:21 AM	5:51 AM	6:33 AM	7:31 AM	10:00 AM
<i>Lincoln Service 302</i>	6:35 AM	7:21 AM	7:51 AM	8:33 AM	9:41 AM	12:16 PM
<i>Texas Eagle</i>	8:30 AM	9:18 AM	9:50 AM	10:30 AM	11:43 AM	2:14 PM
<i>Lincoln Service 304</i>	3:00 PM	3:46 PM	4:16 PM	4:57 PM	5:56 PM	8:40 PM
<i>Lincoln Service 306</i>	5:30 PM	6:16 PM	6:46 PM	7:33 PM	8:36 PM	11:10 PM








  

<b>Southbound Trains</b>	<b>Leave Chicago</b>	<b>Arrive Normal</b>	<b>Arrive Springfield</b>	<b>Arrive Carlinville</b>	<b>Arrive Alton</b>	<b>Arrive St. Louis</b>
<i>Lincoln Service 301</i>	7:00 AM	9:14 AM	10:15 AM	----	11:22 AM	12:20 PM
<i>Lincoln Service 303</i>	9:25 AM	11:39 AM	12:50 PM	1:28 PM	1:59 PM	3:00 PM
<i>Texas Eagle</i>	1:45 PM	3:27 PM	5:14 PM	5:49 PM	6:22 PM	7:21 PM
<i>Lincoln Service 305</i>	5:15 PM	7:29 PM	8:39 PM	9:19 PM	9:50 PM	10:45 PM
<i>Lincoln Service 307</i>	7:00 PM	9:14 PM	10:24 PM	11:04 PM	11:35 PM	12:30 AM

Source: Amtrak Website (October, 2008)

Table of Train Service in Region 9

**Major Roads and Highways in Region 9**

Highway	Interstate 55	Interstate 57	Interstate 64	Interstate 70	US Route 50	US Route 67	US Route 51
Sign							
Miles of Road within District:	approx. 76 miles	approx. 36 miles	approx. 9 Miles	approx. 65 miles	approx. 95 miles	approx. 50 miles	approx. 54 miles
Description	4-lane access controlled Interstate highway	4-lane access controlled Interstate highway	4-lane access controlled Interstate highway	4-lane access controlled Interstate highway	2 or 4 lane highway	2 or 4 lane highway	2 or 4 lane highway
Beginning, End	New Orleans, LA to Chicago, IL	Miner, MO to Chicago, IL	Chesapeake, VA to O'Fallon, IL	Utah to Baltimore	Sacramento, CA to Ocean City, MD	Presidio, TX to Sabula, IA	Hurley, WI to La Place, LA
Counties Served In Region 9	Madison, Macoupin, Montgomery	Fayette, Marion	Clinton	Fayette, Bond, Madison	Marion, Clinton	Madison, Jersey, Greene	Fayette, Marion
Communities Served Within Region 9	East St. Louis, Collinsville, Carlinville, Edwardsville, Troy, Hamel, Warden, Livingston, Staunton, Mt. Olive, Gillespie, Litchfield, Raymond, Waggoner, Farmersville	Farina, Kinmundy, Salem	Damiansville, Albers	St. Elmo, Vandalia, Mulberry Grove, Greenville, Pocahontas, Highland, Troy, Glen Carbon, Pontoon Beach	Iuka, Salem, Odin, Sandoval, Carlyle, Beckemeyer, Breese, Aviston, Trenton, Summerfield, Lebanon, O'Fallon, Fairview Heights, East. St. Louis	Whitehall, Carrollton, Jerseyville, Godfrey, Alton	Wamac, Centralia, Central City, Sandoval, Patoka, Vandalia, Ramsey
Major Communities served outside of Region 9	St. Louis, MO Springfield, IL Bloomington-Normal, IL Chicago, IL	Chicago, IL Champaign-Urbana, IL Mattoon-Charleston, IL Effingham, IL Mt. Vernon, IL Marion-Carbondale, IL	Mt. Vernon, IL St. Louis, MO	St. Louis, MO Effingham, IL Terre Haute, IN Indianapolis, IN	St. Louis, MO Flora, IL Olney, IL	St. Louis, MO Macomb, IL Quad Cities, IL-IA	Carbondale-Marion, IL Decatur, IL Bloomington-Normal, IL
Comments	Major thoroughfare connecting the central counties of Region 9 with St. Louis and Springfield	Connects the eastern communities of Region 9 with larger economic centers like Effingham and Mt. Vernon	Serves small segment of Clinton County. Alternate route to St. Louis for those in western communities of the region.	Connects Central and eastern counties to St. Louis and Effingham. Alternate route to Chicago.	Connects eastern parts of the region to the St. Louis region.	Connects the western counties with the St. Louis Region.	Runs along the western edge of the region, only US route through centralia, links I-70 and 64

Source: Google Maps

*Table of major Roads in Region 9*



### **Section I-C: Region 9 Transportation Committee**

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

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

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

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

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

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

*On the next page is the list of members of the Region 9 HSTC. The committee served as an ad-hoc committee until June, 2008, when the membership was set. The following page lists individuals who have attended Region 9 HSTC meetings, but are not currently voting members of the HSTC. The committee by-laws allow room for individuals and groups who may not currently be represented to be added to committee in the future.*

*By-Laws for the Region 9 HSTC can be found in the appendix.*

Illinois Region 9 Human Services Transportation Committee								
Organization	Name	Representitive of:			Area of Intrest			
		Local Government	Transit Provider	Human Service Agency	Elderly	Low Income	Disabled	General Public
Alton YWCA	Janet Jordan or Mary Cox							
Area Agency on Aging for lincoln Land	Donna Mitchell							
Beverly Farm	Gil Young or James Hillary							
Bond County Senior Center	Anna Ostriech							
CEFS dba Central Illinois Public Transit	Kristie Warfel							
Challenge Unlimited	Laurine Hamm							
FAYCO	Kim Taylor							
Illinois Center for Autism	Rachel Newsome							
Lewis and Clark Comm. College	Kathy Haberer							
Macoupin County Health Dept.	Kent Tarro or Peggy Dunn							
Midland AAA	Sylvia Mahle							
South Central Transit	Sheila Neiderhofer or Vicki Clift							
Fayette County Board	David Riegel or Jeff Beckman							
Jarvis Township Senior Center	Sherry Brendel or Fran Smith							

*Membership of the Illinois Region 9 Human Services Transportation Committee*

Other Organizations who have attended Region 9 Meetings								
Organization	Name	Representitive of:			Area of Interest			
		Local Government	Transit Provider	Human Service Agency	Elderly	Low Income	Disabled	General Public
Bond County Board	Jill Franks							
Commnity Link	Barb Nelson or Chris Gehke							
Jersey Co Board	Kenneth Breeden							
Madison Co board	Gary Stahlhut							
Marion Co. Board	Pamela Joe Hawkins							
Southeastern Illinois Area Agency on Aging	Crystal Catengs							
SIUE	Bob Washburn							
East West Gateway council of Governments	Jim Wild or Racheal Goldberg							

*Table of other Region 9 Meeting Attendees*

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

*Below is a summary of meetings and milestones to date in the coordination of Human Services Transportation in Region 9.*

**August 10, 2005**

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

**June, 2007**

*Meetings held across the State, including the Region 9 Meeting in Taylor Springs on June 5.*

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

**October 17, 2007**

*“Kickoff” meeting for Region 9 Providers, Stakeholders, and officials held in Litchfield, Illinois*

**December, 2007**

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

**February 7, 2008**

*Initial Coordinated Human Services Transportation Plan for Region 9 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 and Committee Development.**

### **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 9 can be found in Appendix.*

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

*All HSTC meetings are open to the public, 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.*

**Table of Meetings to Date**

<b>Date</b>	<b>Location</b>	<b>Attendance</b>	<b>Purpose of Meeting</b>
<b>10-17-2007</b>	Litchfield Community Center, Litchfield	9	"Kickoff" Meeting
<b>12-17-2007</b>	Challenge Unlimited, Inc., Alton	17	Plan Development / Review JARC and New Freedom Projects
<b>2-7-2008</b>	Challenge Unlimited, Inc., Alton	13	Plan Development / Ratification
<b>5-5-2008</b>	Bradford National Bank, Greenville	12	CVP Overview / Proposed HSTC By-Law review
<b>6-25-2008</b>	Highland Public Library, Highland	21	CVP application review and endorsement/ Adopt HSTC By-Laws
<b>11-19-2008</b>	Bradford National Bank, Greenville	12	Discuss strategy for updating HSTP Plan.
<b>1-21-2009</b>	Alton YWCA, Alton	18	Review
<b>5-28-2009</b>	UI Extension Office, Carlinville	TBA	Plan Update/CVP Overview

*Table of Meetings to Date*

- See appendix for meeting minutes

The first meeting of the HSTP Region 9 Human Services Transportation Committee was held on October 17, 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 9 HSTC was on December 17, 2007 in Alton, IL. There were two things that were accomplished during this meeting. First, the meeting was used as a planning session to get stakeholder input for the development of the regional plan. This was accomplished by using SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis. The attendees were asked to describe strengths and weaknesses of the region and the transportation options that existed. This input was used to develop the gaps, strategies, and implementation sections of the HSTP Plan. The meeting was also used to review applications for JARC and New Freedom grants. Two JARC applications, one from Bond County, and one from Challenge Unlimited, Inc., were presented to the committee. The committee was then given an opportunity to ask questions about the projects and asked to score the projects according to a matrix provided by IDOT.

On February 7, 2008, the committee met again to review and adopt the initial IDOT Region 9 Human Services Transportation Plan. The next meeting of the HSTC was on May 5, 2008. This meeting was held in Greenville to discuss the upcoming Consolidated Vehicle Procurement grant cycle. This meeting was used as an opportunity for providers to learn more about the CVP applications, ask questions, and discuss proposed projects. This was also used as an opportunity

*for providers who may not have attended HSTC meetings in the past to do so before their applications were due. Also during this meeting By-Laws for the committee were discussed.*

*CVP Applications were due to the coordinators office in early June, 2008, and the next meeting of the Regional HSTC was scheduled for June 25 in Highland. At this time by-laws for the regional committee were established. Going forward from this meeting voting membership on the HSTC was set, and any new voting members would have to be approved by the committee. After approving the by-laws, service providers who had submitted vehicle requests through the CVP program gave brief presentations and answered questions about their projects. The committee then voted on whether to endorse or not endorse each project that was submitted.*

*Meetings were held in November 2008 in Greenville, and January 2009 in Alton to discuss plan updates. An Updated regional plan was ratified by Regional Transportation Committee on May 28th, 2009.*

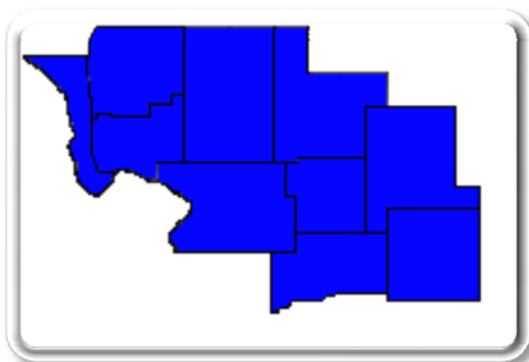
### **Current Activities:**

*The Fall and Winter of 2008-2009 has been spent in outreach to stakeholder, providers, and potential stake holders. This has been done through letters, meetings and invitations to HSTC committee meetings. The early months of 2009 were largely spent meeting with individual service providers throughout the region. These meetings were an opportunity for the coordinators to meet face to face with those providing transportation, learn more about their organizations, and get a clearer picture of the state of transportation throughout Region 9. Also in January of 2009 a survey was sent out to all of the transportation providers who were active participants in the HSTP process asking them information about their fleets and how their transportation program operates. The HSTP Coordinators used information gathered through meetings and surveys to expand the HSTP plan into its current version. Coordinators will continue to try to meet with local government of Calhoun, Greene, and Jersey County to initiate involvement in the HSTP process. HSTP coordinator met with Jersey County HSTP coordinator met with Jersey County Board Chairperson to discuss possibility of initiating ICCT Primer Process with Macoupin County.*

### **Planned Actions**

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





*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery 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 9*

### *In the Appendix:*

- *2009 Survey*

### *Sources Used:*

- *2000 Census Data and 2007 Census Update*
- *Provider Surveys*

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

**Public Transportation in Region 9**

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

<b>County</b>	<b>Section 5311 Provider</b>	<b>Citywide or Countywide</b>
<b>Bond County</b>	Bond County Senior Services	Countywide
<b>Calhoun County</b>	NONE	----
<b>Clinton County</b>	South Central Transit	Countywide
<b>Fayette County</b>	CEFS Economic Opportunity Corporation	Countywide
<b>Greene County</b>	NONE	----
<b>Jersey County</b>	NONE	----
<b>Macoupin County</b>	NONE ^	----
<b>Madison County</b>	Madison County Transit	Limited Countywide*
<b>Marion County</b>	South Central Transit	Countywide
<b>Montgomery County</b>	CEFS Economic Opportunity Corporation	Countywide

*Table of Service Providers by County*

^ - Macoupin County is Stage 3 of the ICCT Primer Process to receive 5311 funding.

\* - Madison County Transit does offer paratransit to the entirety of Madison County. MCT also offers comprehensive transportation to certain areas of rural Madison County that are within its district. The northeast corner of the county is not in MCT's district, and there is currently no recipient of Rural 5311 funding for Madison County according to information provided by the Illinois Institute of Rural Affairs.

**Table of Service Providers**

The following service providers are agencies who have received or applied for funding through Federal Sections 5310, 5316, or 5317.

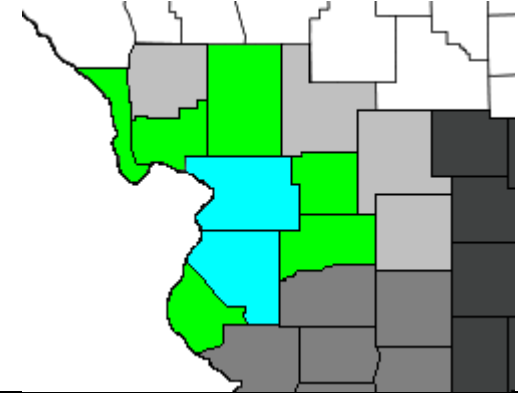
Agency	Type of Provider	Clientele	Service Area	Number of Vehicles	Survey?	Attending Meetings?
Bethany Place	Human Service Agency	Disabled (HIV/AIDS)	Madison, St. Clair, Calhoun, Jersey, Macoupin, Bond, Clinton, and Monroe Counties.	1	No	Yes
Beverly Farm Foundation	Human Service Agency	Disabled	Around Godfrey, IL	N/A	No	Yes
Bond County Transit	Public Provider	General Public	Bond County	N/A	No	Yes
Central Illinois Public Transit (CEFS)	Public Provider	General Public	Clay, Douglas, Fayette, Montgomery, Moultrie, and Shelby	23	Yes	Yes
Challenge Unlimited, Inc.	Human Service Agency	Disabled	Madison/St. Clair Counties and surrounding areas.	15	Yes	
Community Link	Human Service Agency	Disabled	Clinton/Madison Counties	0	Yes	Occasionally
FAYCO Enterprises, Inc.	Human Service Agency	Disabled	Fayette, Bond, Montgomery and some other surrounding areas	43	Yes	Yes
Illinois Center for Autism	Human Service Agency	Disabled	Transit mostly in St. Clair	12		
Jarvis Township Senior Center	Human Service Agency	Elderly	Jarvis Township in Madison County	1	Yes	Yes
Macoupin County Public Health Department*	Human Service Agency	Elderly/ Medical	Macoupin County	8		
Madison County Transit/Agency for Community Transit	Public Provider	General Public	Urbanized Madison County (with some paratransit throughout the county)	39	Yes	Yes
South Central Illinois Mass Transit District	Public Provider	General Public	Clinton, Marion, Washington, Jefferson, Perry and Franklin Counties	64	Yes	Yes
YWCA of Alton	Human Service Agency	Elderly/ Disabled	Alton area, including rural Madison, Jersey, Macoupin counties.	2	Yes	YEs

*Table of Service Providers in Region 9*

NOTE: Available vehicles is based on 2009 Transportation Provider Survey, and does not include any vehicles awarded through the 2008 CVP process.

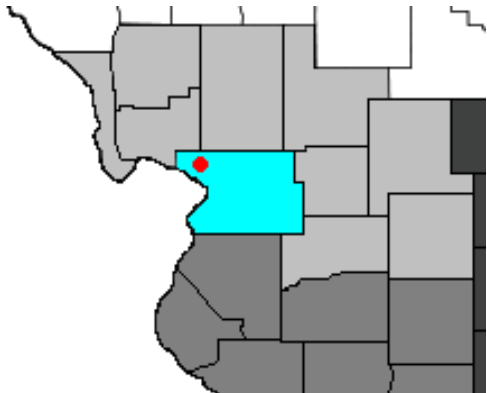
**Section II-B: Service Provider Profiles**

**Bethany Place**

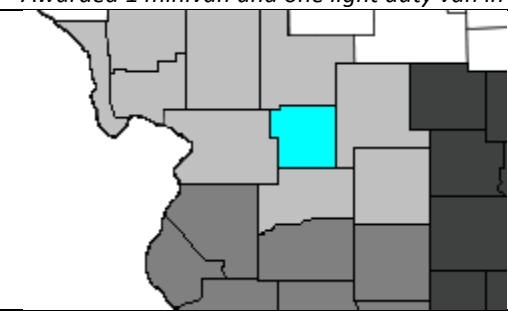
<b>Provider Type:</b>	Support services and a transitional home for HIV+ and AIDS clients.
<b>Funding Sources:</b>	<b>Primary:</b> DHS <b>Secondary:</b> Section 5310 (Awarded Vehicle in the 2009 CVP)
<b>Vehicles:</b>	No Paratransit Vehicles at this time.
<b>Service Area:</b>	 <p>Bethany Place's Transitional Housing program operates largely in the Madison/St. Clair area (Blue)</p> <p>Bethany Place additionally offers client services in Calhoun, Jersey, Macoupin, Bond, Clinton, and Monroe Counties.</p>
<b>Service Level:</b>	Door through Door
<b>Advance Notice Required:</b>	Serves clients only
<b>Basic Fare:</b>	None
<b>Service Hours:</b>	As necessary
<b>Approximate Annual Trips:</b>	8800-9000 majority involving wheelchairs
<b>Route Scheduling/Dispatch Method</b>	On site
<b>Communication System:</b>	Cell phones as needed
<b>Participation in HSTC:</b>	Active Participant, Voting Member
<b>Operating Revenue and Expenses:</b>	Donation
<b>History/Notes:</b>	Bethany Place was founded 1988 as a ministry within Belleville's St. Elizabeth Hospital. It has been an independent nonprofit organization which provides services for HIV/AIDS clients since 1992.



