



HUMAN SERVICES TRANSPORTATION PLAN

ILLINOIS HSTP REGION FIVE & PEORIA-PEKIN URBANIZED AREA

TRI-COUNTY REGIONAL PLANNING COMMISSION

HSTP REGION FIVE STEERING COMMITTEE

PPUATS



REVISED JULY 2012

REGION 5 HUMAN SERVICES TRANSPORTATION PLAN

TRI-COUNTY REGIONAL PLANNING COMMISSION

IN COOPERATION WITH:

**HSTP REGION FIVE STEERING COMMITTEE AND
PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY
COMMITTEES**

FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION

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EXECUTIVE SUMMARY

The Human Services Transportation Plan (HSTP) is a comprehensive, locally-developed strategy that aims to expand and improve public transportation options for the elderly, low-income, and disabled populations. The plan is a federal mandate for the country, and came out of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The Tri-County Regional Planning Commission (TCRPC) has contracted with the Illinois Department of Transportation—Division of Public and Intermodal Transportation (IDOT-DPIT) to coordinate the HSTP for Region 5, an area that includes Fulton, Knox, Marshall, Peoria, Stark, Tazewell, and Woodford Counties. The Region 5 HSTP also includes strategies for the Peoria-Pekin urbanized area.

A steering committee was formed in July 2007 to develop the plan. Since its initial adoption in February 2008, the Region 5 HSTP has been revised a total of three times, most recently in July of 2012. The plan contains demographic conditions, inventory of existing transportation providers, gaps and duplications in service, and unmet needs of the seven-county region that have been identified through analysis and input. The ultimate goal of the HSTP is to increase the number of options and affordability of public transportation for people with low incomes, people with disabilities, older adults, and the general public. In addition, the following specific goals have been identified in the Region 5 HSTP:

- Expand transportation in rural areas;
- Improve transportation options within the urbanized area;
- Increase awareness of transportation options;
- Facilitate better cooperation among providers and better utilization of available resources; and
- Improve the transportation experience.

Objectives and strategies have been identified to address each goal.

The HSTP is intended to guide transit providers, planners, and state Department of Transportation personnel as they implement projects to better the regional transit system. The Plan will be improved upon and updated on a regular basis.

INTRODUCTION AND PURPOSE OF THE PLAN

CREATION OF THE HSTP

The HSTP was created through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which guaranteed \$244.1 billion in funding for highways, highway safety, and public transportation (Public Law No. 109, August 10, 2005). President Bush signed SAFETEA-LU into law on August 10, 2005 and the law was operating under a 9th extension up until June 30, 2012. On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21). This new legislation replaces SAFETEA-LU and will increase overall funding in transit investment for both FY 2013 and FY 2014. This legislation will take us through to September 30, 2014.

Like SAFETEA-LU, MAP-21 promotes efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision-makers flexibility for solving transportation problems in their communities. Furthermore, the legislation requires grantees under Section 5310: *Elderly Individuals and Individuals with Disabilities*, Section 5316: *Job Access and Reverse Commute* (JARC), and Section 5317: *New Freedom* grant programs to be under a “locally developed coordinated public transit-human services transportation plan” in order to receive funding. However, it should be noted that the JARC and New Freedom programs will be restructured and consolidated under MAP-21.

The Illinois Department of Transportation—Division of Public and Intermodal Transportation (IDOT-DPIT) oversees the HSTP for the State of Illinois. In 2006, IDOT-DPIT defined 11 regional areas and contracted with Regional and Metropolitan Planning Organizations in each region to carry out the HSTP. The Tri-County Regional Planning Commission coordinates the HSTP for rural Region 5, as well as for the Peoria-Pekin urbanized area.

The HSTP Region 5 planning process has encouraged participation from all local stakeholders and general public in the region, especially within the target populations of low-income, disabled and elderly individuals. The purpose of this process is to improve human service and public transportation for older adults, individuals with disabilities, and individuals with low incomes through coordinated transportation.

