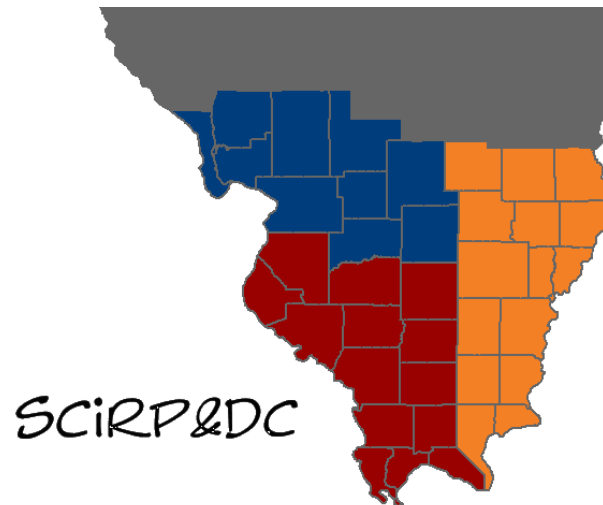


SOUTH CENTRAL ILLINOIS REGIONAL PLANNING AND DEVELOPMENT COMMISSION

IDOT REGION 11 HUMAN SERVICES TRANSPORTATION PLAN

ILLINOIS REGION 11 HUMAN SERVICES TRANSPORTATION PLAN



Prepared by:
South Central Illinois Regional Planning and Development Commission (SCiRP&DC)
and
Substate Region 11 Human Services Transportation Committee
in cooperation with
Illinois Department of Transportation
and local
Human Services Transportation Providers

February, 2008

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EXECUTIVE SUMMARY

The Region 11 Human Services Transportation Plan (HSTP) represents a coordinated effort by the region to provide information, guidance, and priorities for passenger transportation within the geographic area of St. Clair, Washington, Jefferson, Monroe, Randolph, Perry, Franklin, Jackson, Williamson, Union, Johnson, Alexander, Pulaski and Massac counties. The purpose of the plan is to provide a framework for efficient and effective transit services related to addressing gaps or service needs.

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

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

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

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

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

SECTION I: INTRODUCTION AND PURPOSE

SECTION I-A: ROLE OF THE PLAN

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.

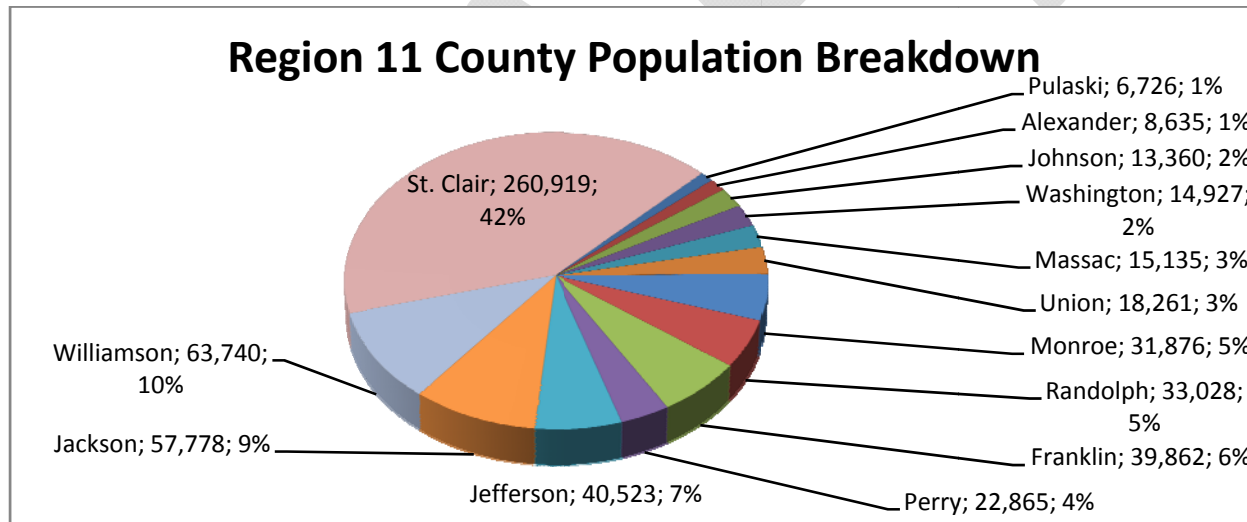
Beginning in July 2006, the Illinois Department of Transportation's Division of Public and Intermodal Transportation (IDOT-DPIT) began its statewide initiative to implement the federal mandate to coordinate transit services within a context of regionally-developed Human Service Transportation Plan(s) (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.

SECTION I-B: DESCRIPTION OF IDOT REGION 11

OVERVIEW

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



GRAPH OF REGION 11 POPULATION BREAKDOWN

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

TRANSPORTATION

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

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

Train Name	Leave Chicago	Arrive Carbondale	Leave Carbondale	Arrive Chicago
Saluki	9:15 AM	2:45 PM	7:30 AM	1:00 PM
Illini	4:05 PM	9:35 PM	4:05 PM	9:35
City of New Orleans	8:00 PM	1:20 AM (next day)	3:15 AM	9:00 AM

SECTION I-C: REGION 11 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 along with education providers)

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

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

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

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

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

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Below is a list of individuals who showed up to the first two HSTC meetings, along with what organization and what categories of interest they represent.

Name	Organization	Local Government	Transit Operator	Human Services Agency	Population Served			General Public
					Elderly	Low Income	Disabled	
Joy Paeth	Area Agency on Aging of SWIC			xxx	xxx			
John Smith	Egyptian Area Agency on Aging			xxx	xxx			
Dava Shorb OR Donald Monty	Jackson County Mass Transit District		xxx					xxx
Larry Earnhart	M.A.P. Training Center, Inc.			xxx		xxx		
Jesica Pirtle or Suzanne Novoselac	Monroe/Randolph Transit District		xxx					xxx
Jeff Ashauer	Perry County	xxx						
Bill Jung OR Debra Staggs	RIDES Mass Transit		xxx					xxx
Dr. Richard Massie	Shawnee Community College			xxx		xxx		xxx
Karrie Sims OR Holly Basting OR Jon Anderson	Shawnee Mass Transit		xxx					xxx
Jerry King	Southern Illinois Collegiate Common Market			xxx		xxx		
Charlie York	South Central Transit		xxx					xxx
Kim Guetersloh	Southern Illinois University Carbondale			xxx				
Susan Odum	University of Illinois Extension Center	xxx		xxx				xxx
Barbara Forbes	Welfare to Work of Southern Illinois			xxx		xxx	xxx	

TABLE OF HSTP MEETING ATTENDEES

SECTION I-D: MILESTONES TO DATE

- 2005 SAFETEA-LU resolution.
- Spring, 2007: Meetings held across the State, including the Region 11 Meeting.
- June, 2007: Staff Hired by South Central Illinois Regional Planning Commission to work on plan.
- October 16, 2007: "Kickoff" meeting for Region 11 Providers, Stakeholders, and officials held in Ullin, Illinois.
- December 20, 2007: Second HSTC meeting held to review and rank JARC and New Freedom projects in Carbondale, Illinois.
- January 30, 2008: HSTC meeting held to review and adopt region 11 HSTP plan.

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SECTION I-E: PUBLIC INVOLVEMENT

The limited timeframe for assembling the regional plan has made it difficult to obtain an ideal level of public involvement, but none the less a concerted effort was made to reach out to a wide variety of potential stakeholders and providers for inclusion in the HSTC. To date, the focus has largely been on trying to garner support for the HSTP process through trying to identify stakeholders and bring them to the table to discuss current issues affecting transportation.