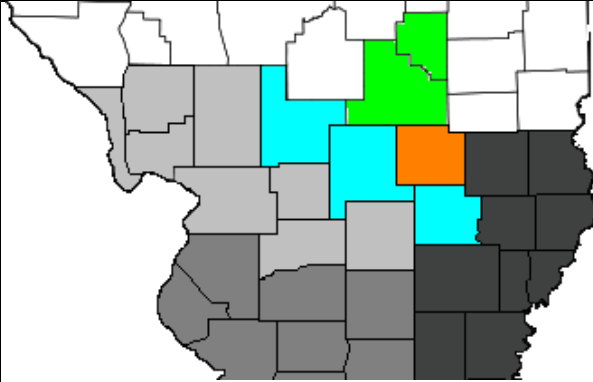
**Beverly Farm Foundation**

<b>Provider Type:</b>	<i>Serve clients with Mental Retardation and Developmental Disorders</i>
<b>Funding Sources:</b>	<b>Primary:</b> DHS <b>Secondary:</b> Section 5310
<b>Vehicles:</b>	<i>No survey provided</i>
<b>Service Area:</b>	
<b>Service Level:</b>	<i>Door through Door</i>
<b>Advance Notice Required:</b>	<i>Demand responsive to own clients</i>
<b>Basic Fare:</b>	<i>NONE</i>
<b>Service Hours:</b>	<i>24hrs</i>
<b>Approximate Annual Trips:</b>	<i>44,000-45,000 annual trips. Approximately 8,800 with wheelchairs</i>
<b>Route Scheduling/Dispatch Method</b>	<i>Predetermined manifest done on site.</i>
<b>Communication System:</b>	<i>Cell Phones as needed</i>
<b>Participation in HSTC:</b>	<i>Active Participant, Voting Member</i>
<b>Operating Revenue and Expenses:</b>	<i>20 million dollars through DHS, fundraising, private donations and Medicaid</i>
<b>History/Notes:</b>	<p><i>Beverly Farm has operated in Godfrey (near Alton) since 1897. It serves as a residential facility for adults with developmental disabilities. Beverly Farm operates on a large residential campus, with facilities for recreation,</i></p> <p><i>Most of the demand for transportation is to and from the workshop facility, around the residential campus, and to the senior center.</i></p>

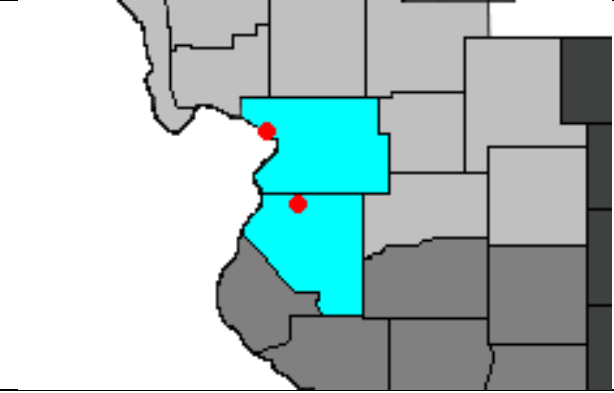
**Bond County Transit**

<b>Provider Type:</b>	Public Transportation Provider
<b>Funding Sources:</b>	<b>Primary:</b> Section 5311, DOAP <b>Secondary:</b> Section 5310, Section 5316
<b>Vehicles:</b>	8 Transit vehicles  *Awarded 1 minivan and one light duty van in 2008 CVP Awards
<b>Service Area:</b>	 <p>BCT covers all of Bond County.</p> <p>Bond County is located east of Madison County. It is bordered by Clinton County to the South, Montgomery County to the North, and Fayette County to the east.</p>
<b>Service Level:</b>	Curb to Curb
<b>Advance Notice Required:</b>	Demand Responsive: 24 hour notice.
<b>Basic Fare:</b>	<p>COST</p> <p>One-way trip within BCT Greenville boundaries or within Bond County on normally scheduled days:                      Rider 0 - 12 years: \$.75 (Please note that children under age 7 must be with an adult.)                      Rider 13 - 59 years: \$1.50                      Senior Rider 60+ years: \$1.00</p> <p>Special trips are individually priced.</p>
<b>Service Hours:</b>	8am to 4pm Monday through Friday
<b>Approximate Annual Trips:</b>	14116
<b>Route Scheduling/Dispatch Method</b>	24 hour advanced notice preferred. Demand responsive if able newly acquired CTS software for scheduling.
<b>Communication System:</b>	2 Way radio with cell phone as needed
<b>Participation in HSTC:</b>	Active Participant, Voting Member
<b>Operating Revenue and Expenses:</b>	Medicaid and DOA
<b>History/Notes:</b>	Bond County transit is operated through the Bond County Senior Center.

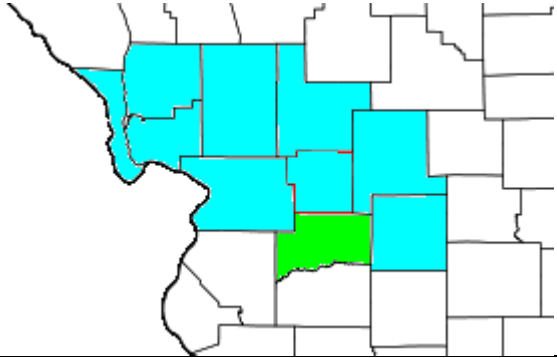
**CEFS Economic Opportunity Corporation (dba Central Illinois Public Transit)**

<b>Provider Type:</b>	Public Transportation Provider	
<b>Funding Sources:</b>	<b>Primary:</b> Section 5311, DOAP <b>Secondary:</b> Section 5310, Section 5316	
<b>Vehicles:</b>	4 Minivans 12-fifteen passenger vans 7 RR Vans	
<b>Service Area:</b>		<p>Central Illinois Public Transit provides service in Clay County in Region 10, Montgomery and Fayette counties in Region 9, and Shelby and Moultrie Counties in Region 8 (Green).</p> <p>CIPT is headquartered in Effingham County (Orange) and</p>
<b>Service Level:</b>	Demand Responsive/Door to Door	
<b>Advance Notice Required:</b>	Demand Responsive: 24 hour notice with no more than 3 day advanced notice.	
<b>Basic Fare:</b>	\$1.00 one way for 10 miles or less. \$2.00 one way for 11-25 miles, \$3.00 one way for 26-50 miles. \$0.50 for children 12 and under one way.	
<b>Service Hours:</b>	8:30 AM to 4:30 PM M-F	
<b>Approximate Annual Trips:</b>	36,000 trips 1200 trips in which wheelchair lift is used	
<b>Route Scheduling/Dispatch Method</b>	24 hour notice for transportation. No dispatching software is used at this time	
<b>Communication System:</b>	All vehicles have radios with cell phone backup	
<b>Participation in HSTC:</b>	Active Participant, Voting Member	
<b>Operating Revenue and Expenses:</b>	Medicaid, Fares, and Section 5316	
<b>History/Notes:</b>	CEFS is a Community Action Agency headquartered in Effingham Illinois that provides a wide variety of social services including Head Start, workforce investment, homelessness, and literacy programs. Central Illinois Public Transit is a branch of CEFS that provides public transportation for Clay, Montgomery, Fayette, Shelby and Moultrie Counties. CEFS has expressed interest in serving Effingham County in the future.	

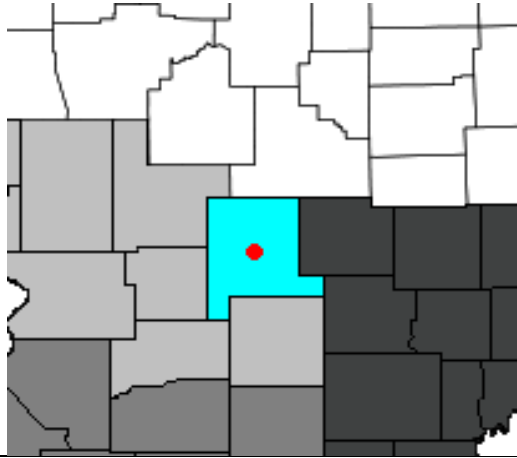
**Challenge Unlimited, Inc.**

<b>Provider Type:</b>	<i>Developmentally Disabled/Elderly</i>
<b>Funding Sources:</b>	<b>Primary:</b> DHS <b>Secondary:</b> Section 5310
<b>Vehicles:</b>	6 fourteen passenger vans; 4 light duty busses; 3 medium duty busses; 1 heavy transit bus Total of 15 vehicles *Awarded 1 Medium Duty Van and 1 Super Medium .Duty in the 2008 CVP
<b>Service Area:</b>	 <p>Challenge Unlimited operates sheltered workshops in Alton (Madison County) and Swansea (St. Clair County). The transportation operates to bring clients into the workshops and to remote jobsites. Clients come from both the Metro-East area, along with rural St. Clair, Madison and surrounding counties.</p>
<b>Service Level:</b>	<i>Curb to Curb/Door to Door/Door through Door with personal care aid</i>
<b>Advance Notice Required:</b>	<i>Demand Responsive with 24 hour notice/Will respond to real time request if feasible/Deviated Fixed Route/Fixed Route.</i>
<b>Basic Fare:</b>	<i>None</i>
<b>Service Hours:</b>	<i>8am to 4pm after hours as needs 7days per week</i>
<b>Approximate Annual Trips:</b>	<i>64,151 trips/ 3000 trips in which wheel chairs are uses.</i>
<b>Route Scheduling/Dispatch Method</b>	<i>Use of Transportation Coordinator is how manifest is done by hand. Radios and Cell phones</i>
<b>Communication System:</b>	<i>Radios and Cell phones</i>
<b>Participation in HSTC:</b>	<i>Active Participant, Voting Member</i>
<b>Operating Revenue and Expenses:</b>	<i>Built into DHS Funding</i>
<b>History/Notes:</b>	<i>Challenge Unlimited provides day services and training for individuals with developmental disabilities in the Metro East area and surrounding rural areas. Challenge’s transportation program is primarily used to pick up and take home clients from its day program sites. Challenge provides day services for approximately 200 clients in Alton and 100 in Swansea. There is also some use for taking clients to remote worksites and for day trips. Challenge works closely with its sister company, Residential Options, Inc., which provides</i>

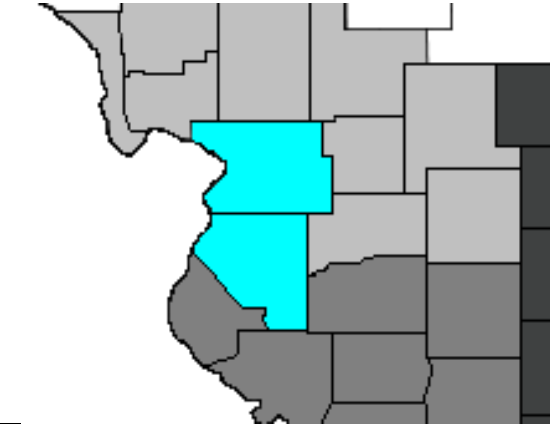
**Community Link of Clinton County**

<b>Provider Type:</b>	<i>Developmentally Disabled Workshop</i>
<b>Funding Sources:</b>	<b>Primary:</b> DHS <b>Secondary:</b> NA
<b>Vehicles:</b>	<i>All Contracted to South Central Transit</i>
<b>Service Area:</b>	
<b>Participation in HSTC:</b>	<i>Attendee</i>
<b>Operating Revenue and Expenses:</b>	<i>Transportation mixed with DHS funds</i>
<b>History/Notes:</b>	<p><i>Community Link has contracted its day to day transportation program to South Central Transit. Overall Community Link has indicated that they are satisfied with the arrangement, although using SCT to do day trips or any transportation outside of their contract can be cost-prohibitive.</i></p> <p><i>Community Link maintains a small fleet of staff cars to transport clients to medical appointments, but</i></p> <p><i>They have indicated that they do have some need for a paratransit vehicle or two to provide day to day transportation</i></p>

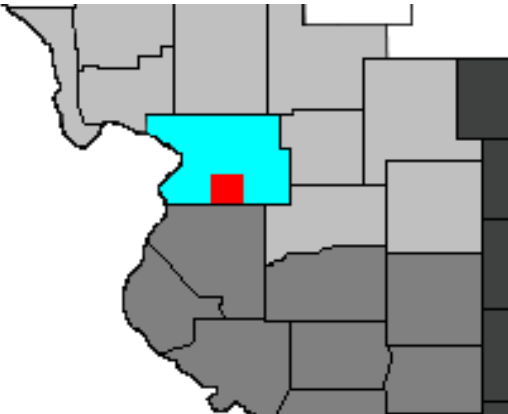
**FAYCO**

<b>Provider Type:</b>	<i>Provide services to clients with Developmental Disabilities 2 workshops and 2 CILAS</i>
<b>Funding Sources:</b>	<b>Primary:</b> Section DHS <b>Secondary:</b> Section 5310
<b>Vehicles:</b>	43 vehicles <i>*Awarded 2 Medium Duty Vans in 2008 CVP Awards</i>
<b>Service Area:</b>	
<b>Service Level:</b>	<i>Door to Door</i>
<b>Advance Notice Required:</b>	<i>Fixed Routes for own clients</i>
<b>Basic Fare:</b>	<i>NA: Built into funding</i>
<b>Service Hours:</b>	<i>8am-4pm Monday-Friday</i>
<b>Approximate Annual Trips:</b>	<i>50,000 trips</i>
<b>Route Scheduling/Dispatch Method</b>	<i>In house scheduling/Dispatch radios and cell phones</i>
<b>Communication System:</b>	<i>Radios and Cell Phones</i>
<b>Participation in HSTC:</b>	<i>Active Participant, Voting Member</i>
<b>Operating Revenue and Expenses:</b>	<i>Built into funding by DHS</i>
<b>History/Notes:</b>	<p><i>Fayco provides day services for 200+ clients in 3 counties.</i></p> <p><i>Fayco serves 200 clients in 3 counties. If FAYCO could coordinate weekends and evening trips higher functioning clients would probably use it to get to work. Kim was very interested in a coordination website. FAYCO does share training cost and would like to contract one route that is not that feasible for FAYCO. Drivers are typically paid \$8.50-\$8.75 per hour rely a lot on retired people looking for secondary income. FAYCO has from time to time provided transportation for other workshop and bill for the cost of the driver only.</i></p>

**Illinois Center for Autism**

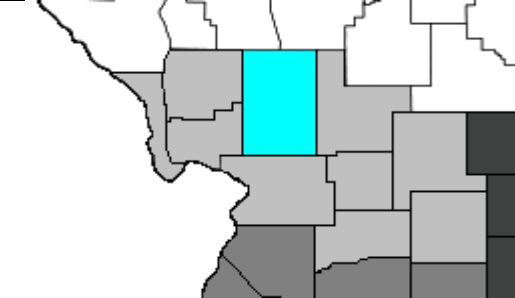
<b>Provider Type:</b>	<i>Provides education for individual with Autism along with job coaching and post educational services in 10 counties</i>
<b>Funding Sources:</b>	<b>Primary:</b> Department of Human Services <b>Secondary:</b> St. Louis Varieties, private pay, Section 5310
<b>Vehicles:</b>	12 fifteen passenger vans provided by St. Louis Variety Club *Awarded one Medium Duty Vans in 2008 CVP
<b>Service Area:</b>	 <p>ICA serves clients throughout the Metro East region and several surrounding counties.</p> <p>The proposed Transportation Program would mainly operate in St. Clair County, with</p>
<b>Service Level:</b>	<i>Fixed Route/Door to Door for those clients who require such service.</i>
<b>Advance Notice Required:</b>	<i>Fixed Route: scheduled each day</i>
<b>Basic Fare:</b>	<i>NA: built into funding</i>
<b>Service Hours:</b>	<i>8-4 Monday-Friday</i>
<b>Approximate Annual Trips:</b>	<i>NONE</i>
<b>Route Scheduling/Dispatch Method</b>	<i>On site by spread sheet</i>
<b>Communication System:</b>	<i>Cell phones as needed.</i>
<b>Participation in HSTC:</b>	<i>Active Participant, Voting Member</i>
<b>Operating Revenue and Expenses:</b>	<i>DHS &amp; St. Louis Varieties Program,</i>
<b>History/Notes:</b>	<i>Illinois Center for Autism provides Educational Service, Post Educational Service, and job coaching for individuals with Autism. The ICA serves 10 counties and operates a restaurant and floral shop for job coaching purposes. Serves 150 students, 26 adults and 200-400 clients and families post education.</i>

**Jarvis Township Senior Center**

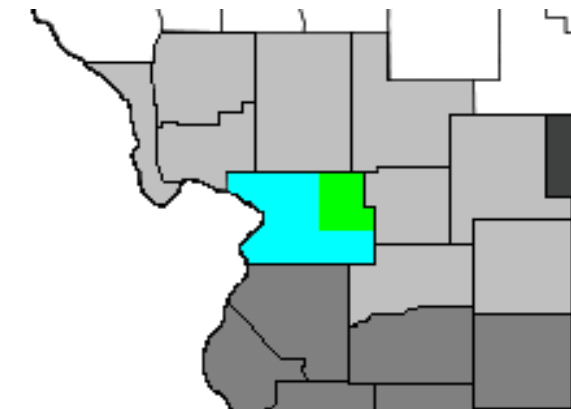
<b>Provider Type:</b>	Elderly
<b>Funding Sources:</b>	<b>Primary:</b> United States Administration on Aging <b>Secondary:</b> Area Agency on Aging of Southwestern Illinois.
<b>Vehicles:</b>	2 twelve passenger vans with lifts
<b>Service Area:</b>	 <p>The Jarvis Township Senior Center provides service within the limits of Jarvis Township in the south central portion of Madison County.</p>
<b>Service Level:</b>	Door through Door
<b>Advance Notice Required:</b>	24hr notice preferred
<b>Basic Fare:</b>	50 cent suggested donation
<b>Service Hours:</b>	9am-3pm Monday thru Friday
<b>Approximate Annual Trips:</b>	4400 per year
<b>Route Scheduling/Dispatch Method</b>	Scheduling done by phone call, and on site.
<b>Communication System:</b>	Cell phone if needed
<b>Participation in HSTC:</b>	Active Participant, Voting Member
<b>Operating Revenue and Expenses:</b>	United States Administration on Aging, the Illinois Department on Aging and the Area Agency on Aging of Southwestern Illinois.
<b>History/Notes:</b>	The Jarvis Township Senior Center is located in Troy, IL. The Senior Center provides trips on a suggested donation basis to senior citizens.