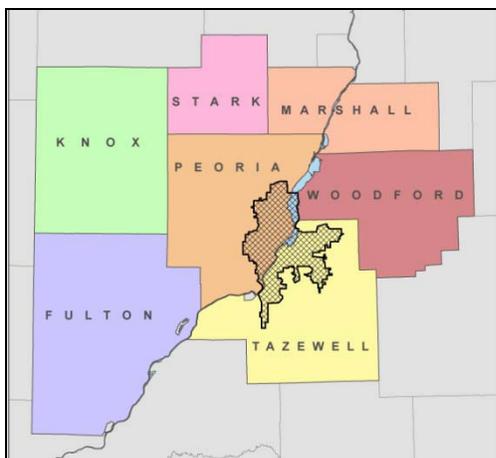
OUR REGION

The Illinois Department of Transportation—Division of Public and Intermodal Transportation (IDOT-DPIT) has contracted with the Tri-County Regional Planning Commission to coordinate the HSTP for both the urban and rural portions of Region 5. The U.S. Census Bureau defines an urbanized area as an area with a population of 50,000 or greater and a population density of at least 1,000 people per square mile in a central city and 500 per square mile in the surrounding area. Areas that are not classified as urbanized areas are called “rural” areas for these purposes, although “rural” areas may include towns and villages. Rural Region Five includes the rural areas of Peoria and Tazewell counties, as well as all of Fulton, Knox, Marshall, Stark, and Woodford counties. The location of Region 5 is shown at the



right. For a map of all the Illinois regions, please see the appendix.

The Peoria-Pekin Urbanized Area Transportation Study (PPUATS), acts as the transportation arm of the Tri-County Regional Planning Commission and is responsible for the creation of the HSTP for the urbanized area. In addition to the Cities of Peoria and Pekin, the urbanized area includes the villages or cities of Bartonville, East Peoria, Marquette Heights, Morton, North Pekin, Peoria Heights, Washington, and West Peoria. A map showing the location of the urbanized area in relation to the



region is shown at the left.

Because of how funding is allocated, an HSTP for the rural areas is to be completed separately from the urban areas. However, since Tri-County is coordinating both the rural and the urban plans, staff believes that the plan will be more cohesive and connected if one committee includes both rural and urban representatives and holds most of its meetings as a large committee. This HSTP document is divided

into rural and urban sections where its contents and details differ. In other sections, the rural and urban areas are combined.

PURPOSE OF THE HSTP

The Region 5 Human Services Transportation Plan coordinates services to help disabled, low-income, and handicapped people. This purpose is accomplished through the HSTP in several ways. First, the plan identifies the transportation needs of persons with disabilities, older adults, and persons with limited incomes. The plan also looks at what services already exist, what geographic areas are being served, and what areas currently lack paratransit service. Furthermore, the plan lays out strategies for meeting these transportation needs. Finally, it prioritizes these strategies to help fill gaps where there may be people who are currently unable to find rides, and identifies overlaps in services where there may be additional coordination needed, such as where one area is served by two services.

FUNDING SOURCES

The federal funding streams that will be affected by the region's 2012 – 2013 HSTP are Job Access and Reverse Commute (Section 5316), New Freedom (Section 5317), and Elderly Persons and Persons with Disabilities (Section 5310). Agencies and providers must participate in the HSTP coordinated process in order to receive funding. Like other federal funding sources, these funds require the applicant to supply a matching amount.

JOB ACCESS AND REVERSE COMMUTE (JARC) (SECTION 5316)

JARC program funds are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects. ("Reverse commute" indicates the commute of people who live in a city and work outside of the city, as compared to traditional commutes that go from homes in suburbs to jobs in a city.) JARC will fund up to 80% of capital expenses and up to 50% of operating expenses.

For these purposes, a low-income individual is defined as an individual whose family income is at or below 150 percent of the poverty line. The adjacent table shows family income based on the federally-designated poverty level.