ACTIONS TO DATE

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

The mailing list included:

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

A comprehensive list of organizations who have been contacted about participating in the HSTP process who are located in or serve areas of Region 11 can be found in Appendix E, while a copy of the introductory letter sent out can be found in Appendix B.

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

All HSTC meetings are open to the public, and have been held on weekday afternoons. The HSTC “Kick off” Meeting was held in Ullin, Illinois at Shawnee Community College on October 16, 2007. Attendees were given an overview of what “Human Services Transportation” entails, what the role of the HSTP Coordinators is, what the composition and role of the regional committee will be, and an overview of the three federal programs that the HSTC will be responsible for administering.

Summary of Meetings to Date

Date	Location	Attendance	Purpose of Meeting
10-16-2007	Shawnee Community College (Ullin)	11	“Kickoff” Meeting
12-20-2007	SIU-Carbondale	17	Plan Development / Review JARC and New Freedom Projects
1-30-2008	SIU-Carbondale	21	Plan Development / Ratification

TABLE OF MEETINGS TO DATE

- See appendix for meeting minutes

PLANNED ACTIONS

January, 2008 - HSTC approval of initial HSTP plan for region 11.

February – March, 2008 – Review and rank 5310 project submissions for region 11.*

April, 2008 – Submit the 5310 project submissions for region 11 to the state oversight committee for final review and approval.(

Spring, 2008 - Expanded planning process including: complete vehicle utilization charts, collect further public input.

* Contingent upon IDOT schedule for the 5310 program, and subject to change.

SECTION II: INVENTORY OF SERVICES

According to material available from the Illinois Institute for Rural Affairs, Region 11 is one of only two regions in the state of Illinois (the other being Region 6) which has a funded public transportation systems in every county. Countywide rural public transit is available in every county except St. Clair County, which provides transit only in urbanized locations (the planning of which falls under the responsibility of the East-West Gateway Commission).

County	Public Transportation Provider	Countywide or City Only
Alexander County	Shawnee Mass Transit District	Countywide
Franklin County	South Central Mass Transit District	Countywide
Jackson County	Jackson County Mass Transit District	Countywide
Jefferson County	South Central Mass Transit District	Countywide
Johnson County	Shawnee Mass Transit District	Countywide
Massac County	Shawnee Mass Transit District	Countywide
Monroe County	Monroe-Randolph Mass Transit District	Countywide
Perry County	South Central Mass Transit District	Countywide
Pulaski County	Shawnee Mass Transit District	Countywide
Randolph County	Monroe-Randolph Mass Transit District	Countywide
St. Clair County	St. Clair County Mass Transit District	City Locations Only
Union County	Shawnee Mass Transit District	Countywide
Washington County	South Central Mass Transit District	Countywide
Williamson County	RIDES Mass Transit District	Countywide

TABLE OF SERVICE PROVIDERS BY COUNTY

SECTION II-A: PROFILE OF SERVICE PROVIDERS

The following organizations have responded to the survey or information on transportation offered is available through their website:

Agency	Type of Provider	Clientele	Service Area	Number of Vehicles	Weekday Hours	Weekend Hours	Type of Service	Reservation Time	Adult Basic Fare	Survey	Annual Trips
Rides Mass Transit District	Public Transportation Provider	General Public	Hardin, Pope, Gallatin, Saline, White, Wayne, Wabash, Edwards, Hamilton, Crawford, Jasper, Lawrence, Richland, and Williamson Counties	68	6:00 AM to 6:00 PM for same day, some counties until midnight, 24/7 with prior scheduling	Most counties 6:00 AM to 4:00 PM on Saturday, 24/7 with prior scheduling	Demand Responsive	real-time as available	\$2.00 each way for existing routes	Yes	290,910
Shawnee Mass Transit District	Public Transportation Provider	General Public	Union, Pulaski, Johnson, Alexander, Massac	29	6:00 AM to 6:00 PM	N/A	Demand Responsive	1-day	not stated	Yes	91,720
Monroe-Randolph Transit District	Public Transportation Provider	General Public	Monroe and Randolph counties	6	7:00 AM to 5:00 PM	N/A	Demand Responsive	1-day	\$3.00	Yes	2,996
Effingham City/County Committee on Aging	Human Services Agency	Elderly	Clay, Effingham, Fayette, Jefferson, and Marion Counties	Not Listed	7:00 AM to 3:00 PM	N/A	Demand Responsive	1 day	No Fare	Yes	9,188
South Central Illinois Mass Transit District	Public Transportation Provider	General Public	Clinton, Washington, Jefferson, Franklin, and Marion Counties	N/A	5:00 AM to 7:00 PM OR 7:00 AM to 5:00 PM	N/A	Demand Responsive	1 day	\$1.00 (\$3.00 if same-day)	No	20,000+
Residential Options, Inc. and Challenge Unlimited, Inc.	Human Services Agency	Disabled	Metro East and Surrounding Counties	13	available 24/7 as needed		Demand Responsive	real-time as available	No Fare	Yes	70,776
Five Star Industries, Inc	Human Services Agency	Disabled	Perry County	11	7:00 AM to 4:00 PM	N/A	Demand Responsive	real-time as available	No Fare	Yes	N/A

TABLE OF REGION 11 SERVICE PROVIDERS

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The following organizations have been identified as recipients of federal transportation dollars and responded to the survey, but either no longer provides transportation, or did not fill out the transportation section of the survey.

Agency	Type of Provider	Clientele	Service Area	Survey
Hoyleton Youth & Family Services	Human Services Agency	Multiple		Inc.
Community Link	Human Services Agency	Disabled		Inc.
Washington County Senior Services, Inc.	Human Services Agency	Elderly	Washington County	Yes

TABLE OF REGION 11 HSTP SURVEY RESPONSES

The following organizations have been identified as recipients of federal transportation dollars but have not responded to the survey. These organizations may or may not be involved directly in providing transportation.

- Ziegler Royalton Sr. Citizens
- Franklin County Senior Services, Inc.
- Murphysboro Area Senior Citizens Council, Inc.
- Senior Adult Services
- Southern Illinois Center for Independent Living
- United Cerebral Palsy of Southern Illinois
- Human Support Services
- Gold Plate Program of Perry County
- Western Egyptian Economic Opportunity Council
- Human Service Center of Southern Metro-East
- Children's Center for Behavioral Development
- Epilepsy Foundation of Southwestern Illinois
- O'Fallon Illinois Rotary Club, Inc
- Hazel Bland Promise Center
- Southwestern Illinois College
- Touchette Regional Hospital
- Rotary Club of O'Fallon, IL. Inc.
- Our World
- St. Clair Associated Vocational Enterprises - SAVE
- Senior Services of Southern St. Clair County
- Williamson County Program on Aging
- Jackson County Mass Transit
- St. Clair County Transit District

SECTION II-B: HISTORY OF COORDINATION IN REGION 11

Coordination of transportation efforts in most rural areas of Illinois, including substate Region 11, has been at best limited, and only on a local scale. The HSTP process represents the first real effort to coordinate transportation services on a regional scale.