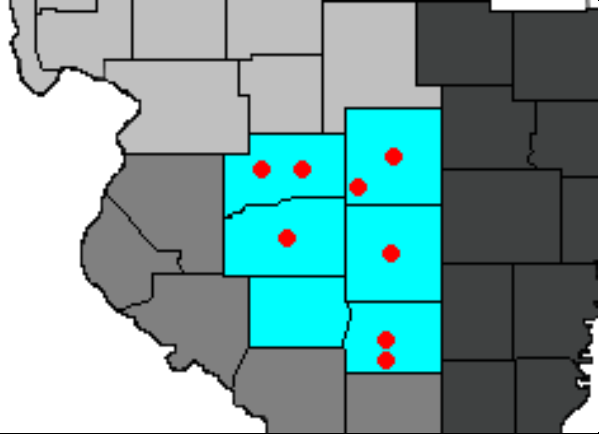
**Macoupin County Public Health Department**

<b>Provider Type:</b>	<i>Elderly, low income, disabled, anyone needing medical transportation</i>		
<b>Funding Sources:</b>	<b>Primary:</b> : Illinois Dept. of Aging, Section 5311, <b>Secondary:</b> Section 5310		
<b>Vehicles:</b>	5 minivan 2 10 passenger light duty 1 16 passenger bus *Awarded 1 Minivan in 2008 CVP		
<b>Service Area:</b>	 <p>The MCPHD provides service to citizens of Macoupin County.</p> <p>Senior transportation is available throughout Macoupin County. Medical transportation is available to destinations both in and outside Macoupin County.</p>		
<b>Service Level:</b>	<i>Curb to Curb, Door to Door, and Door through Door</i>		
<b>Advance Notice Required:</b>	<i>Demand Responsive: 24hr notice preferred</i>		
<b>Basic Fare:</b>	Alton \$60.00	Glen Carbon \$75.00	Staunton \$40.00
	Brighton \$45.00	Godfrey \$55.00	Godfrey \$55.00
	Bunker Hill \$45.00	Greenfield \$40.00	Greenfield \$40.00
	Carlinville \$15.00	Hillsboro \$55.00	Hillsboro \$55.00
	Chatham \$55.00	Jacksonville \$75.00	Jacksonville \$75.00
	Chesterfield \$25.00	Jerseyville \$55.00	Jerseyville \$55.00
	Decatur \$120.00	Litchfield \$40.00	Litchfield \$40.00
	Gillespie \$30.00	Mt. Olive \$40.00	Mt. Olive \$40.00
	Girard \$35.00	Springfield \$80.00	Springfield \$80.00
<b>Service Hours:</b>	<i>8:30am to 4:30pm Monday through Friday</i>		
<b>Approximate Annual Trips:</b>	50,000		
<b>Route Scheduling/Dispatch Method</b>	<i>Demand Responsive: 24 hour notice preferred by spread sheet</i>		
<b>Communication System:</b>	Cell Phones		
<b>Participation in HSTC:</b>	<i>Active Participant, Voting Member</i>		
<b>History/Notes:</b>	<i>Currently 3<sup>rd</sup> phase of ICCT Primer Process meets monthly until process is finished. Kent Tarro is the Executive Director of the Macoupin County Health Dept. and is very willing to become a public transportation provider and coordinate services.</i>		

**Madison County/ACT**

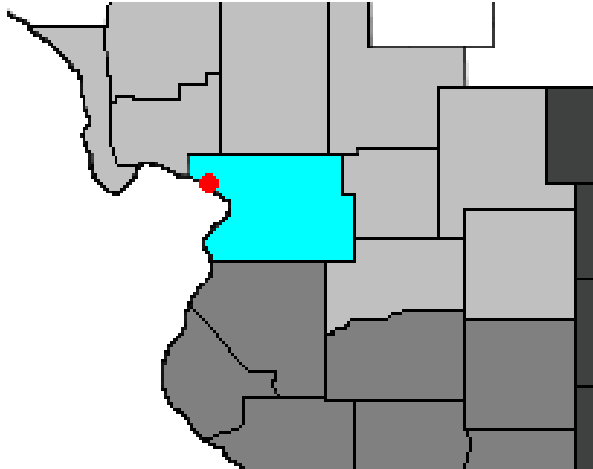
<b>Provider Type:</b>	Public Transportation Provider
<b>Funding Sources:</b>	<b>Primary:</b> Section 5311, DOAP, Tax revenue <b>Secondary:</b> Section 5316, Section 5317
<b>Vehicles:</b>	31 paratransit vehicles
<b>Service Area:</b>	 <p>Madison County Transit is the public transportation provider for Madison County.</p> <p>Madison County Transit is a special taxing district (highlighted in blue) that serves primarily urban Madison County and certain rural areas that are part of the transportation district. The Northeast portion of Madison County (green) is outside of the MCT taxing district, but is served by paratransit services.</p>
<b>Service Level:</b>	Demand Responsive/Fixed Route/Deviated Fixed Route/Curb to Curb
<b>Advance Notice Required:</b>	24 hour notice (for paratransit)
<b>Basic Fare:</b>	Adult: \$0.75 - \$2.00 Children: \$0.35-\$1.00
<b>Service Hours:</b>	6am-7pm Monday through Friday (paratransit)
<b>Approximate Annual Trips:</b>	130,000 trips
<b>Route Scheduling/Dispatch Method</b>	Trapeze Software /Dial-a-Ride/Radio dispatch.
<b>Communication System:</b>	Radio Cell phones in emergencies only
<b>Participation in HSTC:</b>	Active Participant, Voting Member
<b>History/Notes:</b>	No boundaries for paratransit within Madison County Over age of 65 is eligible. New freedom funds thru East-West Gateway Travel training available. Paratransit is approximately 25% of total budget.

**South Central Transit**

<b>Provider Type:</b>	Public Transportation Provider
<b>Funding Sources:</b>	<b>Primary:</b> Section 5311, DOAP <b>Secondary:</b> Section 5310, Section 5316
<b>Vehicles:</b>	<ul style="list-style-type: none"> <li>• 3 Sedans</li> <li>• 4 minivans</li> <li>• 34 medium duty</li> <li>• 23 super medium duty</li> </ul> <p><i>*Awarded 3 Minivans, 2 Light Duty Vans, 1 Medium Duty, and 1 Super Medium Duty</i></p>
<b>Service Area:</b>	 <p><b>South Central Transit serves the Illinois Counties of:</b></p> <ul style="list-style-type: none"> <li>• Clinton and Marion in Region 9</li> <li>• Washington, Jefferson, Perry, and Franklin in Region 11.</li> </ul> <p><b>South Central offers citywide service in:</b></p> <ul style="list-style-type: none"> <li>• Breese and Carlyle in Clinton County</li> <li>• Salem and Centralia in Marion County</li> <li>• Nashville in Washington County</li> <li>• Mt. Vernon in Jefferson County</li> <li>• Benton and West Frankfort in Williamson County</li> </ul>
<b>Service Level:</b>	Curb to Curb/Door to Door/Drives permitted to assist with limited number of packages.
<b>Advance Notice Required:</b>	24 hrs notices preferred/ Demand Responsive will respond to real time reservations if feasible.
<b>Basic Fare:</b>	Fare based on: <ul style="list-style-type: none"> <li>• In City</li> <li>• Out of city limits</li> <li>• Out of county</li> </ul>
<b>Service Hours:</b>	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
<b>Approximate Annual Trips:</b>	201,091 trips 21,089 involved wheelchairs
<b>Route Scheduling/Dispatch Method</b>	Use of Adept Software for Scheduling and Dispatching
<b>Communication System:</b>	Use of Cell Phone Use of Handheld Radios
<b>Participation in HSTC:</b>	Active Participant, Voting Member
<b>Operating Revenue and Expenses:</b>	Fares and Medicaid
<b>History/Notes:</b>	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

**YWCA of Alton**

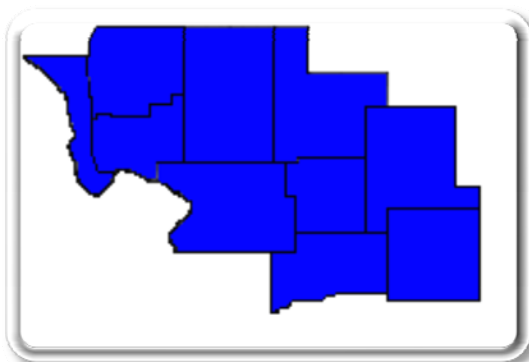
<b>Provider Type:</b>	Private provider transporting clients for Adult (Elderly) Day Services
<b>Funding Sources:</b>	<b>Primary:</b> Section IDOA <b>Secondary:</b> Section 5310
<b>Vehicles:</b>	1 medium duty transit bus 1 10 passenger van *Awarded 1 Medium Duty Van
<b>Service Area:</b>	 <p>The YWCA of Alton</p>
<b>Service Level:</b>	Fixed Route/Door to Door
<b>Advance Notice Required:</b>	NA: Fixed Route for clients only
<b>Basic Fare:</b>	NA: Part of funding received from DOA
<b>Service Hours:</b>	8am to 4pm
<b>Approximate Annual Trips:</b>	14,560
<b>Route Scheduling/Dispatch Method</b>	By phone to Spread Sheet given to driver daily
<b>Communication System:</b>	Radios and Cell phones when radios won't transmit.
<b>Participation in HSTC:</b>	Active Participant, Voting Member
<b>Operating Revenue and Expenses:</b>	Unknown, the cost of transportation is built in to the funding from Illinois Dept of Aging
<b>History/Notes:</b>	Alton YWCA also does "SAFE KIDS" after school program: Report that they would be interested in Jersey, Green, and Calhoun Counties if ICCT Primer Process were initiated

### **Section II-C: History of Coordination in Region 9**

*Coordination of transportation efforts in most rural areas of Illinois, including Substate Region 9, 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. Prior to the beginning of the HSTP planning process, any coordination was done informally between service providers or agencies who require transportation for their clients.*

*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. Currently, Macoupin County is going through the ICCT Primer process to become a 5311 Grant Recipient and begin operating as a public transportation provider in Macoupin County.*

*Other coordination efforts are also being undertaken in Region 9. From July 2006 to June 2007 the Center for Rural Health and Social Service Development at Southern Illinois University received a grant from the Illinois Department of Transportation to study Rural Medical Transportation. This study did gap analysis on medical transportation in 5 of 10 counties in Region 9; Madison, Bond, Fayette, Marion and Clinton.*



*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery County*

## ***Section III: Needs Assessment***

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

### ***In This Section:***

- *Demographic Overview*
- *Trip Generators*

### ***In the Appendix:***

- *Trip Generator Lists*
- *Vehicle Utilization Chart Summaries*

### ***Sources Used:***

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

### Section III-A: Demographic Overview

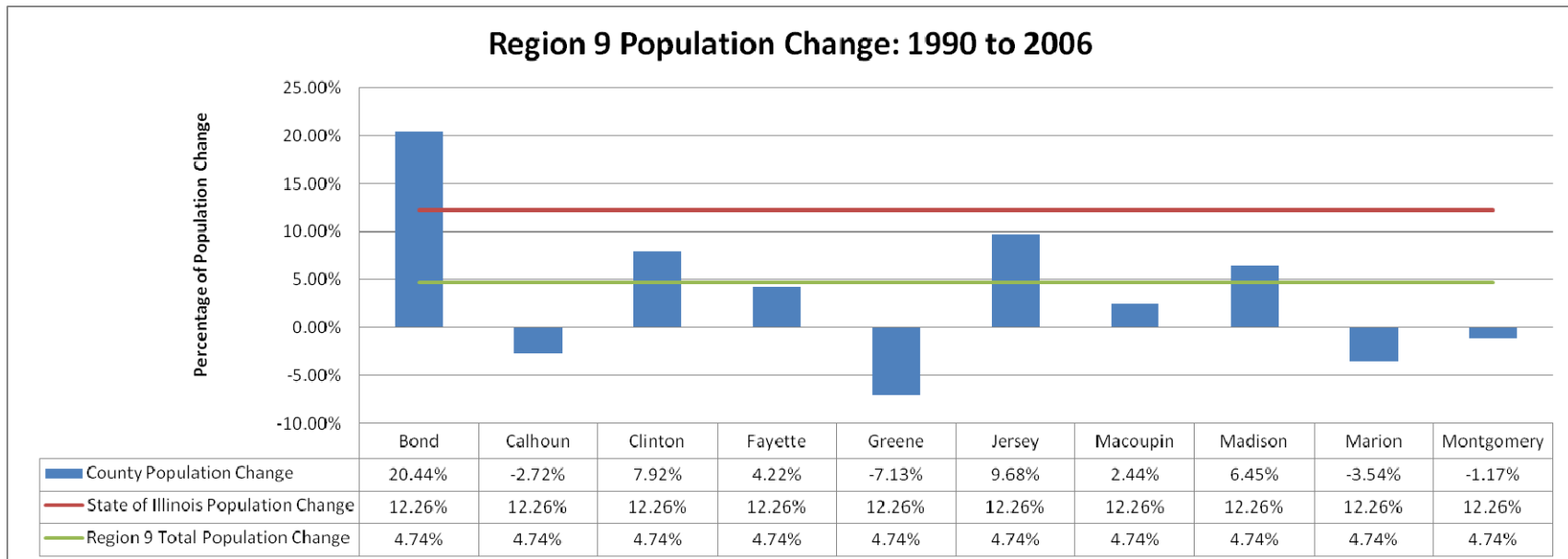
*Human Services Transportation is a broadly defined term that essentially means: Transportation services for those who are “transportation disadvantaged”, or those who are unable to provide transportation for themselves. A well coordinated transportation system should be able to provide transportation to the general public and be able to identify and serve individuals who wish to use transit options as an alternative mode of transportation. However, in rural areas the driving force for transportation initiatives comes from a need to serve the transportation disadvantaged. The populations that typically drive demand for transportation services are those who have low incomes, are disabled, and/or the elderly. In lieu of this, analysis of Region 9 was accomplished by comparing census data for population, income, age, and disability status to state and national averages.*

*Overall this data portrays Region 9 to be growing slower than the state and national averages (with a few counties losing population since 1990), having poverty levels mostly inline with or below state and national averages, having disability levels similar to that of the state and national averages, and having a population that is aging.*



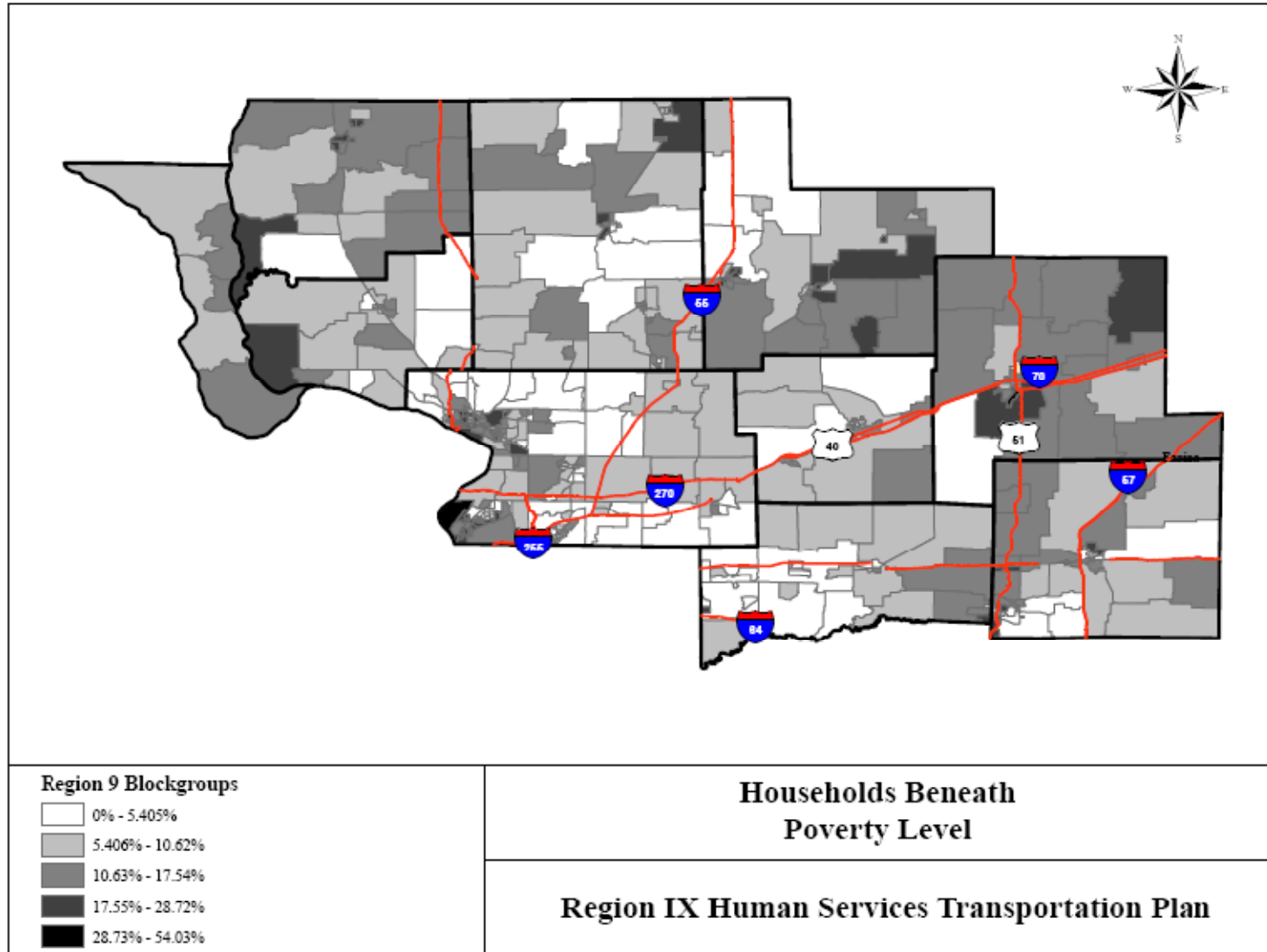
**Population**

Based on 2006 estimated population data, since 1990 the population of Illinois has grown an estimated 12.26%, while the total population in Region 9 has grown 4.74%. Only Bond County has grown at a rate higher than the state average, growing 20.44% from 1990 to 2006. Four counties; Calhoun, Greene, Marion, and Montgomery, have lost population since 1990.