NEW FREEDOM (SECTION 5317)

New Freedom program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with

2012 Poverty Level Guidelines by Annual Family Income

Family Size	Percent of Poverty	
	100%	150%
1	\$11,170	\$16,755
2	\$15,130	\$22,695
3	\$19,090	\$28,635
4	\$23,050	\$34,575
5	\$27,010	\$40,515
6	\$30,970	\$46,455
7	\$34,930	\$46,456
8	\$38,890	\$58,335
For family units of more than 8 members, add \$3,960 for each additional member.		

disabilities with accessing transportation services, including transportation to and from jobs and employment support services. New Freedom will fund up to 80% of the capital expenses and up to 50% of the operating expenses for any given project.

ELDERLY PERSONS AND PERSONS WITH DISABILITIES (SECTION 5310)

The Section 5310 program can provide private non-profit agencies funds for capital improvements to be used in the provision of transportation service to elderly and disabled persons when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Most funds are used to purchase vehicles through the Consolidated Vehicle Procurement (CVP) program, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

RURAL GENERAL PUBLIC TRANSPORTATION (SECTION 5311)

Section 5311 program funds provide federal financial assistance for public transportation in rural and small urban areas. This program is intended to improve the access of rural residents to healthcare, shopping, education, recreation, public services and employment through human service and general public transportation services. Program funds are available for capital and operational expenses.

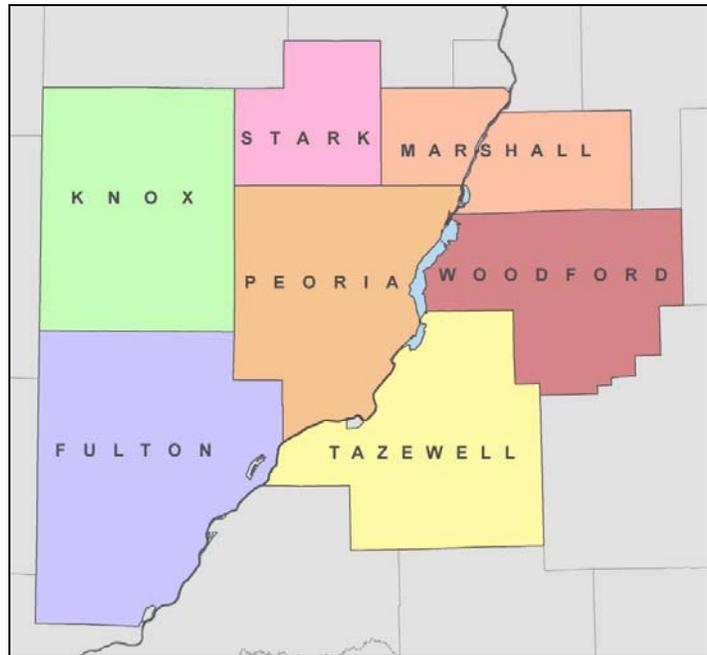
COMMUNITY PROFILES

REGION 5 COUNTY PROFILES

KNOX COUNTY

Knox County was named for Major General Henry Knox, and is home to Knox College and Carl Sandburg College. The population in 2010 was 52,919, a 5.2% decrease from the 2000 census. In 2010, the per capita income in Knox County was \$20,908. For comparison, the Illinois per capita income in 2010 was \$28,782, and the U.S. Census estimated the national per capita income to be \$27,334 in 2010. In 2010, 18.4% of Knox County residents were over the age of 65. The 2010 census found that 14% of Knox County residents aged 5 or older were disabled in some manner.

With a population of 32,195, Galesburg is the largest city in the county and serves as the county seat. Knox County's major transportation corridors include I-74, US 150, US 34, IL 97, IL 116 and IL 41.



TAZEWELL COUNTY

Tazewell County was named for Lyttleton W. Tazewell, U.S. senator from Virginia. According to the 2010 census, the county has a population of 135,394; this was an increase of 5.4% from the 2000 census. In 2010, the per capita personal income in Tazewell County was \$27,036. The 2010 American Community Survey estimates that 11.2% of residents over the age of 5 are disabled. In 2010, an estimated 15.6% of Tazewell County residents were aged 65 or higher.