The Illinois Coordinating Committee on Transportation (ICCT) has developed a coordination process to aid countywide (or multi-county) transportation providers in coordinating existing services. The ICCT Primer is largely aimed at counties wishing to receive Section 5311 federal funding, as it fulfills the requirements necessary to apply for these funds. Monroe and Randolph Counties are currently undergoing the Primer Process in order for the Monroe-Randolph Transit District to begin receiving Federal 5311 dollars. This

Other coordination efforts are also being undertaken in Region 11. From July 2006 to June 2007 the Center for Rural Health and Social Service Development at Southern Illinois University received a grant from the Illinois Department of Transportation to study Rural Medical Transportation through 2009.

SECTION III: NEEDS ASSESSMENT

DEMOGRAPHIC OVERVIEW

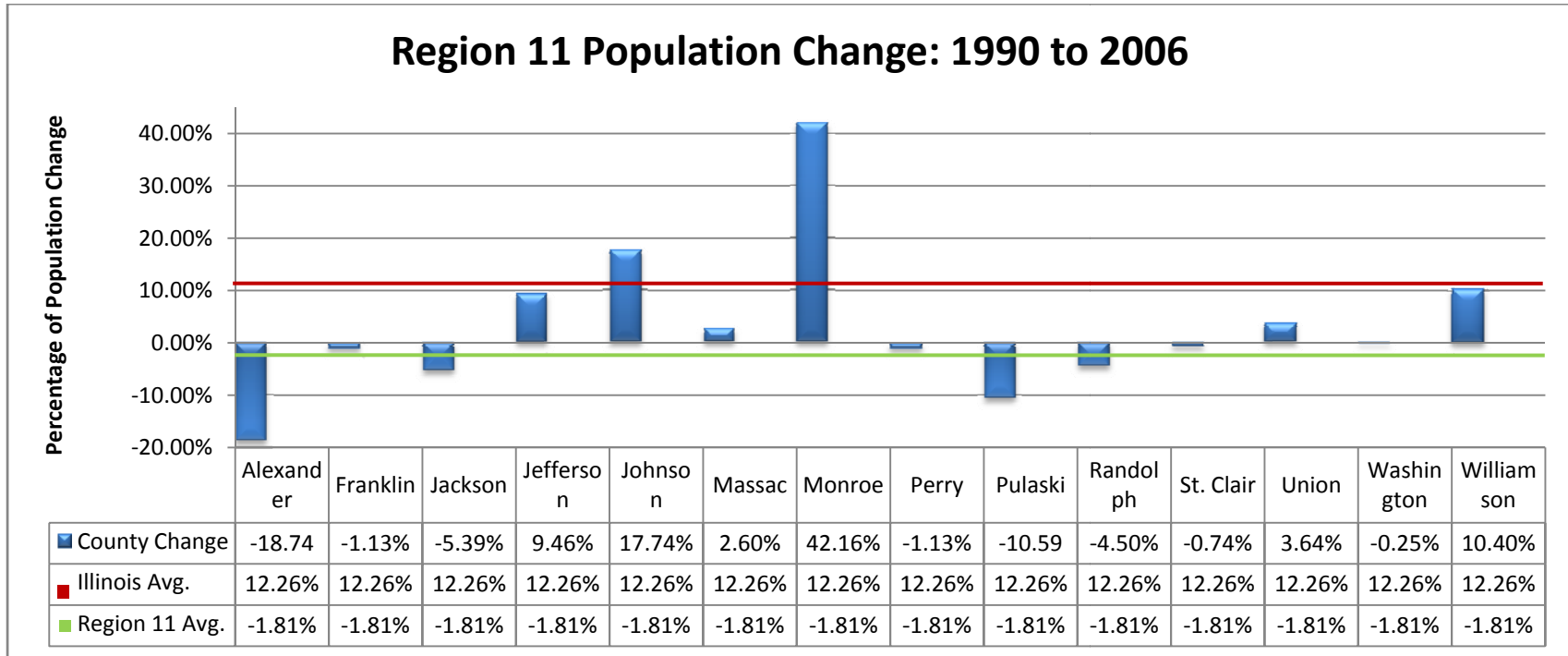
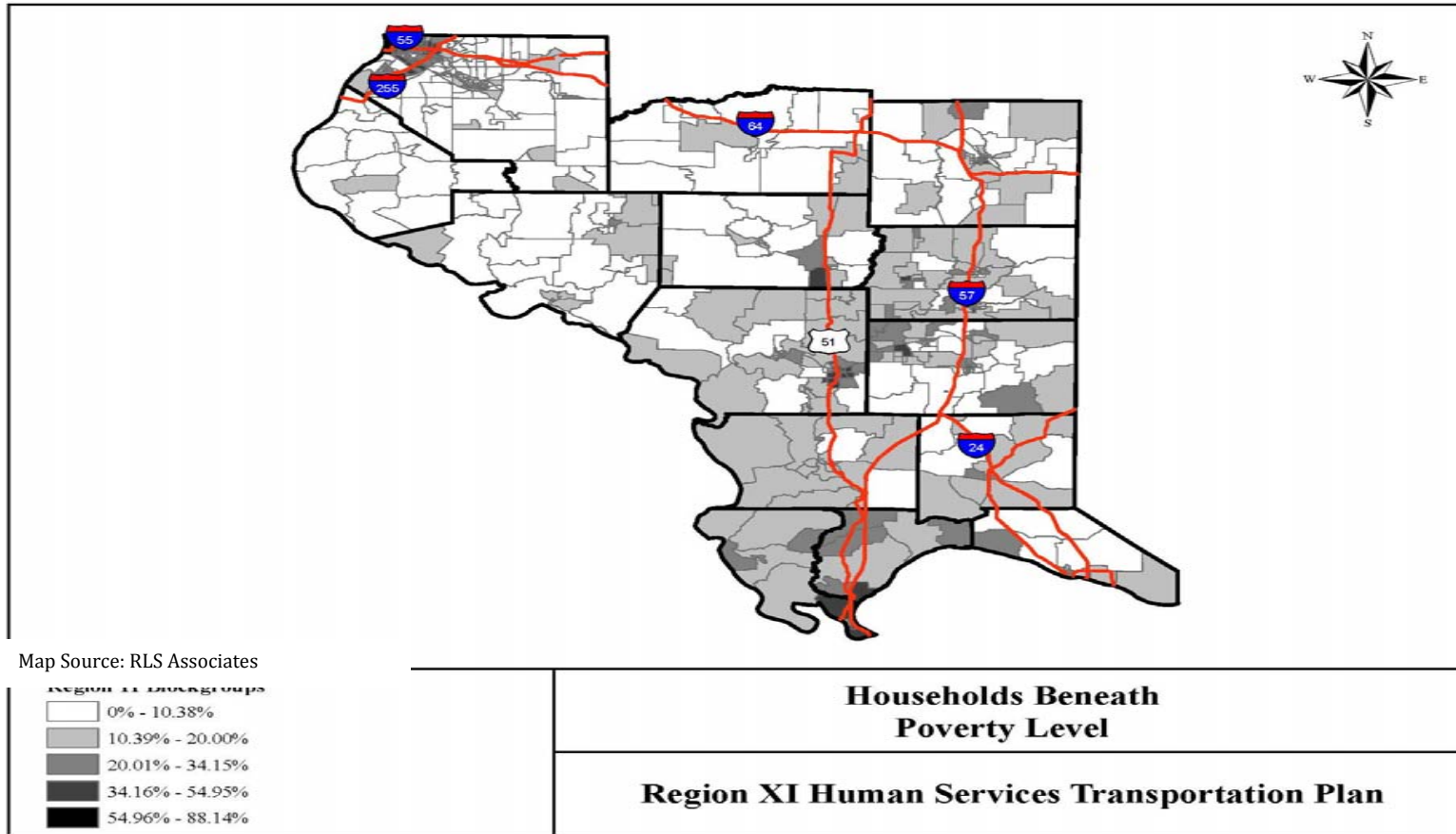