Source: 2000 Census Data

Chart of Region 9 Population Change: 1990 to 2006

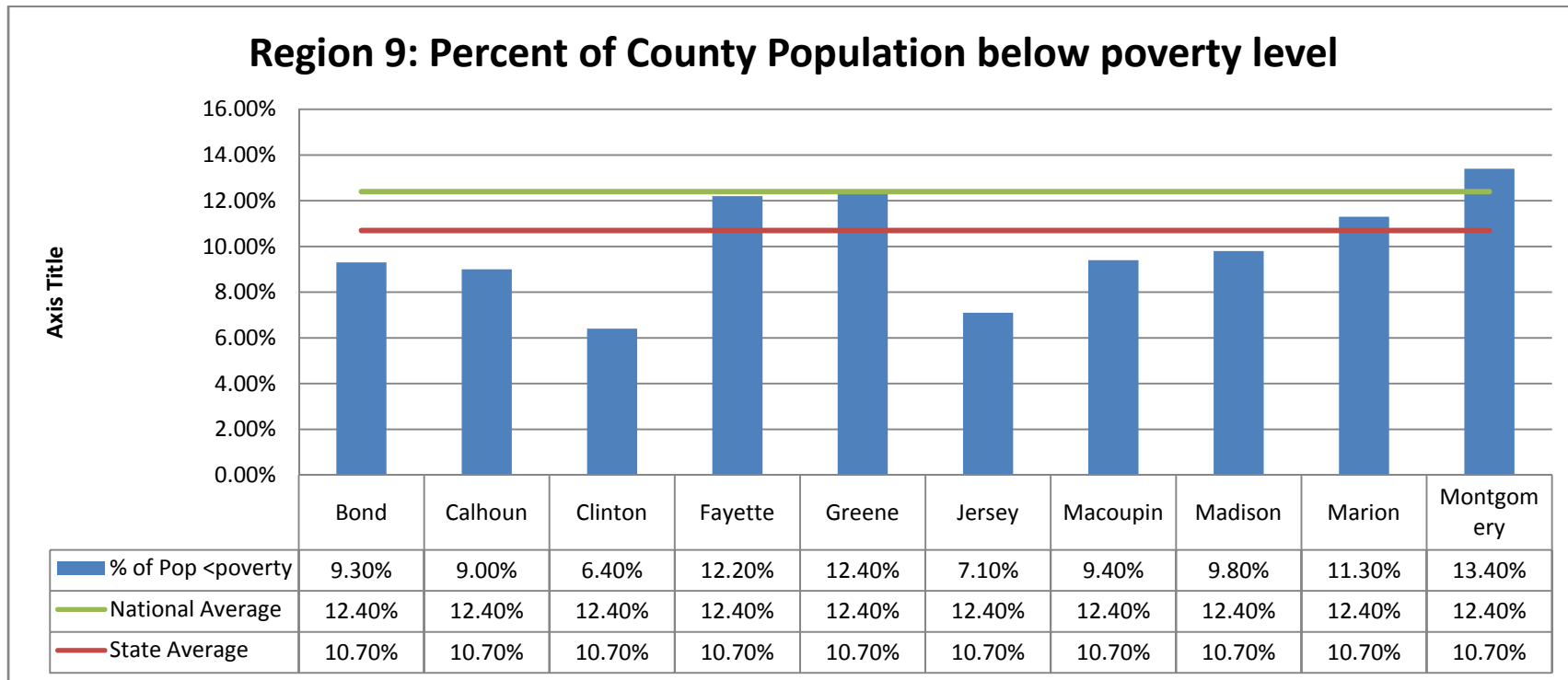


Sources: RLS & Associates, 2000 Census Data

Map of Households beneath Poverty Level

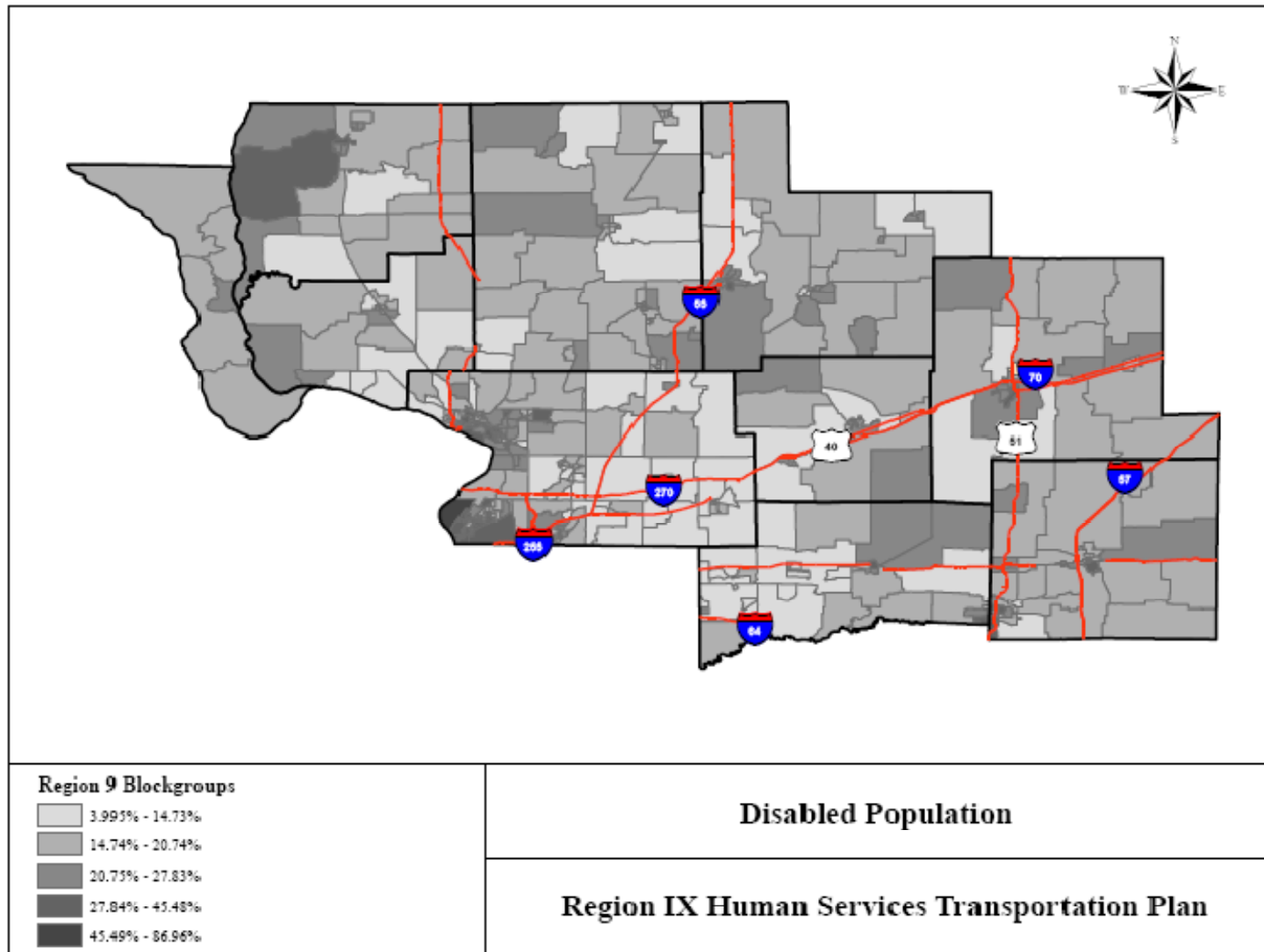
As shown on the previous page, there are several areas within the region suffer from high poverty levels, namely rural areas on the eastern and western edges of the region. Highest levels of poverty outside of the Metropolitan St. Louis Region can be found in portions of Greene, Macoupin, Montgomery, Marion and Fayette counties. Note that there is currently no public transportation system in place in Calhoun, Greene, Jersey or Macoupin Counties.

Fayette, Greene, Marion, and Montgomery all are above the state average in terms of poverty.



Source: 2000 Census Data

Table of County Population below Poverty Level

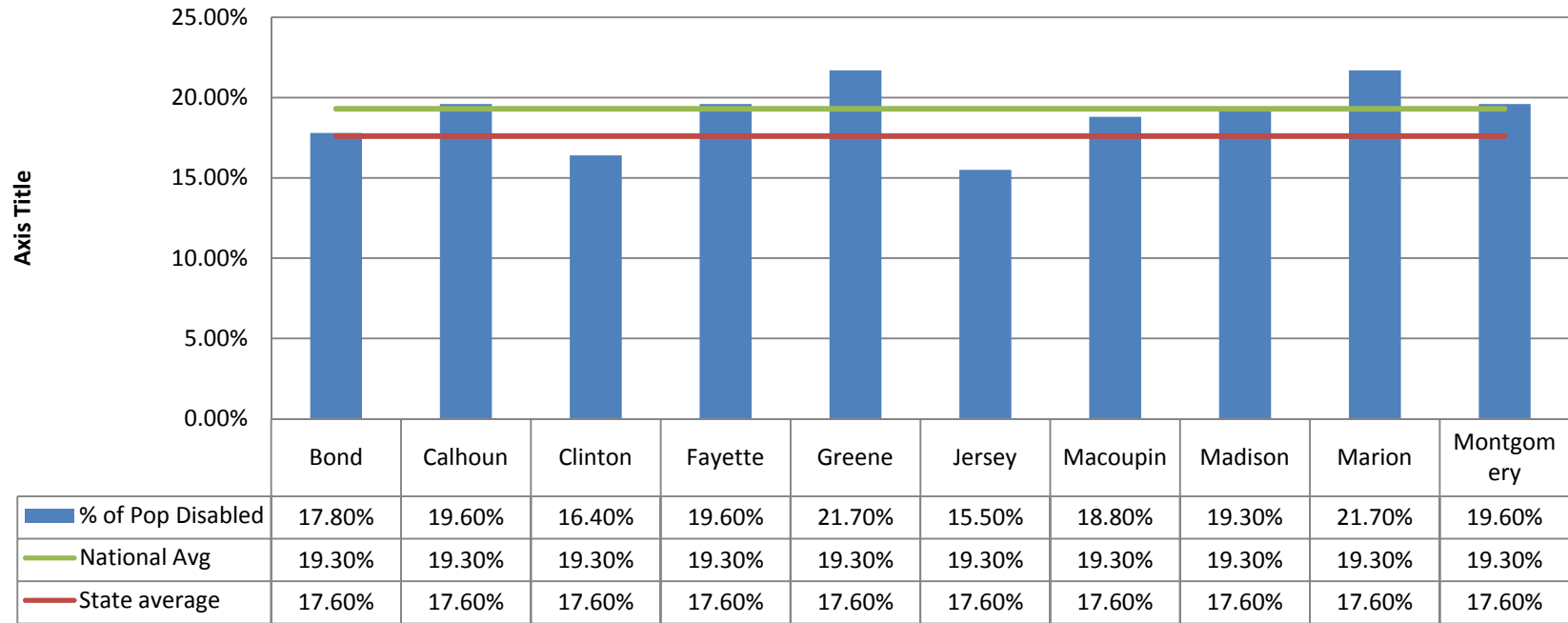


Sources: RLS & Associates, 2000 Census Data

Map of Region 9 Disabled Population

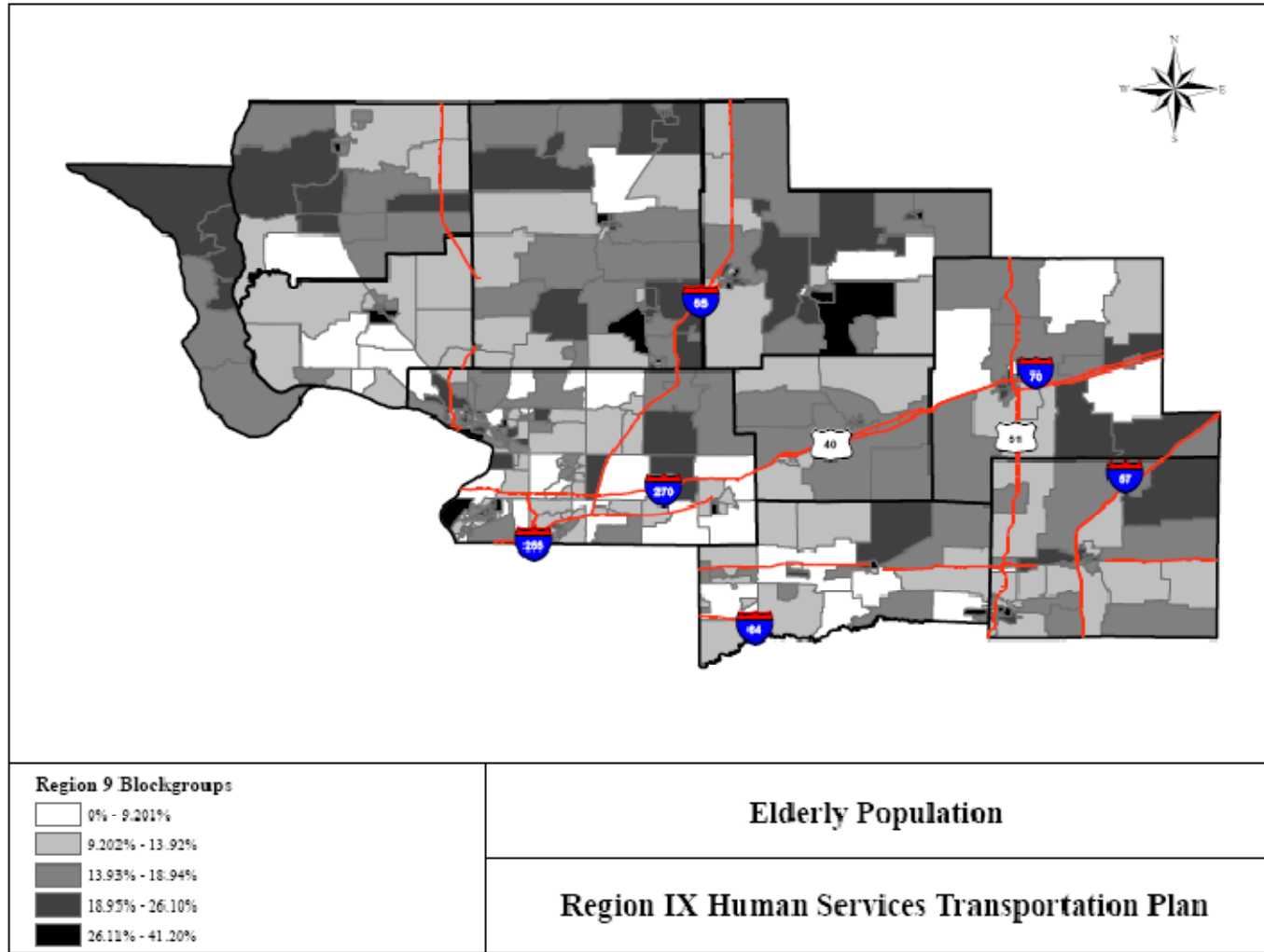
The above map shows the percentage of population that is disabled by census block group.

### Region 9: Percent of County Population 5+ Years Old on Disability



Source: 2000 Census Data

Table of Region 9 Percent of County Population 5+ Years old on Disability

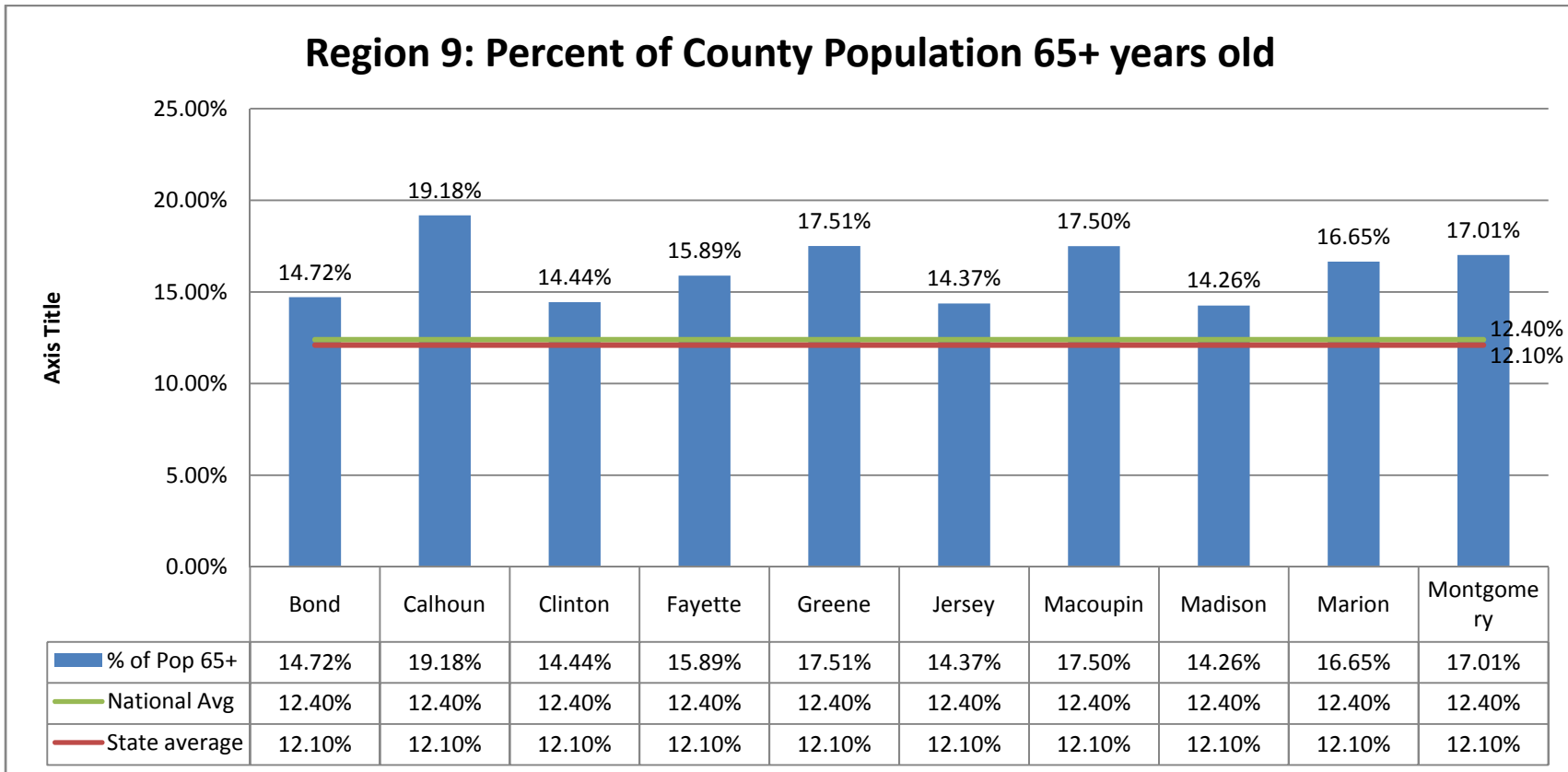


Sources: RLS & Associates, 2000 Census Data

Map of Region 9 Elderly Population

The map on the previous page shows the percentage of the population that is elderly by census block group. Higher concentrations of elderly individuals are scattered throughout the region, although it seems to be more prevalent in the regions furthest removed from the St. Louis region.

As shown below, every county in Region 9 has and above average senior citizen populations.



Source: 2000 Census Data

Table of Region 9 Percent of County Population 65+ Years old

Furthermore, every county in Region 9 has a median age that is over the state median of 34.7 years old and the national median of 35.3 years old. Calhoun County has the oldest population in the region, with a median age of 40.5 years old. The lowest median age in the region is Clinton County, which at 36.6, is still 1.9 years over the state median.

<b>Median Age of Region 9 Counties</b>	<b>Median Age</b>	<b>Over State Median</b>	<b>Over National Median</b>
<b>Bond</b>	36.8	2.1	1.5
<b>Calhoun</b>	40.5	5.8	5.2
<b>Clinton</b>	36.6	1.9	1.3
<b>Fayette</b>	37.5	2.8	2.2
<b>Greene</b>	37.9	3.2	2.6
<b>Jersey</b>	37.3	2.6	2.0
<b>Macoupin</b>	38.9	4.2	3.6
<b>Madison</b>	36.9	2.2	1.6
<b>Marion</b>	38.4	3.7	3.1
<b>Montgomery</b>	38.1	3.4	2.8

*Table of Region 9 Median Age by County*

*Source: 2000 Census Data*



## Section III-B: Trip Generators

### Regional Overview



Map Source: MSN Maps

Map of Northern Region 9

There are a number of communities in the northern portion of region 9 that contain trip generators that are common destinations for persons who fall within the scope of the HSTP plan. Along with the regional medical centers found in Fayette, Montgomery, Macoupin, Jersey and Greene Counties, there are a number of individuals who travel outside the region for medical care. Effingham County and Sangamon County are common destinations for individuals in this region. Many residents of this region also commute into the St. Louis Metro Region and are users of transportation provided by East West Gateway.



Map Source: MSN Maps

Map of Southern Region 9

The southern portion of region 9 is heavily reliant on the St. Louis Metro Region for a number of their Human Services needs. There are also a number of communities within the region that also house regional medical centers. Marion, Madison, Bond and Fayette Counties all have hospitals that serve their respective communities. For a more detailed list of trip generators.

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**County Maps**

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***Map: Calhoun, Greene, and Jersey Counties***

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**Notes: Calhoun, Greene, and Jersey Counties**

- No Public Transportation in these 3 counties.
- All three counties are rural in nature.
- Access to goods and services within all three counties is limited.
- The Illinois and Mississippi Rivers play a large role in transportation throughout these three counties. The nearest bridge across the Mississippi is in Alton. The only bridge which crosses the Illinois River in Calhoun County is in Hardin. Those living in Southern Calhoun County rely on public and private ferry services to cross the river and shorten travel time to the Metropolitan St. Louis Region and points beyond. In the instance of poor weather, travelers must go through Hardin in order to leave the county.
- Medical Facilities exist in Jerseyville and Carrollton. Larger regional medical centers can be found in Alton, or by travelling north to Jacksonville and Springfield.
- Challenge Unlimited Inc., and the Alton YWCA have been identified as service providers who serve some clients in these counties. Both systems provide day services.
- Population Clusters: Roodhouse, White Hall, Carrollton, Hardin, Jerseyville, Grafton, Alton, and Godfrey

**Transportation Availability: Calhoun, Green and Jersey Counties**

**Service Providers:**

**Public Provider:** NONE.

<i>Providers located within the counties</i>	<i>Providers who serve residents of the counties</i>	<i>Providers who bring clients into the counties</i>
NONE	YWCA of Alton Challenge Unlimited, Inc.	Macoupin County Public Health Department

**Vehicle Utilization:**

No providers have indicated that they locate vehicles within Calhoun, Greene or Jersey Counties.