Tazewell County is home to the first white settlement in Illinois. In January 1680, Robert de LaSalle and 33 fellow explorers landed their canoes on the eastern bank of the Illinois River near present-day Creve Coeur. They built a winter refuge in the southeast quarter of section one of Pekin Township. Today, the junction of Interstates 474 and IL 29 is within a mile of the site, and Pekin is now the largest city in the county and serves as the county seat. Pekin's estimated population in 2010 was 34,094. Tazewell County is benefited by a large number of

major transportation corridors including I-74, I-474, I-155, US 150, US 24, IL 29, IL 116, IL 8, IL 9, IL 26, IL 121 and IL 98.

FULTON COUNTY

Fulton County was named for Robert Fulton, inventor of the steamboat. The population in 2010 was 37,069, a decrease of 3.1% from the 2000 census. In 2010, the per capita personal income in Fulton County was \$20,309. In 2010, 14.2% of residents age 5 or older were classified as disabled, and an estimated 18.1% of Fulton County residents were aged 65 or older.

Fulton County's major transportation corridors include US 24, US 136, IL 9, IL 97, IL 116, IL 97, IL 100, IL 78 and IL 41. Lewistown is the county seat, with a population of 2,384. Fulton County was home to the Camp Ellis training facility; the Camp was also a POW camp for German Prisoners of War.

MARSHALL COUNTY

Marshall County was named for John Marshall, chief justice of the U.S. Supreme Court. The population in 2010 was 12,640. This was a decrease of 4.1% from the 2000 census. In 2010, the per capita personal income in Marshall County was \$24,991. According to the 2010 census, 19.5% of Marshall County residents were over the age of 65, and according to the 2000 census, 14.8% of residents aged 5 or older were considered disabled.¹

Lacon is the county seat, with a population of 1,937. Marshall County's major transportation corridors include I-39 on the far east side of the county and IL 40, IL 29, IL 89 and IL 17 bisecting the county. Marshall County is well known for its beautiful river scenery, wildlife, and hunting land.

WOODFORD COUNTY

Woodford County was named for Woodford County, Kentucky. The 2010 population was 38,664; this was an increase of 9% from the 2000 census. In 2010, the per capita personal income in Woodford County was \$29,475. In 2010, 7.9% of residents aged 5 or older were considered disabled, and 14.8% of County residents were aged 65 or older.

Eureka is the county seat, with a population of 5,295. Woodford County's major transportation corridors include I-39, US 150, US 24, IL 26, IL 89, IL 116, IL 117 and IL 251. Woodford County is home to Eureka College, the college home of President Ronald Regan.

PEORIA COUNTY

Peoria County was named for the Peoria Illiniwek Indian tribe who resided in the area at the time of its settlement. The population in 2010 was 186,494; this was an increase of 1.7% from

¹ 2010 Census data has not been released for disability status in Marshall and Stark Counties.

the 2000 census. In 2010, the per capita personal income in Peoria County was \$28,157. According to the 2010 American Community Survey, 9.8% of Peoria County residents were considered disabled, and 13.9% of county residents were age 65 or older.

The City of Peoria is the county seat, with a population of 115,007. Peoria County's major transportation corridors include I-74, I-474 circling the urbanized area, US 24, US 150, IL 6, IL 8, IL 9, IL 29, IL 40, IL 78, IL 90, IL 91, IL 116, IL 117 and IL 251. Peoria County is home to many sites including Wildlife Prairie State Park and Jubilee Park, formerly Jubilee College.

STARK COUNTY

Stark County was named for John Stark, major general in the Revolutionary War. The population in 2010 was 5,994. This was a decrease of 5.3% from the 2000 census. In 2010, the per capita personal income in Stark County was \$25,311. According to the 2010 census, 19.9% of Stark County residents were aged 65 or older. According to the 2000 census, 17.2% of residents 5 and older were considered disabled.

Stark County's major transportation corridors include IL 17, IL 40, IL 78, IL 91, and IL 93. A notable feature of Stark County is the the Rock Island Trail, a 26-mile long public rail trail used by hikers, cyclists, and cross-country skiers. Toulon is the county seat, with a population of 1,292.