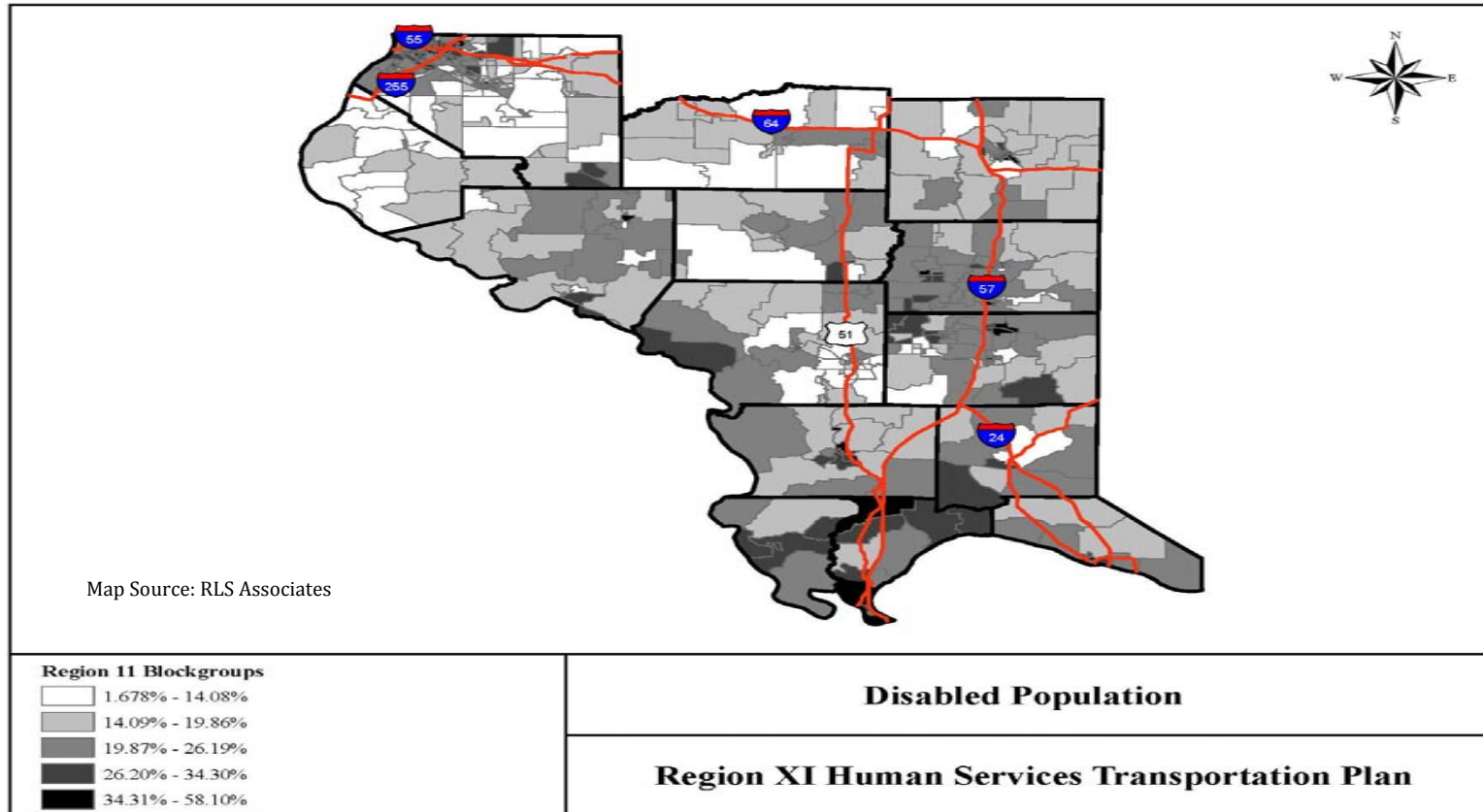
TABLE OF REGION 11 POPULATION CHANGE

Based on 2006 estimated population data, since 1990 the population of Illinois has grown an estimated 12.26%, while the total population in Region 11 has been reduced by 1.81%. Only Johnson and Monroe Counties have grown at a rate higher than the state average, growing 17.74% and 42.16% from 1990 to 2006. Eight counties; Alexander, Franklin, Jackson, Perry, Pulaski, Randolph, St. Clair, and Washington, have lost population since 1990. Alexander County has seen the greatest loss in population since 1990.