**Madison County**

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**Notes: Madison County**

- *County is served by Madison County Transit (MCT) / Agency for Community Transit (ACT). Fixed Routes are usually branded "MCT", Paratransit service is usually branded "ACT".*
- *Much of Madison County is part of the St. Louis Metropolitan Region. Transportation planning services in the urbanized areas are provided by the East-West Gateway Council of Governments.*
- *Metropolitan Madison County is a major trip generator for much of Region 9 (and much of Southern Illinois in general).*

**Transportation Availability: Madison County**

**Service Providers:**

**Public Provider:** Madison County Transit (NOTE: MCT’s district covers most of Madison County, and offers comprehensive transportation services to those within its district, most of which is located within the East-West Gateway Council of Governments planning area, Madison County does not have a grantee for rural transportation services)

<b>Providers located within the county</b>	<b>Providers who serve residents of the county</b>	<b>Providers who bring clients into the county</b>
<b>Alton YWCA</b>	Alton YWCA	<p>Nearly All Identified Transportation Providers, both in Region 9, and in other regions, have indicated that they transport clients into the St. Louis Metro area, which includes destinations within Madison County, and trips through Madison County to St. Clair County or St. Louis, Missouri.</p> <p>Within Region 9, most of this traffic would travel along I-55, I-72, US 50, and US 67.</p>
<b>Beverly Farm</b>	Bethany Place	
<b>Challenge Unlimited, Inc.</b>	Beverly Farm	
<b>Jarvis Township Senior Center</b>	Challenge Unlimited, Inc.	
<b>Madison County Transit / ACT</b>	Community Link – Clinton County	
<b>Residential Options, Inc.</b>	Illinois Center for Autism	
	Jarvis Township Senior Center	
	Madison County Transit / ACT	
	Residential Options, Inc.	

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Madison County. The information on each vehicle was provided by transportation providers through the 2009 Transportation Provider Survey.

Individual Vehicle Information not available for:

- Beverly Farm – Beverly Farm provides transportation for residents of its facilities in Godfrey, IL.
- Jarvis Township Senior Center – Has one vehicle and provides transportation for senior citizens within Jarvis Township during daytime hours.
- Madison County Transit / ACT – Has 39 Paratransit vehicles, and provides transportation to registered paratransit clients throughout Madison County.
- Residential Options, Inc. – Is the residential sister company to Challenge, Unlimited and operates Community Integrated Living Arrangements (CILA’s) throughout Madison and St. Clair Counties.



Vehicle Information				Hours of Operation														Hrs	Location	Desc.			
#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5	6	7				8	9	10
<b>YWCA of Alton</b>																							
1	1999-Ford	Super Medium	122,024																		6	Alton	To and From Day services
2	Unknown	Piasa Van																					Out of Service
<b>Challenge Unlimited, Inc.</b>																							
2	2000-E350	Van	293,070																		6	Alton	
4	2000-E350	Van	136,799																		6	Alton	
5	2000-E350	Med. Duty	275,884																				Alton Reserve
6	2000-E350	Van	252,518																				Alton Reserve
7	2003-International	Super Medium	99,936																		6	Alton	
9	2002-Chevy	Van	82,635																		4	Alton	Employment Runs/ Reserve
10	2004-International	Super Medium	104,743																		6	Alton	
1	2000-Bluebird	Heavy Duty	187,080																		6		Granite City
13	2008-Ford	Med. Duty	23,484																		6		Granite City
15	1999-Ford	Van	376,405																		6		Granite City

**Macoupin County**

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**Notes: Macoupin County**

- Macoupin county currently does not have an established public transportation provider, however, Macoupin County Health Department is in phase 3 of the ICCT Primer Process.
- Macoupin County Health Department is currently seeking to partner with Jersey County Board to establish the ICCT Primer process in Jersey County
- Carlinville to Springfield is a major trip generator do to a large amount of specialty health care facilities and dialysis
- The second largest trip generator is from Macoupin county to St. Louis Metropolitan Region, again for medical treatment and dialysis facilities
- Macoupin County population centers: Virden, Girard, Carlinville, Gillespie, Brighton, Bunker Hill, Staunton, and Mt. Olive

**Transportation Availability: Macoupin County**

**Service Providers:**

**Public Provider:** The Macoupin County Public Health Department currently provides limited services for Seniors and Medical transportation. They are in Stage 3 of the ICCT primer process to receive a Section 5311 Public Transportation Grant.

<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>
Macoupin County Public Health Department	Macoupin County Health Department	Limited, although there is some transit traffic from various agencies along I-55 between Springfield and St. Louis.
	Challenge Unlimited, Inc.	
	Bethany Place	

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Macoupin County. The information on each vehicle was provided by transportation providers through the 2009 Transportation Provider Survey.

Vehicle Information			Hours of Operation																	Hrs.	Location
#	Model	Type	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10		
<b>Macoupin County Public Health Department</b>																					
1	1996-Dodge	Light Duty	50,110																		Carlinville
3	1996-Ford	Minivan	132,460																		Carlinville
4	1998-Dodge	Minivan	127,871																		Carlinville
5	2004-Chevy	Minivan	99,902																		Carlinville
7	Cutaway E350	Med. Duty	232,688																		Carlinville
2	1996-Dodge	Light Duty	52,409																		Gillespie
6	2008-Chevy	Minivan	9,501																		Gillespie
8	2002-Dodge	Minivan	118,156																		Gillespie

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**Montgomery County**

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**Notes Montgomery County**

Montgomery County’s transportation needs is served by CEFS dba Central Illinois Public Transit Major trip generators are to Effingham, Litchfield for dialysis and to Springfield for specialty medical needs. Population Clusters: Farmersville, Raymond, Nokomis, Irving, Hillsboro, Litchfield, and Coffeen

**Transportation Availability: Montgomery County**

**Service Providers:**

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

Providers located within the county	Providers who serve residents of the county	Providers who bring clients into the county
Central Illinois Public Transit	Bethany Place	Macoupin County Public Health Department
	Challenge Unlimited, Inc.	Some traffic along I-55 between Springfield and St. Louis
	FAYCO, Inc.	

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Montgomery County. The information on each vehicle was provided by transportation providers through the 2009 Transportation Provider Survey.

Vehicle Information				Hours of Operation												Hrs.	Location					
#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5			6	7	8	9	10
<b>Central Illinois Public Transit</b>																						
3	2008-Uplander	Minivan	21,817																		8	Hillsboro
7	2002-Eldorado	Med. Duty	70,331																		8	Hillsboro
8	2002-Eldorado	Med. Duty	126,162																		8	Hillsboro
19	1994-S350	RRV	119,895																		8	Hillsboro

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**Bond County**

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**Notes: Bond County**

- Bond County transportation needs are served by Bond County Transit
- Major trip generators are from Bond County to Madison County for medical facilities
- Bond County Transportation has weekly trips
  - Tues: Donnellson, Millersburg, Panama, Pierron, Sorrento, and Old Ripley
  - Wed: Keyesport, Mulberry Grove, Royal Lake, Smithsboro, Hooksdale
- Interstate 70 runs through region 9 for easy access to St. Louis Metro Area to Effingham (region10).
- Other routes with high level of transportation are routes 127,40, and 140
- Bond County Population Centers: Sorrento, Mulberry Grove, Pocahontas, Pierron, and Keyesport

**Transportation Availability: Bond County**

**Service Providers:**

**Public Provider:** Bond County Senior Center (Bond County Transit)

<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>
<b>Bond County Transit</b>	Bond County Transit  FAYCO, Inc.	<i>Limited, although there is transit traffic from various agencies along I-72 between Effingham and St. Louis.</i>

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Bond County. The information on each vehicle was provided by transportation providers through the 2009 Transportation Provider Survey.

Individual Vehicle Information not available for:

- Bond County Transit – BCT provides transportation to the general public.





**Clinton County**

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**Notes: Clinton County**

- *South Central Transit is the Public Transportation provider for Clinton County.*
  - *5:00 AM to 7:00 PM in the City of Centralia*
  - *7:00 AM to 5:00 PM in the City of Breese*
  - *7:00 AM to 5:00 PM in the City of Carlyle*
  - *SCT offers shuttles from Salem and Centralia to the Walgreens facility in Mt. Vernon.*
  - *SCT also offers a shuttle from Centralia to Kaskaskia College in rural Clinton County (west of Centralia).*
  - *There is no regular service in the rest of Marion County. Transportation in or two other towns, or between towns with transportation, is done on a separate pay structure*
- *Major Trip Generator is from Clinton County to St. Clair for medical and dialysis facilities*
- *Another trip generator is from Clinton County to Springfield again for medical and dialysis facilities*
- *Community Link a Developmental Disability Agency has contracted all transportation out to South Central Transit*
  - *Community Link reports being satisfied with service*
- *Population Clusters: Breese, Carlyle, Trenton, Aviston, Beckenmyer, New Baden, Albers, Germantown, and Bartelso*

**Transportation Availability: Clinton County**

**Service Providers:**

**Public Provider:** South Central Transit

<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>
<b>South Central Transit</b>	South Central Transit	South Central Transit
<b>Community Link*</b>	Community Link*	Community Link*

*\* Most of Community Links' needs have been contracted out to South Central Transit*

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Clinton County. The information on each vehicle was provided by transportation providers through the 2009 Transportation Provider Survey.

Vehicle Information				Hours of Operation														Hrs.	Location			
#	Model	Type		6	7	8	9	10	11	12	1	2	3	4	5	6	7			8	9	10
<b>South Central Transit</b>																						
12	44- 03 International	Super Medium	115,937																		16	Clinton County
21	72- 96 Eldorado	Med. Duty	219,288																		16	Clinton County
22	75- 98 Dodge	RRV	167,585																		16	Clinton County
45	113- 06 International	Super Medium	43,660																		16	Clinton County
64	503- 99 International	Super Medium	8,793																		16	Clinton County
65	504- 96 International	Super Medium	198,863																		16	Clinton County
66	505- 97 International	Med. Duty	82,636																		16	Clinton County
67	506- 97 International	Med. Duty	210,264																		16	Clinton County
68	507- 99 International	Med. Duty	165,542																		16	Clinton County
69	509- 01 International	Super Medium	94,324																		16	Clinton County
70	510- 03 International	Super Medium	82,540																		16	Clinton County
71	511- 99 International	Med. Duty	213,400																		16	Clinton County
72	512- 00 International	Super Medium	161,980																		16	Clinton County
73	513- 00 International	Super Medium	19,550																		16	Clinton County
74	514- 01 International	Super Medium	146,118																		16	Clinton County
75	517- 08 Chevy	Super Medium	19,003																		16	Clinton County
76	518- 08 Chevy	Super Medium	7,927																		16	Clinton County

**Fayette County**

**Notes: Fayette County**

- Fayette County’s public transportation needs are served by CEFS Economic Opportunity dba Central Illinois Public Transit
- Niche transportation provided by grant applicant FAYCO developmentally disabled training center in Vandalia
- Major trip generators from Fayette to Effingham County for Medicaid medical treatment via Interstate 70 and route 51
- Population centers of Marion County starting north of the county, Ramsey, St. Elm, Brownstown, Vandalia, Pittsburg, Shobonier, and Farina

**Transportation Availability: Fayette County**

**Service Providers:**

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

Providers located within the county	Providers who serve residents of the county	Providers who bring clients into the county
Central Illinois Public Transit	Central Illinois Public Transit	FAYCO, Inc. (from Bond/Montgomery)
FAYCO, Inc.	FAYCO, Inc.	Central Illinois Public Transit

**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Fayette County. The information on each vehicle was provided by transportation providers through the 2009 Transportation Provider Survey.

Vehicle Information			Hours of Operation														Hrs.	Location			
#	Model	Type	6	7	8	9	10	11	12	1	2	3	4	5	6	7			8	9	10
<b>Central Illinois Public Transit</b>																					
9	1997-Eldorado	Med. Duty	164,886																	8.0	Fayette County
11	1994-Voyager	Minivan	208,695																	8.0	Fayette County
12	1992-S350	RRV	200,024																	8.0	Fayette County
21	2003-Ford	Med. Duty	57,894																	8.0	Fayette County

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**Marion County**

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**Notes: Marion County**

- *South Central Transit is the Public Transportation provider for Marion County.*
  - *5:00 AM to 7:00 PM in the City of Centralia*
  - *7:00 AM to 5:00 PM in the City of Salem*
  - *SCT offers shuttles from Salem and Centralia to the Walgreens facility in Mt. Vernon.*
  - *SCT also offers a shuttle from Centralia to Kaskaskia College in rural Clinton County (west of Centralia).*
  - *There is no regular service in the rest of Marion County. Transportation in or two other towns, or between towns with transportation, is done on a separate pay structure*
- *The majority of the population lives in the southwest quadrant of the county. Centralia is the biggest municipality, Salem is the second biggest town and the county seat. Between Salem and Centralia are 4 incorporated communities (Junction City, Central City, Sandoval, and Odin) and several unincorporated areas including Selmaville.*
- *Patoka, Kinmundy, and Iuka are the other 3 communities in Marion County with 500+ residents, and are located in the more rural north and eastern sides of the county.*

**Transportation Availability: Marion County**

**Service Providers:**

**Public Provider:** South Central Transit

<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>
<i>South Central Transit</i>	<i>South Central Transit</i>	<i>South Central Transit</i>

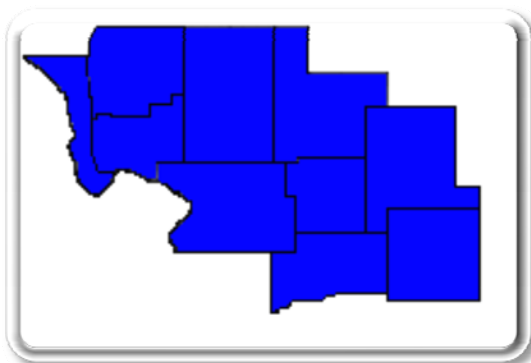


**Vehicle Utilization:**

The following vehicles have been indicated as operating out of Marion County. The information on each vehicle was provided by transportation providers through the 2009 Transportation Provider Survey.

Vehicle Information			Hours of Operation														Hrs.	Location	Status			
#	Model	Type	6	7	8	9	10	11	12	1	2	3	4	5	6	7				8	9	10
<b>South Central Transit</b>																						
3	32- 96 Ford	Med. Duty	275,267																	15.5	Marion County	Active
5	35- 00 Dodge	RRV	96,955																		Marion County	Reserve
8	38- 95 Ford	Extended Van	90,934																	4.5	Marion County	Active
10	42- 03 International	Super Medium	97,290																	15.5	Marion County	Active
13	45- 03 International	Super Medium	73,278																	15.5	Marion County	Active
17	53- 94 Ford	RRV	193,073																		Marion County	Reserve
19	64- 94 Ford	RRV	207,822																	15.5	Marion County	Active
27	88- 00 Eldorado	Med. Duty	226,942																	15.5	Marion County	Active
29	91- 97 Eldorado	Med. Duty	209,384																	15.5	Marion County	Active
34	96- 96 Ford	Med. Duty	204,831																	15.5	Marion County	Active
35	97- 96 Ford	Med. Duty																			Marion County	Down
46	114- 06 International	Super Medium	67,981																	15.5	Marion County	Active
52	301- 07 Ford	Light Duty	33,351																	15.5	Marion County	Active
54	303- 08 Eldorado	Med. Duty	17,787																	15.5	Marion County	Active
55	304- 08 Eldorado	Med. Duty	21,107																	15.5	Marion County	Active
56	305- 08 Eldorado	Med. Duty	16,421																	15.5	Marion County	Active
57	306- 07 Eldorado	Light Duty	16,679																	15.5	Marion County	Active
62	313- 08 Ford	Med. Duty	3,079																	15.5	Marion County	Active
63	314- 08 Ford	Med. Duty	4,426																	15.5	Marion County	Active
77	520- 08 Chevy	Super Medium	140,261																	15.5	Marion County	Active
80	81- 99 Ford	Med. Duty	191,359																	15.5	Marion County	Active
81	90- 00 Ford	Med. Duty	160,635																	15.5	Marion County	Active
82	41- 02 Ford	Med. Duty	141,144																	15.5	Marion County	Active





*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery County*

## ***Section IV: Gap Analysis***

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

### ***In This Section:***

- *Identification of Gaps*
- *Identification of Duplications of Services*

### ***In the Appendix:***

- *Trip Generator Lists*
- *Vehicle Utilization Chart Summaries*

### ***Sources Used:***

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

## Section IV-A: Identification of Gaps

### Overview of Gaps

Human Services Transportation options in Region 9 suffer from a lack of coordination and large gaps in service. Five counties (Calhoun, Greene, Jersey, Macoupin, Madison) in the region do not currently receive 5311 funding to serve rural customers. Madison County Transit does receive Urban 5311 funding, and does provide comprehensive service to rural portions of the county. Madison County also provides para-transit to all of Madison County, even areas out of district. As of February, 2009, Macoupin County is in Stage 3 of the ICCT Primer Process to receive a 5311 Grant.

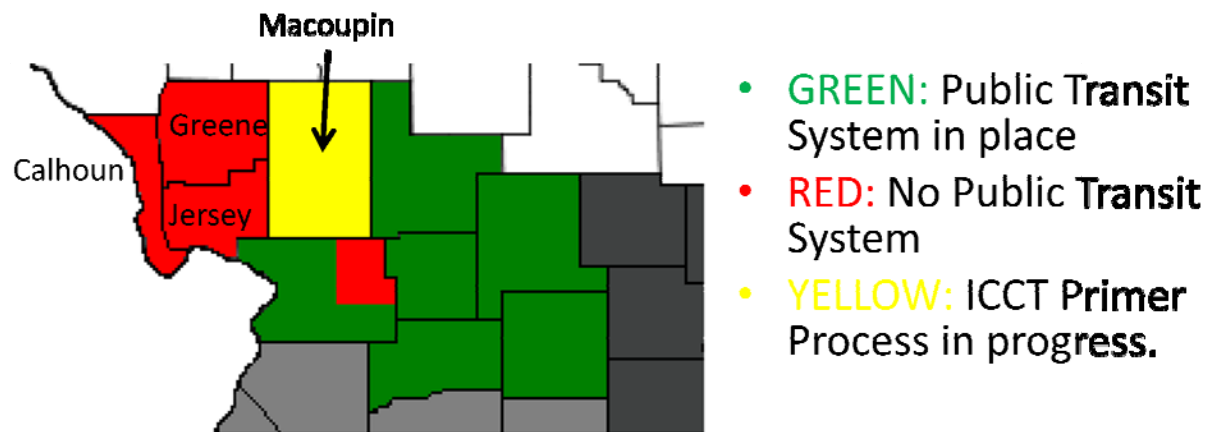
During the December HSTC meeting, attendees were asked to discuss what gaps in service exist within region. The following identified gaps largely come from those identified by HSTC meeting attendees, along with analysis of service areas and timetables provided through the HSTP survey. These gaps have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

Each identified gap represents an area for improvement within the existing transportation system. All organizations which provide transportation are urged to meet the needs presented by the following identified gaps. Requests for Federal funding from Sections 5310, 5316 and 5317 which meet the needs outlined below will receive a more favorable score than projects which do not address an identified gap in service.

**Gap 1: Lack of Public Providers in Calhoun, Greene, Jersey, and Macoupin Counties.**

The western four counties of Region 9 currently lack a public transportation provider. This is a major gap in service, especially considering that Calhoun, Green, and Macoupin Counties have the highest percentage of elderly population in Region 9. These counties have a real need for human services transportation. The low population densities in these counties make coordinated transportation vital.

Macoupin County is in the process of beginning the ICCT Primer Process and is attempting to include Jersey County in that process. As of the publication of this document little or no progress towards expanding transportation options in Jersey, Greene or Calhoun Counties has been made.



Public Transit in Region 9

### Gap 2: Shortage of Publicly Funded Rural Service in Madison County

The public transit provider for Madison County is Madison County Transit. Madison County Transit's district, shown below, comprises the east and southern portions of the county. MCT does offer paratransit to eligible clients (elderly and disabled) in its "Out of district Zone", but there is no designated recipient of 5311 money for the rural population of the county.