PPUATS COMMUNITY PROFILES

The following cities and villages are all included in the Peoria-Pekin Urbanized Area. Their varied histories, topography, employers, festivals, residents, and attractions help make the Peoria-Pekin area appealing, while their common interests, shared transportation corridors, and similar hopes for the region unite the different jurisdictions.

CITY OF PEORIA

The city of Peoria, Illinois, county seat of Peoria County, is located on the banks of the Illinois River in the central part of the state. Peoria is about 135 miles southwest of Chicago and about 70 miles north of the state capital of Springfield. Peoria is situated at the junction of Interstate Highways I-74 and I-474, and is serviced by other thoroughfares including U.S. Route 24 and Illinois State Highways 6, 9, 29, and 116. Peoria is home to approximately 115,007 residents. According to the 2010 American Community Survey, 89.6% of Peoria commuters drive to work, with 81.3% driving alone. Only 1.8 % of commuters travel by public transportation. Data from the 2010 American Community Survey found that 8.8% of Peoria residents were considered disabled. According to the 2010 census, an estimated 12.5% of residents were age 65 or older.

Originally known as Fort Clark, Peoria derived its new name in 1825 from one of the major tribes of the Illinois Indian confederacy. The village was incorporated as a town in 1835 and then as a city ten years later. During the early years of the 20th century, Peoria was known as one of the largest manufacturers of liquor in the nation. It was also a prominent stop on the Vaudeville circuit, which made famous the phrase "Will it Play in Peoria." The city today is seen as representative of "mainstream America" and of Midwestern culture and is frequently used as a national test market for new products and opinion surveys. The city is home to Bradley University, Caterpillar World Headquarters, three large hospitals, and numerous other establishments and historic sites.

CITY OF PEKIN

The City of Pekin, Illinois, county seat of Tazewell County, is located on the banks of the Illinois River in the central part of the state. Pekin is nine miles southeast of Peoria (center to center) and 136 miles southwest of Chicago, Illinois. The 2010 population of Pekin was 34,094, an increase of 0.7% from 2000. In Pekin, 93.8% of commuters drive to work, with 85.1% driving alone. An estimated 0.5% of commuters use public transportation to get to work. According to 2010 census data 12.7% of Pekin residents age 5 or over were classified as being disabled, and an estimated 16% of the population were age 65 or older.

More than 30 businesses and industrial firms call Pekin their home, including Pekin Insurance, Pekin Hospital and Aventine Renewable Energy. City topography is marked by river bluffs, gently rolling terrain and mature wooded areas. Pekin is serviced by major transportation corridors including Illinois State Highways 9 (Court Street) and 29 in addition to the Veterans Drive Corridor that bypasses the city to the south and east. The city is well known for its Marigold Fest as well as the Dirksen Congressional Center.

CITY OF EAST PEORIA

East Peoria, Illinois is located in Tazewell County, and is two miles southeast of Peoria and 130 miles southwest of Chicago. The 2010 population of East Peoria was 22,402, an increase of 3.4% from the 2000 Census. In East Peoria, 93.5% of commuters drive to work, with 81.9% driving alone. Less than 1% of commuters take public transportation to work. According to the 2010 American Community Survey, 9.8% of residents age 5 or older were classified as disabled. In 2010, census data estimated that 17% of the City's population were age 65 or older.

The City is home to Illinois Central College, the Par-a-dice Casino & Hotel, and a large Caterpillar manufacturing facility. East Peoria is serviced by major transportation corridors including Interstates 74 and 474, US Routes 150 and 24 and Illinois State Highways 8, 29, and 116. East Peoria is known for its annual Festival of Lights parade and display.