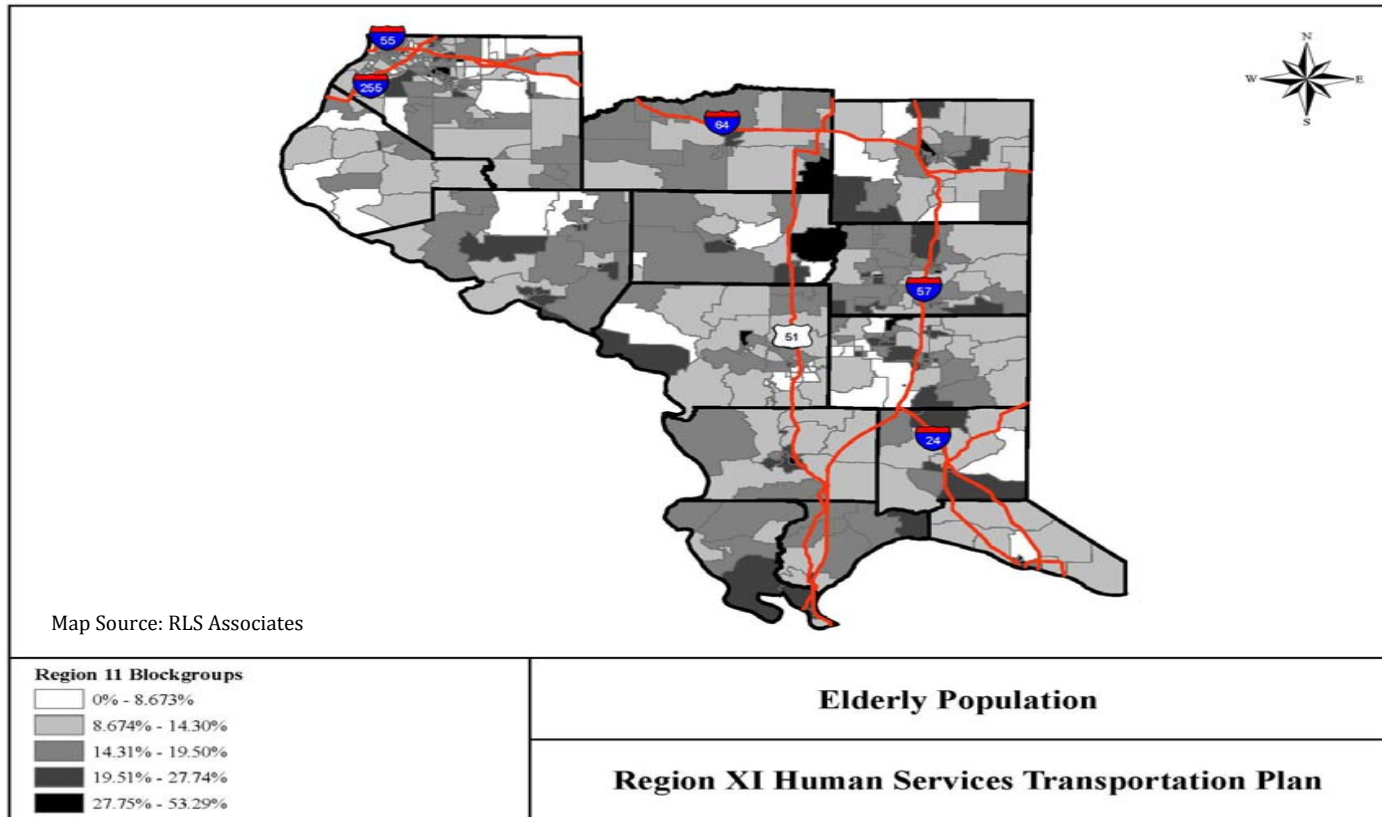
MAP OF REGION 11 POVERTY LEVEL

Poverty in Region 11 is a big concern. Amongst rural areas of the region, the highest instances of poverty can be found in the Southern tip of Illinois and the counties forming the eastern edge of the region. Comparatively lower instances of Poverty can be found in rural St. Clair County, Monroe County, Randolph County, western Perry County, and Washington County, with exceptions. Highest levels of poverty exist around Carbondale and Marion, Mt. Vernon, and the southern tip of Illinois near Cairo.



MAP OF REGION 11 DISABLED POPULATION

As illustrated in the above map, there is a large disabled population throughout the region. The southern portion of the region has an increased disabled population located within Pulaski County. Johnson, Williamson, Randolph and Jackson Counties also contain large populations with a disability.



MAP OF REGION 11 ELDERLY POPULATION DIST

Region 11, like many rural areas of the state, has an aging population. As illustrated in the Elderly Population Distribution Map, there are large concentrations of the elderly populace found throughout the region.

TRIP GENERATORS

The largest urban attractors in the region are the St. Louis Metropolitan Area (including urbanized portions of St. Clair County) and the Carbondale-Marion corridor of Route 13.

St. Clair County	
Medical Centers	
St. Elizabeth's Hospital	Belleville
Memorial Hospital	Belleville
Scott AFB Hospital	Scott Air Force Base
Employment Centers	
Illinois Employment & Training Centers (One Stops)	Belleville
Illinois Employment & Training Centers (One Stops)	East St. Louis
Education Centers	
McKendree University	Lebanon
Social Security Offices	
Social Security Offices	Bellville
Social Security Offices	East St. Louis
Monroe County	
Employment Centers	
Illinois Employment & Training Centers (One Stops)	Waterloo
Randolph County	
Employment Centers	
Illinois Employment & Training Centers (One Stops)	Chester
Medical Centers	
Red Bud Regional Hospital	Red Bud
Memorial Hospital	Chester
Sparta Community Hospital	Sparta
Education Centers	

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Southwestern Illinois College	Red Bud
Washington County	
Employment Centers	
Illinois Employment & Training Centers (One Stops)	Nashville
Washington County Hospital & Rural Clinic	Nashville
Jefferson County	
Medical Centers	
Crossroads Community Hospital	Mt. Vernon
Saint Mary's Good Samaritan	Mt. Vernon
Education Centers	
Rend Lake Community College	Ina
Social Security Offices	
Social Security Offices	Mt. Vernon
Perry County	
Medical Centers	
Marshall Browning Hospital	Du Quoin
Pinckneyville Community Hospital	Pinckneyville
Franklin County	
Medical Centers	
Franklin Hospital	Benton
Jackson County	
Medical Centers	
Memorial Hospital of Carbondale	Carbondale
Saint Joseph Memorial Hospital	Murphysboro
Education Centers	
Southern Illinois University	Carbondale
Social Security Offices	
Social Security Office	Carbondale

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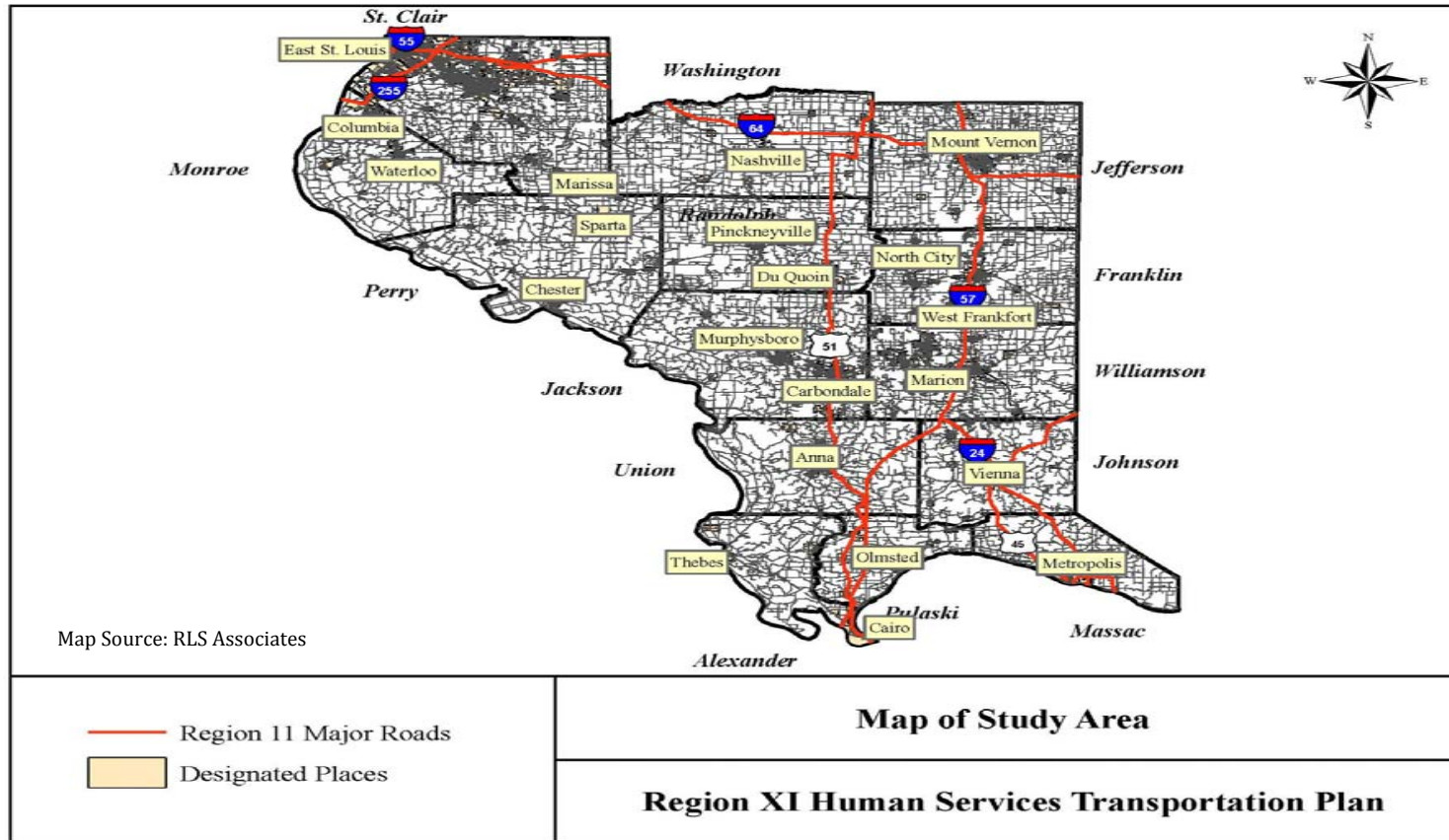
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Williamson County	
Medical Centers	
Heartland Regional Medical Center	Marion
Herrin Hospital	Herrin
Education Centers	
John A Logan Community College	Carterville
Union County	
Johnson County	
Alexander County	
Pulaski County	
Education Centers	
Shawnee Community College	Ullin
Massac County	
Medical Centers	
Massac Memorial Hospital	Metropolis

TABLE OF REGION 11 TRIP GENERATORS

IDOT REGION 11 HUMAN SERVICES TRANSPORTATION PLAN

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



MAP OF REGION 11 MAJOR ROADS AND CITIES

SECTION IV: GAP ANALYSIS

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.