The map below is a service map for paratransit in Madison County. The Riverbend, Central, Highland, and Tri-City zones are areas within the Madison County Transit District, while the "Out of District Zone" is not part of the MCT district.



Source: www.MCT.org

Map of Madison County Transit Paratransit Service

There are other operators who provide transportation within Madison County (Such as Challenge Unlimited, Inc., Alton YWCA, and Jarvis Township Senior Center), but these are niche operators who serve only their clientele. There is a need for either greater coordination within Madison County, or the presence of a 5311 or DOAP provider to serve populations outside of the urbanized St. Louis Metropolitan area.

### **Gap 3: Temporal Gaps of Service**

*Temporal gaps in service are gaps when a service provider can't fulfill a trip because they are not operating at the time the trip has been requested.*

*Many providers in Region 9 outside of Madison County are currently unable to provide evening or weekend service. Of those who have responded to the survey, only Challenge Unlimited, Inc. has indicated that they are available for transportation outside of "normal" working hours. Madison County Transit offers para-transit to qualified clients from 6:00 AM to 7:00 PM Monday through Friday and 6:00 AM to 6:00 PM on Saturday's. Providers currently offer service from morning (most starting by 8:00 AM) until mid-late afternoon (Most ending by 6, South Central Transit does provide service until 7 in some locations). FAYCO has indicated that with prior planning they can accomplish routes 24/7 for their clients. No provider listed that they currently provide regular evening service within the region.*

*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, may not offer 9-5 Monday-Friday employment. There is a real need to provide service to individuals working second shift or weekends.*

*It was also pointed out during HSTC meetings that there is a need for expanded hours to serve elderly customers. Human service agencies representing elderly clients pointed out the need for weekend service to attend church and family functions such as weddings.*

### **Gap 4: Lack of Routes Outside of Existing Service Areas**

*A frequent point of discussion during committee meetings is transportation outside of established service areas. Some members have indicated there may be some demand for job-access transportation into the St. Louis Metropolitan Region, possibly to link up with Metrolink, Madison County Transit Routes, or other transportation options in the urbanized St. Louis area. Many in the western counties of Region 9 commute into the St. Louis Region for work. It was also indicated that service to areas such as Springfield (especially for northern Macoupin and Montgomery Counties), and Effingham (for Fayette and Marion Counties) was needed.*

*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 more reliable transportation into the St. Louis Region. Providers in the eastern portion of Region 9 indicated that there is an increasing demand for access to the Effingham Veterans Affairs Center for health care purposes.*

*There are high costs associated with completing these trips: However, many feel that at the present time it is a misallocation of resources. Coordination of these trips may help reduce costs and make it possible to serve these clients. In general, a large number of these trips seem to travel along either the I-74 or US Route 50 corridor.*

#### **Gap 5: Coordination among Existing Providers**

*There are 4 (soon to be 5) public providers operating in Region 9, along with a variety of client-oriented providers. Many providers have indicated demand for trips which might leave their established service area. Better coordination of resources and sharing of rides could help alleviate some of the strain that these longer distance trips place on providers, and hopefully reduce the number of requests which can not be completed.*

*Providers and human service agencies also pointed out that certain populations (such as those with low cognitive abilities) cannot always wait for a connecting bus, and that not all services can be coordinated in the same way.*

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



*Providing transportation for special needs patients can be costly, as non-emergency stretcher transport might require special vehicles and certifications. Transportation to medical facilities which may be of a greater distance 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, and

The most obvious example of duplicated services are where two agencies are serving the same clients along similar lines. Within Region 9 there are no blatant instances of service duplication, no agencies are in direct competition with one another.

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

Duplicated services can fall into the following three categories

- **Instances where providers are competing to serve the same population:** The most blatant type of service duplication, where publically funded vehicles are operating in competition with one another for clients.

Examples within Region 9:

- 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 9:

- 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.*

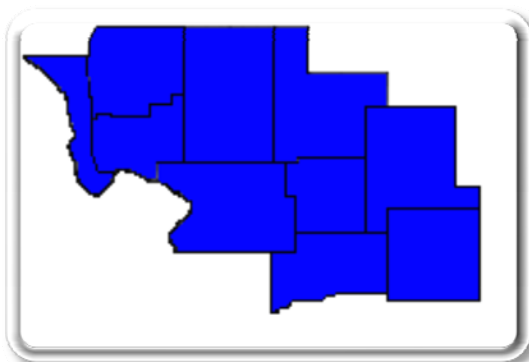
*Examples within Region 9:*

- *Providers and Human services agencies have frequently brought up the high demand for transportation into the St. Louis Metro Area, and all providers surveyed have indicated that they either travel to St. Louis or have demand for trips to St. Louis metro area.*
- *Some providers have also indicated demand for trips into Effingham and Springfield.*
- *I-74 between Effingham and St. Louis sees traffic from multiple providers, those both public and client-only services. I-74 cuts through several public transit district lines in Region 9.*

Table of Transportation Providers by County in Region 9	Bond	Calhoun	Clinton	Fayette	Greene	Jersey	Macoupin	Madison	Marion	Montgomery	Notes:
	Alton YWCA		*			*	*	*	2		
Bethany Place											HIV/AIDS services, has a group home and clients in 8 counties.
Beverly Farm											Mentally Disabled facility located in Madison County
Bond County											Public Transit for Bond County.
CEFS (Central Illinois Public Transit)				4						4	Public Transit for Fayette and Montgomery Counties. Also serves Clay, Shelby, Douglas, and Moultrie
Challenge Unlimited, Inc.		*			*	*	*	10			Adult Day services and workshop located in Alton and Swansea
Community Link - Clinton County											Disabled Workshop and Day Services for Clinton County and surrounding areas.

Table of Transportation Providers by County in Region 9	Bond	Calhoun	Clinton	Fayette	Greene	Jersey	Macoupin	Madison	Marion	Montgomery	Notes:
	FAYCO										
Illinois Center for Autism								*			Adult Day services, mostly in and around Madison/St. Clair Counties.
Jarvis Township Senior Center								1			Senior Transportation for residents of Jarvis Township (Troy, Illinois)
Macoupin County Public Health Department							8				Making progress towards becoming public provider for Macoupin County
Madison County Transit/ACT								39			Public Provider for most of Madison County. Paratransit available for all of Madison County
Residential Options, Inc.											Group Homes in and around the metro-east area.
South Central Transit			17						23		Public Provider for Clinton and Marion, along with Washington, Jefferson, Perry and Franklin Counties
Total Public	1	0	1	1	0	0	1	1	1	1	
Total Disabled/Adult Day Services	1	3	1	1	3	3	3	6	0	1	
Total Healthcare	0	0	0	0	0	0	0	0	0	0	
Total Elderly	0	0	0	0	0	0	0	1	0	0	
Total Providers	2	3	2	2	3	3	4	8	1	2	





*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery County*

## ***Section V: Strategies & Implementation***

*This section contains strategies for addressing*

### ***In This Section:***

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

### ***In the Appendix:***

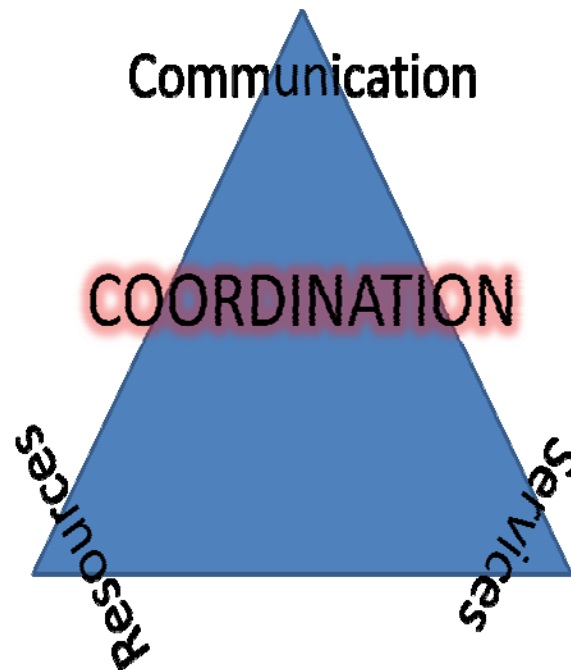
- *Meeting Minutes*

### ***Sources Used:***

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

**Section V-A: Introduction**

*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 to Coordinate Communication**

**Strategy: Invest 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.

<i>Strategy: Investment in Communication Technology</i>	
<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>None</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"> <li>- <i>How is the use of public funds justified?</i></li> <li>- <i>What upgrades are necessary/justified, and what</i></li> </ul>

*might be superfluous?*

- *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?*

### **Strategy: Create a Coordination Website**

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

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

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

*Instead of or in addition to a website, internet based tools and networking sites could be utilized to provide a communications link between service providers.*

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

**Strategy: Combined Dispatch/Dial-A-Ride Number**

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

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

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

**Strategy: Increase HSTP Participation**

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

Strategy: Increase HSTP Participation	
Action	Agencies who wish to access federal transportation dollars, or who have a need to provide transportation for clients should attend and participate in HSTC meetings and give input into the HSTP planning process.
Roles	<p><b>Transportation Providers:</b> Invite</p> <p><b>Human Services Transportation Committee:</b> Suggest potential gaps in services to the coordinators, contact individuals or agencies that might be willing to serve on the HSTC.</p> <p><b>HSTP Coordinators:</b> Continue to send invitations to meetings to identified stakeholders, work with</p>
Timeframe	Spring/Summer of 2009
Priority	High
Cost	Minimal (office resources)
Funding Sources	Already programmed within coordinator budget
Considerations	Increased participation in the Regional Transportation Committee is a key priority for the 2009 calendar year. Gaps in representation need to be addressed. It is hoped that greater participation in the HSTC will lead to a better environment for coordination. The more people that are represented within the committee would be able to bring more ideas for future projects forward.

**Strategy: Promotion of Transportation Options**

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

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Strategy: Promotion of Transportation Options	
Action	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.
Roles	<p><b>Transportation Providers:</b> Look into free advertisement from Radio Stations, colleges in the region, and advertise at potential trip generators: Such as DHS Offices, Senior Centers, and Dr. Offices.</p> <p><b>Human Services Transportation Committee:</b> Be active in the community education by networking.</p> <p><b>HSTP Coordinators:</b> Eventually provide education by moving to a mobility management role.</p>
Timeframe	Ongoing
Priority	High
Cost	Depends on type of method used
Funding Sources	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.
Considerations	Providers feel that increased public education on available transportation options would help increase ridership. They feel that too many residents who might need human service transportation do not access it because they are not aware of what options exist in their area and may be intimidated by trying to access these services.

### **Section V-C: Strategies to Coordinate 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.

### **Strategy: Establish Public Transportation in Jersey, Greene and Calhoun Counties**

*Strategy: Establish Transportation in Jersey, Greene and Calhoun Counties*

Action	Work to start the ICCT Primer Process in Jersey, Green and Calhoun Counties
Roles	<p><b>Transportation Providers:</b> Be proactive in attempting to set up appointments with county governments</p> <p><b>Human Services Transportation Committee:</b> Provide support and contacts on these county governments</p> <p><b>HSTP Coordinators:</b> Provide support and knowledge about the ICCT Primer Process</p>
Timeframe	Ongoing
Priority	<b>High:</b> 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. Macoupin County has decided to undergo the ICCT primer process, which is a good first step. Other counties in the region need to commit to the Section 5311 Expansion program.
Cost	ICCT Primer Process is funded through RTAC.
Funding Sources	Section 5311
Considerations	<ul style="list-style-type: none"> <li>- Money Available for expansion is minimal</li> <li>- If transportation becomes available it will probably be with a partnership of an established public transportation provider.</li> <li>- County government is moving slowly to get ICCT Primer Process started</li> </ul>

**Strategy: Improvement of Inter-City Transportation and Transportation along Major Routes.**

Strategy: Improvement of Intercity Transportation along Major Routes	
Action	
Roles	<b>Transportation Providers:</b> Explore affordable yet helpful



	<p>technologies and funding streams that would help with expansion of routes</p> <p><b>Human Services Transportation Committee:</b> Provide assistance with research into technology and funding streams</p> <p><b>HSTP Coordinators:</b> Provide assistance with what technology and funding streams are available and how to obtain that technology and funding.</p>
Timeframe	ongoing
Priority	Intermediate
Cost	Depends on level of Technology and Available Funding
Funding Sources	Section 5310, Section 5311, Section 5316, Section 5317, DOAP
Considerations	

**Strategy: Encourage Development of Service contracts between Public and Private Partners**

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

	<i>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>

**Strategy: Use HSTC as a Mechanism to Discuss Possible New routes of Service**

<i>Strategy: Use HTC 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><b>Transportation Providers:</b> <i>Collaborate with other transportation for contracts or coordination to establish new or improve current routes</i></p> <p><b>Human Services Transportation Committee:</b> <i>To use the committee in order to network and collaborate on possible new demand for routes</i></p> <p><b>HSTP Coordinators:</b> <i>Provide service and guidance needed to coordinate or improve current services</i></p>
<i>Timeframe</i>	<i>Ongoing</i>
<i>Priority</i>	<i>intermediate</i>
<i>Cost</i>	<i>NA</i>
<i>Funding Sources</i>	<i>5310,5316,1317</i>
<i>Considerations</i>	<i>NA</i>

**Strategy: Develop Job Access Transportation**

Section 53 16 (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><b>Transportation Providers:</b> Research community and possible new projects and contracts.</p> <p><b>Human Services Transportation Committee:</b> JARC projects should be discussed</p> <p><b>HSTP Coordinators:</b> 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**

**Strategy: 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>That Transportation providers as the HSTC Committee always share information that may produce a cost savings to other providers.</i>
<i>Roles</i>	<p><b>Transportation Providers:</b> <i>Be available to other transportation providers in the region for reduced or free maintenance</i></p> <p><b>Human Services Transportation Committee:</b></p> <p><b>HSTP Coordinators:</b> <i>Letting transportation providers know about good mechanical resources and options in the region.</i></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>

**Strategy: 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

Strategy: Develop Partnership to Share Vehicles	
Action:	Develop possibilities of and avenues of vehicle sharing
Roles:	<p><b>Transportation Providers:</b> look into vehicle insurance pools such as those that Rides Mass Transit District.</p> <p><b>Human Services Transportation Committee:</b> establish ideas and possibilities for billing, insurance, and liability solutions</p> <p><b>HSTP Coordinators:</b> Source of information of what has occurred that has encourages resource sharing.</p>
Timeframe:	Ongoing
Priority:	Low
Cost:	Cost of running vehicles
Funding Sources:	5310
Considerations:	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.

**Strategy: Shared Resources**

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

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

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

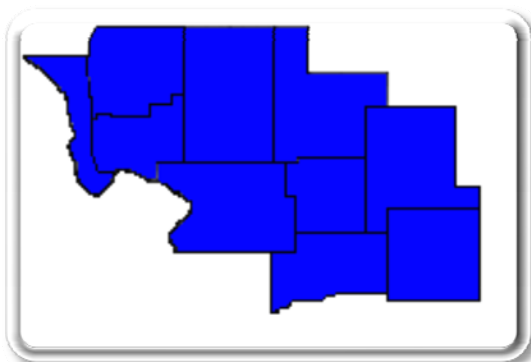
**GREEN:** Primary Source of funding

**YELLOW:** Other sources of funding

**RED:** Meeting strategy could be used as justification for this funding.







*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery 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:***

- *2000 Census Data and 2007 Census Update*

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

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

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

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	FEDERAL SHARE	LOCAL SHARE	TOLL REVENUE CREDITS	TOTAL COST	EVALUATION SCORE	PROJECT STATUS
Challenge Unlimited, Inc	Capital	The proposed capital request is for the replacement of four vehicles.	\$272,000	\$68,000	\$ -	\$340,000	151.8 / 180	Grant Not Awarded
Bond County	Capital + Operating	To provide transportation for low income individuals to access job sites.	\$248,150	\$22,000	\$ 72,575	\$342,725	143.6 / 180	Grant Awarded

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

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

**TO DATE, NO NEW FREEDOM APPLICATIONS HAVE BEEN SUBMITTED TO THE REGION 9 HUMAN SERVICES TRANSPORTATION COMMITTEE**

### **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 9 Human Services Transportation Committee in June of 2008. Awards were announced in April, 2009:

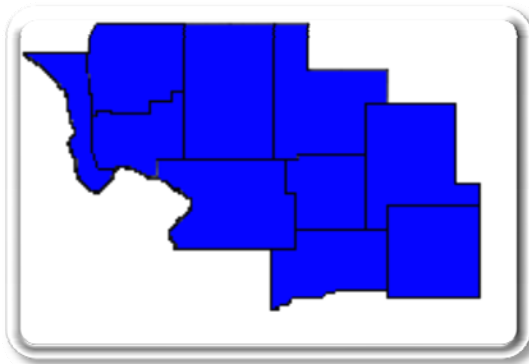
Organization	Clientele	HSTP Region(s)	Project Type	Total Veh. Reqstd	Total Project Cost	Vehicles Requested				Status
						Mini-van	Light Duty	Medium Duty	Sup. Med. Duty	
Beverly Farm Foundation	Disabled	9	New Service	2	\$116,000	0	0	2	0	Awarded: One Medium Duty
Bond County	Public	9	Replacement	2	\$72,000	2	0	0	0	Awarded: One Minivan and One Medium Duty
FAYCO	Disabled	9	Replacement	2	\$116,000	0	0	2	0	Awarded: Two Super-Medium Duty
Jarvis Twnshp Senior Center	Elderly	9	Replacement	1	\$50,000	0	1	0	0	Not Funded
Macoupin Co. Health Dept.	Public*	9	Replacement	2	\$72,000	2	0	0	0	Awarded: One Minivan
YWCA of Alton	Disabled/ Elderly	9	Replacement	1	\$58,000	0	0	1	0	Awarded: One Medium Duty
Bethany Place	Disabled/ Health	9 & 11	New Service	1	\$36,000	1	0	0	0	Awarded: One Minivan
Challenge Unlimited, Inc.	Disabled	9 & 11	Replacement	3	\$206,000	0	0	2	1	Awarded: One Super Medium Duty and One Medium Duty
Illinois Center for Autism	Disabled	9 & 11	New Service	1	\$58,000	0	0	1	0	Awarded: One Medium Duty
Residential Options, Inc.	Disabled	9 & 11	Replacement	1	\$136,000	1	2	0	0	Awarded: One Minivan and One Light Duty
South Central Transit	Public	9 & 11	Replacement	43	\$1,870,000	20	23	0	0	Awarded: Three Minivans, Two Light Duty, One Medium, and One Super Medium Duty
			<b>TOTALS:</b>	<b>61</b>	<b>\$2,768,000</b>	<b>27</b>	<b>26</b>	<b>7</b>	<b>1</b>	

\* - The Macoupin County Public Health Department is undergoing the ICCT Primer Process to receive 5311 funding and become a public transportation provider.

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

*Listed below are projects and activities, in progress or planned, in Region 9, which follow the spirit of the HSTP*

**NOTE: EXPAND TO INCLUDE A FEW PARAGRAPHS ON ACTIVITIES AND PROJECTS UNDERTAKEN BY THE COORDINATORS AND OTHERS**



*Bond County*

*Calhoun County*

*Clinton County*

*Fayette County*

*Greene County*

*Jersey County*

*Macoupin County*

*Madison County*

*Marion County*

*Montgomery County*

## Appendix

*The Appendix is a collection of documents*

### ***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****October 17, 2007 Meeting Minutes****IDOT Region 9 Human Services Transportation Plan (HSTP) Kick-off meeting**Wednesday, October 17<sup>th</sup>, 2007 @ 3:00PM

Litchfield Community Center and Senior Citizen's Center, Litchfield, IL

**Meeting minutes****Attendees**

Name	Organization
Sean Horn	Region 9 HSTP Coordinator
Seth Gunnerson	Region 9 HSTP Coordinator
Dave East	YWCA
Kathy Haberer	Lewis and Clark Community College
Bob Washburn	SIU Edwardsville
Linda Mitchell	C.E.F.S. EOC
Kenneth Breden	Jersey County Board
Kim M. Taylor	FAYCO Enterprises, Inc.
Susan Thomas	Madison County Transit
Kent Tarro	Macoupin County Public Health Department
Pam Hawkins	Marion County Board

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

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

Attendees were asked to introduce themselves and who they represent.