CITY OF WASHINGTON

The city of Washington, Illinois, is nine miles east of Peoria and 121 miles southwest of Chicago. The City is located in Tazewell County and is part of the Peoria - Pekin metro area. Washington is one of the fastest growing communities in the metro area, with an approximate 39.6% growth in population since 2000. The current population of Washington is 15,134. In 2010, 97.2% of Washington commuters drove to work, with 89.2% driving alone. Less than 1% of commuters took public transportation to work. According to 2010 census data, 13.4% of the City's population were 65 or older, and in 2000 14.1% of residents over the age of 5 were considered disabled.²

The City is serviced by major transportation corridors including US Route 24 and Illinois State Highway 8. Washington is well known for its historic downtown square, its extensive trail system, and the Five Points Washington community center.

² 2010 Census data has not yet been released for disability status in the City of Washington and the Villages of Bartonville, West Peoria, Morton and Peoria Heights.

VILLAGE OF BARTONVILLE

Bartonville is four miles south of Peoria and 133 miles southwest of Chicago and is located in Peoria County. According to the 2010 census, the population of Bartonville was 6,471, a 2.6% increase from the 2000 census.. In 2010, 94.2% of Bartonville commuters drove to work, with 85.8% driving alone. There were no commuters who took public transportation to work, as public transportation has only recently been available to Bartonville residents. In 2010, 15.9% of Village residents were age 65 or older and according to the 2000 census, 13.6% of residents age 5 or older were classified as disabled.

The Village is serviced by major transportation corridors including Interstate 474 and US Route 24. Located on the banks of the Illinois River, Bartonville is home to many large manufacturing and industrial facilities.

VILLAGE OF WEST PEORIA

West Peoria, Illinois, is two miles west of Peoria and 130 miles southwest of Chicago. The Village of West Peoria is located in Peoria County and has approximately 4,502 residents. In 2000, 94.8% of West Peoria commuters drove to work, with 84.8% driving alone. According to the 2010 census, 14.8% of the Village was 65 or older and according to the 2000 census, 17.8% of residents age 5 or older were classified as disabled.

The Village is flanked by major transportation corridors including Interstate 74 and Illinois State Highway 116; Illinois State Highway 8 (Farmington Road) lies within city limits. The Village of West Peoria is widely known for its excellent Fourth of July Parade and celebration.

VILLAGE OF MORTON

Morton, Illinois is in Tazewell County, and is eight miles southeast of Peoria and 127 miles southwest of Chicago. There are 16,267 residents in the Village, a 7% increase from 2000. In 2010, 94.6% of Morton commuters drove to work, with 87.5% driving alone. Less than 1% of Morton residents used public transportation on their commute to work. In 2010, 19% of the Village was age 65 or older, and in 2000 13.7% of residents 5 or older were classified as disabled.

Located at the junction of Interstate Highways I-74, I-155, and I-474, Morton is serviced by other thoroughfares including U.S. Route 150 and Illinois State Highways 98 and 121. The Village is home to a large Caterpillar Factory and Libby Pumpkin Pie Filling Factory from which the Village names itself the "Pumpkin Capital of the World."

VILLAGE OF PEORIA HEIGHTS

Peoria Heights is located in Peoria County, and is three miles north of Peoria and 126 miles southwest of Chicago. According to the 2010 census, the village population is 6,156, a 7.2% decrease since 2000. In 2010, 95.1% of Peoria Heights commuters drove to work, with 84.9% driving alone. An estimated 2.3% of commuters used public transportation. According to the 2010 census, 14.5% of Village residents were aged 65 or older, and in 2000, 21.7% of residents age 5 or older were classified as disabled.