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

GAP 1: LACK OF PUBLICLY FUNDED RURAL SERVICE IN ST. CLAIR COUNTY

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

GAP 2: TEMPORAL GAPS OF SERVICE

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

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

GAP 3: LACK OF ROUTES TO ST. LOUIS

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

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

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

The cities of Carbondale and Marion, and in particular the commercial center that runs along Route 13 between Carbondale and just east of the Interstate 57 interchange is the commercial hub for much of Region 11. This corridor is home to many hotels, restaurants, services, large retailers, specialty shops, medical centers, government facilities and entertainment options. The corridor includes a minor league baseball stadium and a community college, and Carbondale is home to the main campus of Southern Illinois University, which enrolls over 20,000 students and employs thousands. Access to this commercial corridor, and along it, has been identified by multiple carriers as a top priority. Access to employment and job training makes this corridor an especially important area to serve for low income transit users. Access to health care and government services also make this corridor especially important for disabled and elderly demographics.

There is a need for access along this commercial corridor, from individuals who live in Marion or Carbondale east and west along I-13. The density of development along this route makes it an ideal target for expanded service within Region 11.

GAP 5: ACCESS TO CARBONDALE/MARION FROM SURROUNDING COUNTIES

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

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

GAP 6: LACK OF FUNDING TO PROVIDE ADEQUATE SERVICE IN ALREADY SERVED AREAS

Some providers indicated that existing funding levels were not adequate, and that as a result they have had to decline requests for service because of lack of available resources. While nearly all of Region 11 is covered by one or more service providers, that doesn't necessarily mean that these providers are able to meet all demands. While ideally more money for transportation will be made available in the future, providers must plan to become more efficient in order to reduce costs per trip.

GAP 7: NEED FOR INCREASED TRANSPORTATION FOR HEALTH CARE PURPOSES

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

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

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

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

STRATEGY 1: INVESTMENT IN TECHNOLOGIES

Addresses gaps 2, 6, 7 and 8

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 expensive, but they are a sound investment, and Federal grant money is available to offset the costs associated with implementing these systems. Its 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. **A proposal by Shawnee Mass Transit District to purchase ITS equipment was endorsed by the Region 11 Human Services Transportation Committee on December 20, 2007.**

Agencies wishing to invest in ITS systems or other new technologies should be aware of what systems other agencies use, and should study the possibility of either sharing the costs associated with these systems or ensure that the systems are compatible so that future coordination is possible.

STRATEGY 2: INCREASED COORDINATION AMONGST SERVICE PROVIDERS

Addresses all gaps

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)
- Or simply sitting down at the table and talking about issues with other providers...

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 3: INCREASE PARTICIPATION IN THE REGIONAL HSTC AND THE HSTP PROCESS

Addresses all gaps

Increased participation in the Regional Transportation Committee is a key priority for the 2008 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 4: INCREASE TRANSPORTATION ALONG THE ROUTE 13 COORIDOR

Addresses gap 4

As identified in Gap 4, there is a need for transportation along the Rt. 13 corridor. The variety of jobs and services along this stretch make it a good candidate for regular fixed route service. Rides Mass Transit District has proposed a plan using Section 5316 Job Access/Reverse Commute funds to provide service along Route 13 from east of Harrisburg in Saline County to Carbondale in Jackson County.

This project was submitted within IDOT Region 10 and originates east of Harrisburg, but many stops along this route fall within Williamson County (which is in Region 11, and within Rides normal service area) and in Carbondale (which is in Jackson County). Rides has proposed linking the fixed stops along the route with its existing deviated route service, bringing individuals from surrounding areas onto the route as demand dictates. The presence of fixed route service along Rt. 13 is a good first step towards comprehensive service to the Marion/Carbondale Area. **This project was endorsed by the Region 10 Human Services Transportation Committee on December 19, 2007, and presented to the Region 11 HSTC on December 20, 2007.**

STRATEGY 5: CREATE ROUTES INTO THE MARION/CARBONDALE REGION FROM THE SOUTH

Addresses gap 5

As Identified by Gap 5, there is a need for access to the Marion/Carbondale region by residents of surrounding counties for job access and education purposes. To address this gap, Shawnee Mass Transit has proposed a project which would use Job Access/Reverse Commute (JARC) funds to transport individuals from its district into Carbondale and Marion. **This project was endorsed by the Region 11 Human Services Transportation Committee on December 20, 2007.**

STRATEGY 6: FRANKLIN/WILLIAMSON JOB ACCESS PROJECT

Addresses gaps 2 and 5

South Central Transit District has proposed a project to create job access transportation for low functioning individuals served by Franklin-Williamson Human Services. This project would serve residents of Franklin County wishing to access jobs in Williamson County. This project would allow access to jobs outside of the current operating hours for South Central Transit. **This project was endorsed by the Region 11 Human Services Transportation Committee on December 20, 2007.**

STRATEGY 7: JOB ACCESS IN RURAL AREAS

Addresses gaps 2

JARC funds can be used for funding programs in more rural areas, not just to the Carbondale-Marion micro urban area. Monroe-Randolph Transit District has proposed using JARC funding to expand its existing job access program to bring potential employees to employers in its district. This project was unable to be endorsed in December, 2007 due to a limit of 2 projects per region, but could be brought up again in the future. Similar projects serving other areas of Region 11 where a need for Job Access can be demonstrated may also be submitted in the future.

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.

STRATEGY 8: EXPANSION OF RURAL TRANSPORTATION IN ST. CLAIR COUNTY

Addresses gap 1

Projects which expand transportation into rural St. Clair County should be favorably looked upon. This could happen in a number of ways. The St. Clair County Transit District, which serves the eastern parts of St. Clair County, is not directly involved in providing transportation. The St. Clair County Transit District currently contracts with other providers (such as Metrolink) to provide transportation. SCCT could possibly be expanded to cover rural St. Clair County, taking advantage of Section 5311 expansion money. SCCT could then contract with one of its partners to provide rural transit as needed.

Neighboring transit providers could also expand their service into rural St. Clair County, taking advantage of the available 5311 expansion dollars earmarked by the State of Illinois. This topic requires further study by the committee in the near future.