**New Business:**

Introduction of HSTP presentation given by Seth Gunnerson



*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; Clinton County Center for the Developmentally Disabled, IMPACT of Madison County, and IL Council for the Developmentally Disabled of Metro East serving St. Clair and Madison counties.*

**Questions/Comments:**

*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 @ 3:50 PM**

**HSTP Committee Member Information Survey results:**

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

*Suggested future meeting locations included:*

*Vandalia*

*Litchfield*

*Hillsboro*

*Montgomery County*

*Anywhere near an interstate*

**Handouts presented at meeting:**

HSTP Timeline for Implementation at the Regional Level.doc

Final HSTP map.jpg

Electronic versions of all documents are available by request.

**December 17, 2007 Meeting Minutes****IDOT Region 9 Human Services Transportation Plan (HSTP) Kick-off meeting**

Monday, December 16<sup>th</sup>, 2007 @ 2:00PM

Challenge Unlimited Inc., Alton, IL

**Meeting minutes****Attendees**

Name	Organization
Sean Horn	Region 9 HSTP Coordinator
Seth Gunnerson	Region 9 HSTP Coordinator
Sylvia Mahle	Midland Area Agency on Aging
Laurine Hamm	Challenge Unlimited
Susan Thomas	ACT
Joe Domer	ACT
Anna Oestreich	Bond County Senior Center
Jill Franks	Bond County Board
Chris Genke	Community Link – Clinton County
Barb Nelson	Community Link – Clinton County
Gary Stahlhut	Madison County
Donna Mitchell	Area Agency on Aging for Lincolnland
Kim Taylor	FAYCO Enterprises, Inc.
Kathy Haberer	Lewis and Clark Community College
Crystal Catchings	Area Agency on Aging of Southwestern IL
Paul Joseph	City of Highland
Karen Adams	Senior Services Plus
Susan Cooper	Senior Services Plus
Kent Tarro	Macoupin County Public Health

**Call to order @ 2:05 PM**

**Introductions:**

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

**New Business:**

Due to time constraints, the JARC presentation was moved to the beginning of the meeting and since there were no New Freedom projects for the region, the New Freedom portion of the presentation was skipped.

JARC overview and project scoring guidelines: Sean Horn

Bond County JARC presentation: Anna Oestreich

Challenge Unlimited JARC presentation: Laurine Hamm

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

1	Challenge Unlimited	151.8 out of 180
2	Bond County	143.6 out of 180

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

HSTP Plan Development: Seth Gunnerson

Strength Weakness Opportunity Threat (SWOT) Analysis

**Strengths identified:**

- Madison county has strong services
- Macoupin county has 5311 funds available
- Longevity
- Lots of providers
- Coordination
- Training available
- Interstates

*Weaknesses identified:*

*Geography*

*Different levels of quality to services*

*large number of individual trip generators*

*population very spread out*

*lack of information*

*low county involvement*

*Threats identified:*

*Rising costs*

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

***Adjournment @ 4:30 PM***

**February 7, 2008 Meeting Minutes****IDOT Region 9 Human Services Transportation Plan (HSTP) review meeting**Thursday, February 7<sup>th</sup>, 2008 @ 1:00PM

Challenge Unlimited, Inc.

Alton, IL

**Meeting minutes****Attendees**

Name	Organization
Sean Horn	Region 11 HSTP Coordinator
Seth Gunnerson	Region 11 HSTP Coordinator
Joe Domer	ACT
Susan Thomas	ACT
Penny Sarandis	ACT
Mary Cox	YWCA of Alton
Janet Jordan	YWCA of Alton
Anna Oestreich	Bond County Senior Center
Laurine Hamm	Challenge Unlimited
Donna Mitchell	Area Agency on Aging for Lincolnland
Kim Taylor	FAYCO
David Riegel	FAYCO
Jim Wild	EWGCOG
Rachael Goldberg	EWGCOG
Jeff Beckman	Fayette County Board

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

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

Attendees were asked to introduce themselves and who they represent.

**New Business:**

Review of HSTP Plan

A draft version of the HSTP Plan for Region 9 was presented to attendees. The plan was reviewed section by section to identify any areas of possible improvement and remove any potential errors found in the data. All attendees were asked to contribute any suggested changes before the plan is submitted to the state oversight committee.

**Adjournment @ 3:30 PM**

**Handouts presented at meeting:**

Illinois Region 9 Human Services Transportation Plan.doc

Electronic versions of all documents are available by request.

**January 21, 2009 Meeting Minutes**

**Meeting Minutes for Region 9 HSTC Meeting**

**January 21, 2009 Time: 10:30a**

**Where: ALTON YWCA**

**18 people representing 13 Agencies attended:**

<b>Organization</b>	<b><u>Name</u></b>
Fayco	David A. Riegel
Fayco	Kim Taylor
Bond County	Anna Oestriech
CEFS	Linda Mitchell
South Central Transit	Sheila Niederhofer
South Central Transit	Vicki Cliff
Macoupin County Health Dept.	Peggy Dunn
Area Agency on Aging	Chris Sutton
Jarvis Township Senior Center	

	Sherry Brendel
Jarvis Township Senior Center	Fran Smith
Challenge Unlimited	Laurine Hamm
Illinois Center for Autism	Rachael Newsome
Beverly Farm	Gil Young
YWCA Alton	Janet Jordan
YWCA Alton	Mary Cox
YWCA Alton	Patricia Perkins
ACT	Susan Thomas
Epilepsy Foundation	Trudy Baxter

**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 minimum of 5000 dollars a year in maintenance

**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. With the only new one being discussion of a Regional Maintenance
6. That some fair is still too high to provide job access to DD and Elderly on consistent basis
7. Hospital and other service providers need more education
8. Better promotion of Services, but on 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 a an issue

**Comments:**

1. Many agencies would like to vehicle share if it was feasible
2. Most agencies or transportation providers do not have dormant vehicles
3. Would like to learn more about pool insurance
4. More dial a ride numbers
5. Need park a rides if more coordination will be possible
6. Cant market ahead of ability



7. Radio spots, websites, dial a ride

Appendix B: Notices and Letters

# 2008 CVP Vehicle Awards

Agency Name	Region(s)	Vehicles Requested through Rural HSTP					Vehicles Awarded					Award Total	
		Mini van	Light Duty	Med. Duty	Super Med. Duty	Total	Mini van	Light Duty	Med. Duty	Super Med. Duty	Total		
ARC Community Support Systems	10	0	2	0	0	2		1			1	\$ 50,944	
Bethany Place	9,11	1	0	0	0	1	1				1	\$ 33,104	
Beverly Farm Foundation	9	0	0	2	0	2			1		1	\$ 57,714	
Bond County Transit	9	2	0	0	0	2	1	1			2	\$ 84,268	
Challenge Unlimited, Inc.	9,11	0	0	2	1	3			1	1	2	\$ 149,905	
Charleston Transitional Facility	10	4	6	0	2	12	0	2		0	2	\$ 101,888	
Clay County Rehab	10	2	0	0	2	4	1			1	2	\$ 125,295	
Epilepsy Foundation of SW Illinois	9, 11	Non Rural HSTP						1					\$ 50,944
FAYCO	9	0	0	2	0	2			2		2	\$ 115,428	
Five Star Industries, Inc.	11	0	1	1	0	2		1	0		1	\$ 50,944	
Gold Plate Program of Perry County	11	0	1	0	0	1		1			1	\$ 50,944	
Human Service Center of Southern Metro East	11	3	0	2	0	5	0		2		2	\$ 115,428	
Illinois Center for Autism	9, 11	0	0	1	0	1			1		1	\$ 57,714	
Jackson County MTD	11	0	1	0	0	1		1			1	\$ 50,944	
Jarvis Township Senior Center	9	0	1	0	0	1		0			0	\$ -	
Lawrence/Crawford Association	10	1	0	1	0	2	1		0		2	\$ 33,104	
Macoupin Cnty. Public Health Dept.	9	2	0	0	0	2	1				1	\$ 33,324	
Monroe-Randolph Transit	11	0	0	2	0	2			1		1	\$ 57,714	
Residential Options, Inc.	9,11	1	2	0	0	3	1	1			2	\$ 84,048	
Rides MTD	10,11	0	0	8	7	15			3	1	4	\$ 293,550	
Senior Adult Services (Carbondale)	11	1	0	0	0	1	1				1	\$ 33,104	
Senior Services Plus	Urban	Non Rural HSTP					1	1			2	\$ 84,048	
Shawnee MTD	11	2	3	7	2	14	1	0	3	3	7	\$ 497,419	
South Central Transit	9, 11	20	23	0	0	43	3	2	1	1	7	\$ 354,591	
St. Clair Associated Vocational Enterprises, Inc.	Urban	Non Rural HSTP							1	1	2	\$ 149,905	
St. Clair County Transit District	Urban	Non Rural HSTP							2	1	3	\$ 221,999	
Touchette Regional Hospital	Urban	Non Rural HSTP					1					\$ 33,104	
Washington County Senior Services	11	1	0	0	0	1	1				1	\$ 33,104	
YWCA of Alton	9	0	0	1	0	1			1		1	\$ 57,714	
<b>Total Awarded to All 39 Southernmost Counties:</b>		<b>40</b>	<b>40</b>	<b>29</b>	<b>14</b>	<b>123</b>	<b>14</b>	<b>17</b>	<b>19</b>	<b>9</b>	<b>53</b>	<b>\$ 3,062,192</b>	
<b>Total Awarded to Providers who applied via Rural HSTP:</b>							<b>12</b>	<b>10</b>	<b>16</b>	<b>7</b>	<b>44</b>	<b>\$ 2,522,192</b>	
<b>Total Awarded to Urban Providers</b>							<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>\$ 540,000</b>	

Color Key:  
 Agency Received all requested vehicles  
 Agency Received a portion of requested vehicles  
 Agency did not receive a vehicle  
 Agency did not request a vehicle

## Introductory Letter

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ATTN:

Dear Sir or Madam:

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

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

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

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

*Finally, we would like to introduce ourselves as the HSTP-Transit Coordinators for Substate Regions 9, 10 and 11, which includes Calhoun, Greene, Jersey, Macoupin, Madison, Montgomery, Bond, Clinton, Fayette, and Marion counties in Region 9. We will be organizing, writing*

*and facilitating the development of the HSTP Transit-Plan for this region, as well as coordinating and facilitating the Regional Transportation Committee meetings.*

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

*Our contact information is:*

*Seth Gunnerson*

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

*James Patrick*

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

*120 Delmar Avenue Suite A  
Salem, IL 62881-2000*

*Phone: (618) 548-4234*

*Fax: (618) 548-4236*

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

*Sincerely,*

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

*James Patrick: Regional HSTP Coordinator for regions 9, 10, and 11*

### **Introductory Letter to County Boards**

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

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

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

*The 1/3 of the Regional Transportation Committee comprised of persons appointed by each of the county boards in Substate Region 9 will form the core committee that will vote to approve the HSTP plan and recommend projects for federal funding. Each county is being asked to appoint a representative to the core committee. This representative can be any elected or appointed official to represent the county or any person chosen by the county board, but he/she should not have any direct ties to any particular transit provider (i.e. mass transit district, community action agency, agency on aging). Representatives from local human service agencies and transit operators will be asked to serve as members of the "technical advisory committee" and will not be given a vote on the plan's adoption to avoid any possible conflicts of interest.*

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

*Finally, we would like to introduce ourselves as the HSTP-Transit Coordinators for Region 9, which includes the counties of Calhoun, Greene, Jersey, Macoupin, Madison, Montgomery, Bond, Clinton, Fayette, and Marion. We will be organizing, writing and facilitating the development of the HSTP Transit-Plan for this region, as well as coordinating and facilitating the Regional Transportation Committee meetings.*

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

*Our contact information is:*

*Seth Gunnerson*

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

*James Patrick*

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

*120 Delmar Avenue Suite A*

*Salem, IL 62881-2000*

*Phone: (618) 548-4234*

*Fax: (618) 548-4236*

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

*Sincerely,*

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

*James Patrick: Regional HSTP Coordinator for regions 9, 10, and 11*

**Kick-Off Meeting Invitations**

**HSTP Region 9 Transportation “Kick-off” meeting**  
**Wednesday, October 17<sup>th</sup> @ 3:00 PM**  
**Litchfield Community Center and Senior Citizen’s Center**  
**1100 S. State Street, Litchfield IL 62056**

To Whom It May Concern:

You, or a representative from your organization, are invited to attend the Human Service Transportation Plan (HSTP) Region 11 Transportation Committee “Kick-off” meeting scheduled for Wednesday, October 17<sup>th</sup> at 3:00 PM. The meeting is scheduled to be held at the Litchfield Community Center and Senior Citizen’s Center, located at 1100 S. State Street in Litchfield.

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

In accordance with the framework established by IDOT, the Regional committees will be formed under a tripartite format, with 1/3 of the committee comprised of county-appointed representatives, 1/3 transportation providers, and 1/3 stakeholders. With 10 counties in Region 9, this means up to 10 transportation providers and up to 10 stakeholders. Individuals interested in serving on the board should either plan to attend or contact Seth Gunnerson or Sean Horn via email or telephone (contact information listed below). The transportation provider and stakeholder segments of the committee will be structured to ensure a balance of geographic representation and representation from a variety of different interest groups. Members will be asked to serve a 1-3 year term. Groups and individuals not interested in serving on the HSTP Committee will still be involved in the HSTP process and are welcome to attend all public meetings and voice concerns.

Sincerely,

Sean Horn: Regional HSTP Coordinator

Seth Gunnerson: Regional HSTP Coordinator

**Tentative Agenda**

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

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

***About the HSTP Transportation Committee:***

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

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

***About HSTP Region 9:***

*Region 9 is one of 11 Substate regions established by IDOT to coordinate downstate rural transportation services and to review requests for federal and state funding.*

*Region 9 consists of the following 10 counties: Madison, Calhoun, Greene, Jersey, Macoupin, Montgomery, Bond, Fayette, Marion, and Clinton.*

**Sample Meeting Notices****\*\*\*\*\*MEETING NOTICE\*\*\*\*\***

**IDOT HSTP Region 9 Meeting**  
**2:00 PM Monday, December 17<sup>th</sup> 2007**  
**Challenge Unlimited, Inc.**  
**4 Emmie L. Kaus Lane**  
**Alton, IL 62002**

To whom it may concern:

The IDOT Human Services Transportation Planning Region #9 committee will be meeting on Monday, December 17, 2007 at 2:00 PM at Challenge, Unlimited, Inc. in Alton Illinois. The purpose of the meeting is as follows:

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

The meeting is open to the general public and attendance by representatives from human services agencies, transportation providers, and the general public is **STRONGLY ENCOURAGED**. At the meeting we hope to begin discussing issues affecting transportation services in rural Southern Illinois. It is vital to the process that we get input from a broad spectrum of stakeholders in order to ensure the planning process is fair and addresses the needs of the region. In particular, at the meeting on the 17<sup>th</sup> we hope to discuss the following.

- Establish goals for the HSTP Plan
- Discuss the current state of service in the ten Region 9 counties.
- Discuss and outline any service gaps, or possible duplication of services.
- Discuss possible projects that could be undertaken in the future.

During the meeting we will also be evaluating and ranking two applications for Federal Section 5316 (Job Access/Reverse Commute) funding submitted by Bond County and Challenge Unlimited, Inc. In order to be submitted to the State of Illinois for funding these projects must be approved by the regional committee. **THIS MEETING** will serve as a venue for the public to review and give input about these projects. In the middle of next week packets containing detailed



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

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

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

Sincerely,

James Patrick: Regional HSTP Coordinator

Seth Gunnerson: Regional HSTP Coordinator

**About the HSTP Transportation Committee:**

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

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

**About HSTP Region 9:**

Region 9 is one of 11 Substate regions established by IDOT to coordinate downstate rural transportation services and to review requests for federal and state funding. Region 11 consists of the following 10 counties: Madison, Calhoun, Greene, Jersey, Macoupin, Montgomery, Bond, Fayette, Marion, and Clinton.

**Appendix C: Region 9 By-Laws**

**ESTABLISHMENT OF AND BY-LAWS FOR**

**ILLINOIS REGION 9 HUMAN SERVICES TRANSPORTATION COMMITTEE**

**FOR**

**HUMAN SERVICES TRANSPORTATION PLANNING**

*These by-laws, on behalf of the Illinois Counties of Bond, Calhoun, Clinton, Fayette, Green, Jersey, Macoupin, Madison, Marion, and Montgomery are established on behalf of the geographic area of Illinois Region 9 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 9 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 9 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 9 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 9 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 10 counties in the Illinois Region 9 geographic area (up to 10 representatives).*
  - 2. *Up to 10 Not-for-Profit, Human Services Organizations or other institutions which represent the citizens of the Illinois Region 9 geographic area. Representation should balance special needs, aging, disabled, workforce, and educational interests when possible (up to 10 representatives).*
  - 3. *Up to 10 Public or Private Transit Providers with one representatives from throughout the geographic area of Region 9 where possible (up to 10 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 parties 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 representative 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 their presence or lack there of 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 9 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 9 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 9. 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 9.*
- 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.*
- E.