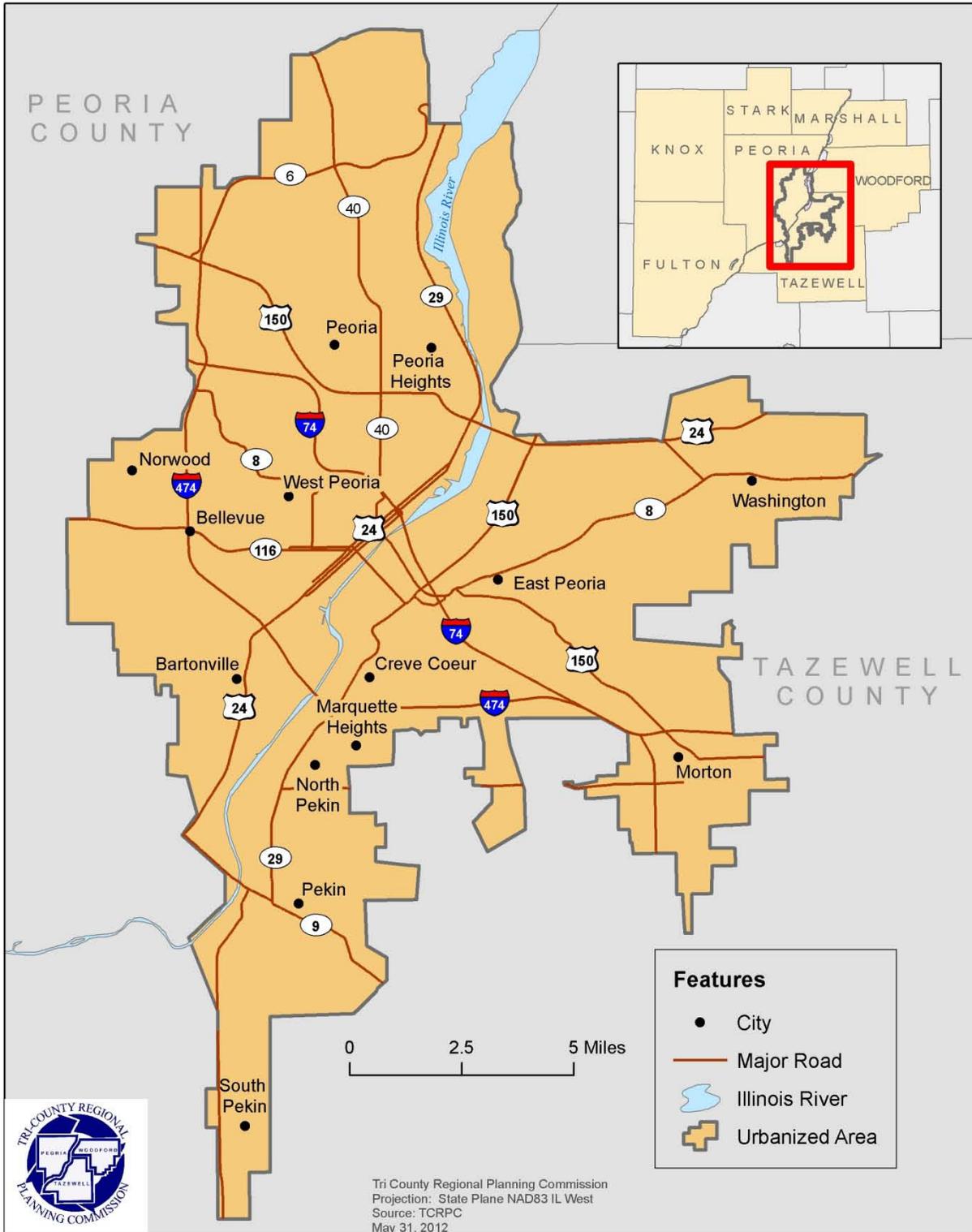
Peoria Heights is serviced by major transportation corridors including U.S. Route 150 and Illinois State Highways 29 and 40. Peoria Heights is known for its unique shops and restaurants in its downtown, as well as the adjacent Tower Park, in which one can see outstanding views of the Illinois River valley from atop the tower. Grandview Drive in Peoria Heights was called “The world’s most beautiful drive” by President Teddy Roosevelt in 1910 and today is still known for its inspiring views and grandiose homes.

VILLAGE OF CREVE COEUR

Creve Coeur, Illinois is three miles southeast of Peoria and 131 miles southwest of Chicago. The Village of Creve Coeur is located in Tazewell County. Approximately 5,451 people live in the Village. In 2010, 93.6% of Creve Coeur commuters drove to work, with 84.1% driving alone. Less than 1% of commuters used public transportation to get to work. The 2010 census found that 12.7% of Village residents were age 65 or over, and in 2000, 21.3% of residents age 5 or older were classified as disabled.