STRATEGY 9: EXPANSION OF HEALTHCARE RELATED TRANSPORTATION

Addresses gap 7

Individuals needing access to health care who lack personal means of transportation should be a high priority for any human services transportation provider. Funds are available through the Federal Section 5317 (New Freedom) program to provide transportation services which go above and beyond what is required by ADA. **A New Freedoms proposal by Shawnee Mass Transit District to purchase ITS equipment and expand service above and beyond ADA requirements was endorsed by the Region 11 Human Services Transportation Committee on December 20, 2007.**

STRATEGY 10: ACCESS TO THE ST. LOUIS REGION

Addresses gaps 3and 7

Transit providers and human services agencies indicated a need for commuter trips into the St. Louis region from surrounding counties. As mentioned in Section IV, counties immediately adjacent to the St. Louis Region (in particular, Monroe County) send many workers into the area on a daily basis. To accomplish this would require existing providers to leave or expand their current service area, and in the case of providers in the southern and eastern portions of Region 11, might require crossing through multiple jurisdictions. Any routes serving the St. Louis region would therefore need to go be coordinated with other agencies. This is a topic that should be further studied by the committee in the near future.

STRATEGY 11: BETTER PROMOTION OF AVAILABLE 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.

A priority for the 2008 calendar year will be conducting surveys of transit users and the general public to gauge their opinions on existing services. The surveys will hopefully reflect what level of

SECTION VI: REGIONAL PROGRAM OF PROJECTS

Projects submitted to the Region 11 Human Services Transportation Committee as of January 1, 2008.

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

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

Rural Region: HSTP Region 11

APPLICANT	PROJECT TYPE	PROJECT DESCRIPTION	FED SHARE	LOCAL SHARE	TOLL REVENUE CREDITS	TOTAL COST	SCORE
Shawnee Mass Transit District	Operating	Continue service to both SCC and establish a new corridor route to Carbondale	\$67,075.00	\$67,075.00	\$21,000.00	\$155,150.00	172.6
South Central Mass Transit	Operating	Expand JARC services into late evening and weekend	\$257,158.00	\$257,157.00	\$ -	\$514,315.00	157.5
Monroe Randolph Transit District	Operating	Expand JARC services and increase ridership	\$140,782.00	\$140,782.00	\$ -	\$281,564.00	124.5
Total Funding Requested			\$465,015.00	\$465,014.00	\$21,000.00	\$951,029.00	

TABLE OF JARC PROJECT SCORES

JARC projects were submitted to the RTC for review and ranking. After ranking by the RTC the top two projects for region 11 were submitted to the State Oversight Committee for final review and approval. Each project was individually reviewed and scored on a 180 point scale. (See Appendix C for JARC scoring forms)

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).

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

Rural Region: HSTP Region 11

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

TABLE OF NEW FREEDOM PROJECT SCORES

New Freedom projects were submitted to the RTC for review and ranking. After ranking by the RTC the top two projects for region 11 were submitted to the State Oversight Committee for final review and approval. Each project was individually reviewed and scored on a 150 point scale. (See Appendix D for New Freedom scoring forms)

APPENDIX A: MEETING MINUTES

KICK-OFF MEETING MINUTES: OCTOBER 16TH, 2007**IDOT Region 11 Human Services Transportation Plan (HSTP) Kick-off meeting**Tuesday, October 16th, 2007 @ 3:00PM

Shawnee Community College Ullin, IL

Meeting minutes**Attendees**

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

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

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

New Business:

Introduction of HSTP presentation given by Sean Horn

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

Important Dates for JARC and New Freedom Programs:

October 26: Applications will be sent out

November 14: Applicant application review class in Springfield IL

December 5: Application submittal deadline to regional coordinators

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

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

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

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

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

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

Questions/Comments:

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

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

Adjournment @ 4:05 PM

HSTP Committee Member Information Survey results:

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

Suggested future meeting locations included:

SIUC Carbondale Campus

SWIC Red Bud

Johnson county
Massac county
Alexander county
Union county
Pulaski county

Handouts presented at meeting:

HSTP Timeline for Implementation at the Regional Level.doc
Final HSTP map.jpg

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

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

Meeting minutes

Attendees

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

Call to order @ 2:05 PM

Introductions:

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

New Business:

Introduction of HSTP presentation given by Seth Gunnerson

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

Regional Strengths identified:

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

Regional Weaknesses identified:

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

Regional Opportunities identified:

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

Regional Threats identified:

- Not enough downstate representation at the state level.

Potential projects identified to help solve some of these problems:

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

Discussion of JARC and New Freedom Programs: Sean Horn

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

JARC project presentations were given by:

Charlie York of South Central Transit

Holly Bastings of Shawnee Mass Transit

Monroe Randolph Mass Transit (no representative was present)

New Freedom project presentations were given by:

Karrie Simms of Shawnee Mass Transit

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

JARC Projects

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

New Freedom Projects

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

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

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

Adjournment @ 4:35 PM

Handouts presented at meeting:

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

NF_ScoreForm.xls

JARC_ScoreForm.xls

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

MEETING MINUTES: JANUARY 30TH, 2008

IDOT Region 11 Human Services Transportation Plan (HSTP) review meeting

Wednesday, January 30th, 2008 @ 1:00PM
 Dunn-Richmond Economic Development Center
 Carbondale, IL

Meeting minutes

Attendees

Name	Organization
Sean Horn	Region 11 HSTP Coordinator
Seth Gunnerson	Region 11 HSTP Coordinator
Jessica Pirtle	Monroe Randolph Transit
LeeAnn Fancher	MHC
Leo Wilson Jr.	Jackson County Mass Transit
Vicki Miller	MHC-ER
Dava Shorb	Jackson County Mass Transit
Dr. Richard Massie	Shawnee Community College
Dottie Miles	Jackson County Ambulance
Vicki Lagner	Jackson County Ambulance

SOUTH CENTRAL ILLINOIS REGIONAL PLANNING AND DEVELOPMENT COMMISSION

IDOT REGION 11 HUMAN SERVICES TRANSPORTATION PLAN

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

Call to order @ 1:05 PM

Introductions:

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

New Business:

Review of HSTP Plan

A draft version of the HSTP Plan for Region 11 was presented to attendees. The plan was reviewed section by section to identify any areas of possible improvement and remove any potential errors found in the data. All attendees were asked to contribute any suggested changes before the plan is submitted to the state oversight committee.

Adjournment @ 4:05 PM

Handouts presented at meeting:

Illinois Region 11 Human Services Transportation Plan.doc

Electronic versions of all documents are available by request.

APPENDIX B: NOTICES

INTRODUCTORY LETTER

ATTN:

Dear Sir or Madam:

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

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

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

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

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

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

Our contact information is:

Seth Gunnerson
sethg@scirpdc.com

Sean Horn
shorn@scirpdc.com

120 Delmar Avenue Suite A
Salem, IL 62881-2000

Phone: (618) 548-4234
Fax: (618) 548-4236

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

Sincerely,

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

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

COUNTY CLERK INTRODUCTORY LETTER

ATTN:

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

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

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

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

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

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

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

Sean Horn
shorn@scirpdc.com

120 Delmar Avenue Suite A
Salem, IL 62881-2000

Phone: (618) 548-4234
Fax: (618) 548-4236

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

Sincerely,

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

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

HSTP Region 11 Transportation “Kick-off” meeting
Tuesday, October 16th @ 3:00 PM
Shawnee Community College – River Room
8364 Shawnee College Rd - Ullin, IL 62992

To:

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 Tuesday, October 16th at 3:00 PM. The meeting is scheduled to be held at Shawnee Community College River Room, located at 8364 Shawnee College Road in Ullin.

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 14 counties in Region 11, this means up to 14 transportation providers and up to 14 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 11:

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

Region 11 consists of the following 14 counties: St. Clair, Washington, Jefferson, Monroe, Randolph, Perry, Franklin, Jackson, Williamson, Union, Johnson, Alexander, Pulaski, and Massac.