### **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 9 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.*

*THESE BY-LAWS WERE APPROVED BY THE REGION 9 HUMAN SERVICES TRANSPORTATION COMMITTEE ON JUNE 26, 2008.*

**Appendix D: Trip Generator Lists**

Hospital	City	County
None Available		Calhoun
Thomas H. Boyd Memorial Hospital	Carrollton	Green
Jersey Community Hospital	Jerseyville	Jersey
Carlinville Area Hospital	Carlinville	Macoupin
Community memorial Hospital	Staunton	
Hillsboro Area hospital	Hillsboro	Montgomery
St. Francis Hospital	Litchfield	
Alton Memorial Hospital	Alton	Madison
Anderson Hospital	Maryville	
St. Anthony's Hospital	Alton	
St. Clare's hospital	Alton	
Gateway Regional Medical Center	Granite City	
St. Josephs	Highland	
Wood River Township Hospital	Wood River	
Edward A. Utlaut Memorial Hospital	Greenville	
St. Josephs Hospital	Breese	Clinton
Fayette County Hospital	Vandalia	Fayette
Public Hospital of the Town of Salem	Salem	Marion
St. Mary's Hospital	Centralia	

Physicians	City	County
Greenville Obstetrics and Gynecology P.C.	Greenville	Bond
Dr. Michael Ernst, D.O	Greenville	
Family Eye Care Association	Greenville	
Dr. Michael W. Ernst, D.O.	Greenville	
Illini Medical Associates	Hardin	Calhoun
St. Marry Good Samaritan Physicians	Carlyle	Clinton
Rodriguez Guillermo M.D.	Breese	
Illinois Eye Surgeon	Breese	
family Physicians of Southern Ill.	New Baden	
Associated Foot Surgeons	Breese	
Eye car of Vandalia	Vandalia	Fayette
Community Medical Clinic	Ramsey	
J. A. Caselton	Carrollton	Green
Warren F Feist	Carrollton	
Illini Medical Associates	Carrollton	
All Hart Chiropractic	Carrollton	
Radall Voigts D.O.	White Hall	
Illini Medical Associates	Jerseyville	Jersey
Gateway Cardiology	Jerseyville	
S.S Kurella P.C.	Jerseyville	
Illini Medical Associates	Carlinville	Macoupin
Carlinville Family Practice	Carlinville	
Carlinville Medical Clinic	Carlinville	
Gillespie Family Practice Center	Gillespie	
Clinical Radiologist	Staunton	
Dr. Jon E. Anderson D.O.	Carlinville	
Heartland Healthcare	Edwardsville	Madison
Richard Highbloom M.D.	Granite City	

Associates Physicians Group	Glen Carbon	Madison
Bethalto health Center	Maryville	
Salem Family Hath Center	Salem	Marion
Salem Medical Center	Salem	
Salem Eye Clinic LLC	Salem	
Mahumed Hamid M.D.	Salem	
Ahmad Nazir M.D	Centralia	
Randall Baughman O.D.	Centralia	
Nemani Sajjan M.D	Centralia	
Kandpal Sangeeta M.D.	Centralia	Montgomery
Philip Witkip M.D.	Litchfield	
Litchfield Maily Practice Center	Litchfield	
Litchfield Orthopedic	Litchfield	
Nelson Audiology	Litchfield	
Montgomery County Chiropractic	Litchfield	
Advance Foot and Ankle Care	Litchfield	



Dialysis	City	County
None Available		Calhoun
None Available		Green
JCH Dialysis	Jerseyville	Jersey
None Available		Macoupin
Da Vita Inc.	Litchfield	Montgomery
Da Vita Alton Dialysis	Alton	Madison
Da Vita Granite City Dialysis	Granite City	Bond
Da Vita Maryville Dialysis	Maryville	
Da Vita Edwardsville Dialysis	Edwardsville	
None Available		Clinton
Da Vita Vandalita Dialysis Center	Vandalia	Fayette
Da Vita Centralia Dialysis Center	Centralia	Marion

Education Centers	City	County
Greenville College	Greenville	Bond County
Sunrise Day Care Center	Greenville	
None Available		Calhoun
Kaskaskia Community College	Centralia	Clinton
None Available		Fayette
None Available		Green
None Available		Jersey
Blackburn College	Carlinville	Macoupin
Southwestern Illinois Community College	Belleville Granite City	Madison
Southern Illinois University Edwardsville	Edwardsville	
Lewis and Clark Community College	Godfrey	
Kaskaskia Community College Satellite campus	Salem Illinois	Marion
None Available		Montgomery

Senior Centers	City	County
Bond County Senior Center	Greenville	Bond
None Available		Calhoun
Clinton County Senior Services	Carlyle	Clinton
Senior Service of Fayette	Vandalia	Fayette
Prairie Council on Aging	Carrollton	Green
Green County Senior Citizens Center	Carrollton	
Illinois Valley Senior Center	Jerseyville	Jersey
Carlinville Senior Center	Carlinville	Macoupin
Senior Service Plus	Alton	Madison
Clyde C. Jordan Senior Citizens Center	East St. Louis	
Judah Community Senior Center	Godfrey	
Jarvis township Senor Citizens Center	Troy	
Olive Township Senior Citizens Center	Livingston	
Senior Citizens Service Inc.	Edwardsville	
Midland Area Agency on Aging	Centralia	Marion
Senior Service of Marion County	Centralia	
Montgomery County Senior Center	Taylor Springs	Montgomery

Counseling Centers	City	County
None Available		Bond
None Available		Calhoun
Community Resource Center	Carlyle	Clinton
Advocacy Counseling and Prevention	Vandalia	Fayette
Community Resource Center	Vandalia	
None Available		Greene
First Nations Counseling	Jerseyville	Jersey
Community Counseling Center of Jerseyville	Jerseyville	
Tri-Co. Counseling Center	Jerseyville	
Miller Counseling and Education Center	Carlinville	Macoupin
Catholic Charities of Carlinville	Carlinville	
New Beginnings Christian Counseling	Carlinville	
Angels Small Victories	Edwardsville	Madison
New Horizons Behavioral Health	Highland	
Counseling Service	Edwardsville	
Community Counseling Center of Alton	Alton	
ABC Counseling and DUI Service	Salem	Marion
Henry Counseling Center	Centralia	
Community Resource Center	Centralia	
Angela Behavioral Health Serv.	Centralia	
Community Resource Center	Salem	
Pregnancy Support Center	Centralia	
Pregnancy Support Center	Greenville	Montgomery
Mc Cracken Dawdy Hall Family Coun.	Greenville	
Continuing Recovery Center	Nokomis	

DHS: Family Resource Centers	City	County
DHS: Family Resource Centers	Greenville	Bond County
	Hardin	Calhoun
	Carlyle	Clinton
	Vandalia	Fayette
	None Available	Green
	Jerseyville	Jersey
	Carlinville	Macoupin
	Alton	Madison
	Centralia	Marion



**Appendix E: 2009 Transportation Provider Survey****Instructions for filling out this Survey**

Please fill out the following survey and return it to the South Central Illinois Regional Planning and Development Commission by January 31, 2009. Please return to:

Seth Gunnerson or James Patrick  
120 Delmar Avenue, Suite A  
Salem, IL 62881-2000

IF YOU WOULD LIKE A DIGITAL COPY OF THIS FORM (MS Word Format) or a spreadsheet version of the Vehicle Utilization Charts (MS Excel Format), please contact Seth at [sethq@scirpdc.com](mailto:sethq@scirpdc.com) or (618)548-4234.

Feel free to type up and attach responses to questions asking for feedback. You are also welcome to attach any supporting materials.

**Individual Meetings**

Sometime in January or early February we would like to meet with you individually to discuss your thoughts on the goals and objectives section of the Regional Human Services Transportation Plan. We specifically would like to accomplish the following:

- 1.) Give you an opportunity to talk to us about your needs and your thoughts on your transportation program.
- 2.) Allow you to give input on prospective projects for the region.
- 3.) Discuss options for coordination of services.
- 4.) Give us an opportunity to familiarize yourself with your organization.

There isn't anything in particular that we would like you to prepare for or complete before we come to meet with you, we would like to keep it somewhat informal. If you have any ideas for future projects or grants you plan to be submitting, it would be something to bring up. If you haven't scheduled a meeting with us yet, please contact us to do so.

## 2009 HSTP Service Provider Survey

### Contact Information

Organization Name: \_\_\_\_\_

Address Line 1: \_\_\_\_\_ Contact Name: \_\_\_\_\_

Address Line 2: \_\_\_\_\_ Phone: \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Email: \_\_\_\_\_

\_\_\_\_\_ Website: \_\_\_\_\_

### Agency Information

What Best Describes your Agency: \_\_\_\_\_ *Public Transportation Provider (your agency receives DOAP or Section 5311 Funding to provide general public transportation)*

(check all that apply) \_\_\_\_\_ *Non-Profit Transportation Provider (You Operate transportation services for specific population(s) of individuals. The primary purpose of your agency is to provide transportation)*

\_\_\_\_\_ *Non-Profit Service Provider that operates a transportation program (The primary mission of your agency is not transportation, but you operate a transportation program to serve your clients.)*

\_\_\_\_\_ *For-Profit Agency*

\_\_\_\_\_ *Other (Please Describe below)*

\_\_\_\_\_

\_\_\_\_\_



**Agency Information (cont'd)**

- Who Does your  
Transportation Program  
Primarily Serve?  
(check all that apply)
- General public provider that will serve all individuals
  - Elderly
  - Low Income
  - Disabled/Medical (describe below)
  - Other (Please Describe below)

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- Do you Serve?  
(check all that apply)
- General public provider that will serve all individuals
  - Any individual who qualifies as part of a population listed above (Elderly, low income, disabled, other)
  - Registered clients of our organization.



### **Communication/Infrastructure/Service Levels**

*Please briefly describe your communications/dispatch system. Do you use licensed radios, cell phones, pagers, etc. to communicate? How do you handle dispatching and scheduling? What software/hardware do you have to aid you? Would you be helped by the purchase of additional equipment/software, and do you feel it would be justified?*

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*How do you handle vehicle maintenance? Do you handle most maintenance in-house, do you use private mechanics, do you use another transportation provider or state facility to maintain your vehicles? Do you feel your current program is adequate? Do you feel it is difficult to maintain vehicles? What would help you?*

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What level of service do  
You provide?

(check all that apply)

- Curb to Curb (driver will not leave vehicle to assist passengers)
- Door to Door (Driver will assist from building entrance to building entrance)
- Door through Door (will enter buildings to assist passengers)
- Drivers are permitted to assist with limited number of packages
- Drivers are permitted to assist with unlimited number of packages
- We provide personal care attendants to assist passengers who require such services.
- Passengers can bring along personal care attendants or escorts at no additional cost.

How is service scheduled?  
(check all that apply)

- We offer fixed route service and anyone can embark/disembark from scheduled stops.
- Real-Time reservations are permitted.
- Passengers must call for a ride at least the day before, but we will accommodate real-time requests if possible.
- Passengers must call for a ride at least the day before, no exceptions.
- Passengers must call for a ride at least \_\_\_\_\_ days(s) for a ride.
- We primarily serve a certain set of clients who require specific, regular, transportation services, along defined routes, and we don't routinely offer transportation for sporadic needs or to the general public.

Method of Service  
(check all that apply)

- Fixed or predetermined routes.
- Demand responsive (includes casual appointments and regular clients with recurring needs)
- Deviated Fixed Route
- Other (describe) \_\_\_\_\_

## Ridership

Ridership Totals are: \_\_\_\_\_ Exact Totals. (please indicate timeframe \_\_\_\_\_ to \_\_\_\_\_)  
 (check one) \_\_\_\_\_ Estimated. (please indicate timeframe \_\_\_\_\_ to \_\_\_\_\_)

**Please use the most recent fiscal year for which you have data.**

	<b>Services for the General Public</b>	<b>Client-Only Services</b>
Total number of PERSONS provided Transportation		
Total number of passenger TRIPS		
Estimated number of trips in which a wheelchair is used.		

**Notes:**

- A person is an unduplicated individual who receives transportation services at least once.
- A trip is a person getting onto a vehicle once. So taking a client to the doctor from home and then back home again after their appointment is TWO trips.

**ON THE BACK OF THIS PAGE OR AN ATTACHED SHEET:** Please comment on your ridership. Do you feel your current fleet meets capacity needs? Are their specific times of the day/week/month where you are unable to meet capacity? Are their specific times where you have “down” periods?

**Revenue/Expenses**

	<i>Have requested or applied for grants or contributions.</i>	<i>Have Received OPERATING funds.</i>	<i>Have Received CAPITAL funds or vehicles.</i>	<i>Have Received technical or in-kind contributions</i>
<i>Section 5310 / CVP</i>				
<i>Section 5311</i>				
<i>Section 5316 - Job Access/Reverse Commute</i>				
<i>Section 5316 - New Freedoms</i>				
<i>Downstate Operating Assistance (DOAP) Funds</i>				
<i>Other US DOT or IDOT sources (please note below)</i>				
<i>Other State or Federal Agencies (Dept's on Aging, Health, etc)</i>				
<i>Direct contributions from local government (municipal or county)</i>				

<p><i>State or National not-for-profit organizations</i></p>				
<p><i>Local fraternal or charitable organizations</i></p>				

*On the table to the left, please indicate the last year you received funds from a particular source. Leave blank if not applicable. Use the space to the right below for notes.*

### Revenue/Expenses (cont'd)

**What Best describes your basic fare structure:**

- Transportation expenses are built into the cost of other services we provide and no specific fare is required.
- We charge a flat fare for all rides.
- Fare is based on miles or time and can vary by trip.
- We charge a flat fare for most services but have a graduated fare structure for special trips.
- All Transportation is free or on a suggested donation basis.

**Do you offer discounts for particular populations (elderly, disabled, etc.). If so, please describe briefly.**

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**Please describe your fare structure briefly (or attach a brochure or other relevant document)**

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### Vehicle Fleet/Utilization

*Number of Paratransit Vehicles*

<i>Vehicle Type</i>	<i>Total</i>	<i>TOTAL Capacity</i>	<i>Owned</i>	<i>Leased</i>	<i>Number Wheelchair Accessible</i>
<i>Sedans/Station Wagons</i>					
<i>Minivans</i>					
<i>15 Passenger Vans</i>					
<i>Converted Vans (Raised Roof, Lift)</i>					
<i>Light Duty Bus (16-24 passenger)</i>					
<i>Medium Duty Bus (dual rear-wheel axle, over 22 seats)</i>					
<i>School Bus</i>					
<i>Heavy Duty Transit Bus</i>					
<i>Other (describe)</i>					
<b>TOTALS</b>					

Please prepare to fill out a vehicle utilization chart for all the vehicles listed above. See the instruction Sheet on the Next Page for more information.

## **NOTE BEFORE PROCEEDING PLEASE READ!!!**

The purpose of the vehicle utilization charts is to allow us to stack up all the paratransit vehicles in the region and try and get a feel for how they are being used. YOU CAN GO ABOUT FILLING OUT THE VEHICLE UTILIZATION CHARTS ANY WAY THAT MAKES SENSE TO YOU, as long as it is an honest representation of how your transportation program is ran. You can use vehicle logs from a typical week to show when vehicles are used. You can tailor the sheet to reflect what a typical week might look like.

YOU DO NOT HAVE TO USE THE PROVIDED SHEET if you don't want to. If you have materials on hand that convey all of the information on the sheet, you can give that to us as well. Simply responding with a brochure and a list of vehicles would not be sufficient though. There should be a certain degree of sophistication and detail in the information you provide. A list of vehicles and a narrative or other material that would allow us to reproduce the table on the vehicle utilization chart would be acceptable. Use your best judgment and contact us if you have any questions.

Again, we aren't necessarily looking for exactly what every single vehicle is doing at any given moment, but we want to be able to present a broad overview of how vehicles are being used.

### **Instruction Sheet for filling out the Vehicle Utilization Charts:**

Please fill out a form for all paratransit vehicles in your possession. This should at a minimum include all IDOT funded vehicles in your possession, whether or not they are currently in service. If you use staff cars or personal vehicles for transportation of clients, you do not need to fill out a form for that vehicle, but documenting this service might be beneficial in future applications.

Vehicle Number \_\_\_\_ of \_\_\_\_ - Please number each sheet, and list the total number of forms that are filled out.

VIN: - Please indicate the VIN Number of the vehicle

Vehicle Name: - If you have an internal name for the vehicle (Bus #12, 98 Medium Duty, or similar), please indicate it. If not, you can leave blank.

Manufacturer: - Manufacturer of the Vehicle (Ford, Chevy, etc...)

Model and Year: - Model and Model year of the vehicle (2007 E450, for example)

- Operating Base:* - Where is this vehicle kept overnight? (if all of your vehicles are kept at the same location, you don't need to list this for each one.)
- Type:* - Minivan, Light/Medium/Heavy Duty Paratransit, Sedan, School Bus, etc.
- First Year Owned or Leased:* - Indicate the year you took possession of the vehicle. Indicate "O" or "L" for owned or leased.
- IDOT Funded? If yes Contract #?* - Was this vehicle obtained through IDOT? If yes, indicate the contract number.
- Odometer 1-1-08 to 12-31-08* - Indicate usage in miles for the 2008 calendar year. If you do not have mileage for the exact dates, indicate the most recent 12 month time period you have information for. If the vehicle is under 1 year old please note.
- Area of Service:* - Where does this vehicle typically operate? If all of your vehicles operate in the same area, or there is no typical area of operation for individual vehicles, you can leave this blank.

**Instruction Sheet for filling out the Vehicle Utilization Charts (cont'd)**

When filling out the table, please use the following numbers in each box to reflect changing levels of services. A note on the self-defined options: If your organization has typical recurring trips, you can identify them using the self defined symbols. For example, if you typically pick up clients and take them to a workshop from 8AM to 10AM, you can define that as "5" and use that on your chart. If you have a vehicle that makes a trip to St. Louis once a week, you can create a symbol to identify that trip.

	(Blank) - Vehicle is not in service, outside of normal hours of operation
X	(X) - Vehicle is not being used.
1	(1) - Vehicle is in operation, and typically completing trips during this time.
2	(2) - Vehicle is on standby, and able to be used depending on demand, but not typically in use at this time..
3	(3) - Vehicle is in reserve, and not used unless another vehicle becomes inoperable or special trips are scheduled.
4	(4) - Vehicle is inoperable, or staff does not exist to use this vehicle.
5	(5) - Self Defined. Please define what this symbol means: _____
6	(6) - Self Defined. Please define what this symbol means: _____
7	(7) - Self Defined. Please define what this symbol means: _____
8	(8) - Self Defined. Please define what this symbol means: _____

The two far-right columns on the chart are "Total Hrs." and "Down Time"

- **Total Hrs.** is the total hours that a vehicle is actually used as part of the transportation program. If a driver for the vehicle is being paid and the vehicle is in operation or waiting for a call, then that time should be counted. Downtime (see below) should be included in this calculation.
- For **Down Time** please estimate how long each day a vehicle is in service but not actively picking up or transporting clients. Downtime can be a scheduled break for the driver, 20 minutes where a vehicle might be idle between trips, or when a vehicle is idle because its use is not required. Downtime should be an estimate of the length of time a manned vehicle is NOT: travelling to pick up a client, transporting a client, returning from transporting a client. Downtime should be a portion of "Total Hrs", and therefore should not exceed Total Hrs.

**Vehicle Utilization Chart**

Please copy this page and fill out individually for each paratransit vehicle - Please refer to instruction sheet before filling out chart

Vehicle Number \_\_\_\_\_ of \_\_\_\_\_ VIN: \_\_\_\_\_

Vehicle Name \_\_\_\_\_

Manufacturer: \_\_\_\_\_ Model and Year: \_\_\_\_\_

Operating Base: \_\_\_\_\_ Type: \_\_\_\_\_

First Year Owned or Leased: (Indicate O or L) \_\_\_\_\_ IDOT Funded? \_\_\_\_\_

\_\_\_\_\_ If yes, Contract #? \_\_\_\_\_

Odometer 1-1-08 \_\_\_\_\_ Odomtr. 12-31-08 \_\_\_\_\_

Area of Service: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

	12-6	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8-12	Total Hrs	Down Time
Mon																		
Tue																		
Wed																		
Thu																		
Fri																		
Sat																		
Sun																		

**SAMPLE - Vehicle Utilization Chart - SAMPLE**

Please copy this page and fill out individually for each paratransit vehicle - Please refer to instruction sheet before filling out chart

Vehicle Number 6 of 15 VIN: ABCS4534

Vehicle Name Bus 6

Manufacturer: Ford Model and Year: 1998 - E450

Operating Base: Centralville Type: Medium Duty

First Year Owned or Leased: (Indicate O or L) O - 1999 IDOT Funded? Yes

If yes, Contract #? CVP07-43948

Odometer 1-1-08 158,156 Odomtr. 12-31-08 178,866

Area of Service: This vehicle is typically used to serve in Centreville to serve our senior day services. It is used to take clients to medical appointments in Centreville and Easton as needed, and to bring Seniors into the Senior Center for day programming. On Sat. we use it for a shopping trip to St. Louis.

	12-6	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8-12	Total Hrs	Down Time
Mon				1	1	1	2	1	1	2	2	1	1				10.0	4
Tue				1	1	1	2	1	1	2	2	1	1		1	1	12.0	4
Wed				1	1	1	2	1	1	2	2	1	1				10.0	4
Thu				1	1	1	2	1	1	2	2	1	1				10.0	4
Fri				1	1	1	2	1	1	2	2	1	1				10.0	4
Sat				1	1					1	1						4.0	0.5
Sun																	0	0

***Appendix F: Vehicle Utilization Chart Summary***