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

IDOT HSTP Region 11 Meeting

2:00 PM Thursday, December 20th 2007

Dunn-Richmond Economic Development Center

150 East Pleasant Hill Road

Carbondale, IL 62903

To whom it may concern:

The IDOT Human Services Transportation Planning Region #11 committee will be meeting on Thursday, December 20, 2007 at 2:00 PM at the Dunn-Richmond Economic Development Center in Carbondale, 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 grant 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 20th we hope to discuss the following.

- Establish goals for the HSTP Plan
- Discuss the current state of service in the fourteen Region 11 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 three grant applications for Federal Section 5316 (Job Access/Reverse Commute) funding submitted by South Central Transit, Shawnee Mass Transit, and Monroe-Randolph Transit, along with a Section 5317 application submitted by Shawnee Mass Transit. In order to be submitted to the State of Illinois for funding these projects must be approved by the regional committee. THIS MEETING will serve as a venue for the public to review and give input about these projects. In

the middle of this 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 14th 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, it would be appreciated, but an RSVP is by no means necessary to attend.

Sincerely,

Sean Horn: Regional HSTP Coordinator

Seth Gunnerson: Regional HSTP Coordinator

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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.

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TENTATIVE MEETING AGENDA:

IDOT HSTP Region 11 Meeting

2:00 PM Thursday, December 20th 2007

Dunn-Richmond Economic Development Center

150 East Pleasant Hill Road

Carbondale, IL 62903

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

VI. Adjourn

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

HSTP PLAN REVIEW MEETING NOTICE: JANUARY 30, 2008

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

IDOT HSTP Region 11 Meeting

1:00 PM Wednesday, January 30th 2008

Dunn-Richmond Economic Development Center

150 East Pleasant Hill Road

Carbondale, IL 62903

To whom it may concern:

The next meeting of the IDOT Region 11 Human Services Transportation Committee will be Wednesday, January 30th, 2008 at 1:00 PM at the Dunn-Richmond Economic Development Center in Carbondale, IL. This is the same location as the December Committee meeting.

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

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

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

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

The Dunn-Richmond Economic Development Center is located at:
150 East Pleasant Hill Road
Carbondale, IL 62903

Sincerely,

Sean Horn: Regional HSTP Coordinator

Seth Gunnerson: Regional HSTP Coordinator

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IDOT HSTP Region 11 Meeting

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150 East Pleasant Hill Road

Carbondale, IL 62903

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

APPENDIX C: JOB ACCESS AND REVERSE COMMUTE PROJECT SCORE FORM

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

SOUTH CENTRAL ILLINOIS REGIONAL PLANNING AND DEVELOPMENT COMMISSION

IDOT REGION 11 HUMAN SERVICES TRANSPORTATION PLAN

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

Maximum Points Available

180

APPENDIX D: NEW FREEDOM PROJECT SCORE FORM

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

SOUTH CENTRAL ILLINOIS REGIONAL PLANNING AND DEVELOPMENT COMMISSION

IDOT REGION 11 HUMAN SERVICES TRANSPORTATION PLAN

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

Maximum Points Available

150

APPENDIX E: LIST OF ORGANIZATIONS CONTACTED ABOUT THE HSTP

Organization:

Alexander County	Heartland Human Services
Area Agency on Aging for Southwestern Illinois	Herrin Hospital
Children's Center for Behavioral Development	Hoyleton Youth & Family Services
Crossroads Community Hospital	Human Service Center of Southern Metro-East
Egyptian Area Agency on Aging, Inc.	Human Support Services
Epilepsy Foundation of Southwestern Illinois	IDOT Substate Region 11 Human Services Transportation Commission
Family Community Resource Center - East St. Louis	Illinois Employment & Training Center - Mt. Vernon
Family Community Resource Center - Belleville	Illinois Employment & Training Center - Murphysboro
Family Community Resource Center - Anna	Jackson County
Family Community Resource Center - Cairo	Jackson County Mass Transit
Family Community Resource Center - Marion	Jefferson County
Family Community Resource Center - Metropolis	Jefferson County Health Department
Family Community Resource Center - Mounds	John A. Logan CC
Family Community Resource Center - Murphysboro	Johnson County
Family Community Resource Center - Benton	Kaskaskia Community College
Family Community Resource Center - Chester	Kimberly Guetersloh
Family Community Resource Center - Du Quoin	Marshall Browning Hospital
Family Community Resource Center - Vienna	Massac County
Five Star Industries, Inc.	Massac Memorial Hospital
Franklin County	McKendree University
Franklin County Senior Services, Inc.	Memorial Hospital - Belleville
Franklin Hospital	Memorial Hospital - Chester
Franklin-Williamson Bi-County	Memorial Hospital of Carbondale
Franklin-Williamson Bi-County	Mid America Workforce Investment Board
Gold Plate Program of Perry County	Monroe County
Good Samaritan Regional Health Center	Monroe/Randolph Transit District
Greater Egypt Regional Planning and Development Commission	Monroe-Randolph Bi-County Health Department
Hazel Bland Promise Center	

SOUTH CENTRAL ILLINOIS REGIONAL PLANNING AND DEVELOPMENT COMMISSION

IDOT REGION 11 HUMAN SERVICES TRANSPORTATION PLAN

Murphysboro Area Senior Citizens Council, Inc.
O'Fallon Illinois Rotary Club, Inc
Our World
Perry County
Perry County Health Department
Pinckneyville Community Hospital
Pulaski County
Randolph County
Red Bud Regional Hospital
Rend Lake CC
Senior Adult Services
Senior Services of Southern St. Clair County
Shawnee Community College
Shawnee Mass Transit District
South Central Illinois Mass Transit District
Southern Five Regional Planning District and Development
Commission
Southern Illinois - Carbondale
Southern Illinois Center for Independent Living
Southern Illinois University - Edwardsville
Southern Seven Health Department - Jonesboro
Southern Seven Health Department - Metropolis
Southern Seven Health Department - Ullin
Southern Seven Health Department - Vienna
Southern Seven Health Department - Cairo
Southern Seven Health Department - Rosiclare

Southwestern Illinois College
Sparta Community Hospital
SSM Health Care
St. Anthony's Hospital
St. Clair Associated Vocational Enterprises - SAVE
St. Clair County
St. Clair County Health Department
St. Clair County Transit District
St. Clement Hospital
St. Elizabeth's Hospital
St. Joseph's Hospital - Breese
St. Mary's Good Samaritan Hospital, Centralia Campus
St. Mary's Hospital
Touchette Regional Hospital
Union County
Union County Hospital District
United Cerebral Palsy of Southern Illinois
Washington County
Washington County Hospital
Washington County Senior Services, Inc.
Western Egyptian Economic Opportunity Council
Williamson County
Williamson County Program on Aging
Williamson County Transit
Ziegler Royalton Sr. Citizens

INDEX OF TERMS

CTAA – Community Transportation Association of America

DOAP – Downstate Operating Assistance Program

DPIT – Illinois Department of Transportation, Division of Public Transportation

GIS – Geographic Information Systems

GPS – Global Positioning System

HSTC – Human Service Transportation Committee

HSTP – Human Service Transportation Plan

IDOT – Illinois Department of Transportation

ITS – Intelligent Transit Systems

JARC – Job Access and Reverse Commute Program Section 5316

IPTA – Illinois Public Transportation Association

NF – New Freedom Program Section 5317

RTC – Regional Transportation Committee

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

TRC – Toll Revenue Credit

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

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

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

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

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