Creve Coeur is serviced by major transportation corridors including Interstate 474 and Illinois State Highway 29. The Village of Creve Coeur is well known for its eagle watching sites along the Illinois River by its lock and dam.

Peoria-Pekin Urbanized Area



HSTP COMMITTEE APPOINTMENTS

The Region 5 Committee is composed of transit providers, human service agencies, elected officials, and other interested individuals. Some are from the rural areas, some are from the urbanized area, and some may be at-large members. The committee meets bi-monthly and is committed to carrying out the plan over a three year term. Interested residents were appointed to the board by PPUATS and the county boards. The committee's support and insight has been instrumental in this plan's formation and revision, and they will continue to help gain more support for coordination of transportation. Key milestones and a schedule for future plan updates are included at the end of this section.

RURAL AREAS

Several people at our region's HSTP kickoff meeting in May 2007 suggested having two representatives per county. County boards have appointed two people from each county (who do not live in the Peoria-Pekin urbanized area) to serve a three-year term on the HSTP Committee. Interested committee members have since been reappointed, and some have been replaced. Each county's representatives as of May 2012 are shown on the next page.

URBANIZED AREA

PPUATS was asked to appoint up to seven members from the urbanized area in order to serve a combination of rural and urban providers and interests. These committee members are shown in the table on the following page.

AT-LARGE

Up to two at-large members may be asked by the Committee to join to represent the region as a whole. These potential positions have not yet been filled.

Human Services Transportation Plan Steering Committee: Rural Area Representatives				
Appointed by	Member	Organization	Area represented	Population represented
Marshall County Board	Travis McGlasson	County Board Member	Marshall County	General Public
Marshall County Board	open			
Stark County Board	Debbie Daykin	MSW Projects	Stark & Marshall Counties	Disabled, seniors
Stark County Board	Tom Howes	County Board Member	Stark County	General public
Fulton County Board	open			
Fulton County Board	Rex Lewis/Barb Long	Fulton County Rural Transit	Fulton County	Disabled, seniors, low-income, general public
Knox County Board	Margaret Bent	VNA Community Services	Knox County	Disabled, seniors, low-income
Knox County Board	Kraig McCluskie	City of Galesburg Transit	City of Galesburg	General Public
Peoria County Board	John Hamann	Peoria County/CountyLink	Rural Peoria County	Disabled, seniors, low-income, general public
Peoria County Board	Mary Patton	AARP	Peoria County	Seniors
Tazewell County Board	Terry Hillegonds	County Board Member	Tazewell County	General public
Tazewell County Board	Dean Grimm	County Board Member	Tazewell County	General public
Woodford County Board	Jim Thompson	We Care, Inc.	Woodford & Tazewell Counties	Disabled, seniors, general public
Woodford County Board	open			

Human Services Transportation Plan Steering Committee: PPUATS Area Representatives			
Member	Organization	Area represented	Population represented
John Stokowski/John Williams/ Joe Alexander (shared seat)	Greater Peoria Mass Transit District	Peoria Mass Transit District	General public, disabled
Ty Livingston	City of East Peoria	East Peoria	General public
Jodi Alwan	Advocates for Access (formerly Central IL Center for Independent Living)	Central Illinois	Disabled
Connie Schiele	Paratransit user (Community Focus Group)	Creve Coeur	Disabled
Sandi Eberle	PARC	Peoria	Disabled
Renee Razo	Central Illinois Agency on Aging	Six counties in Region Five	Seniors

COMMITTEE PROCEDURES

The committee will have a maximum of 23 members. The large size of this committee will help ensure that each area is represented at a meeting when one of the members cannot attend due to scheduling conflicts or distance to the meeting.

Bylaws were created to guide and govern the committee. The bylaws, also known as the Committee Operation Procedures, outline how the committee will function. The bylaws detail the general purpose of the committee, the region, membership, voting, quorum, membership term, appointments, voting procedures, meeting notices, amendments, severability, expenses and procedural rules. A copy of the bylaws is in the appendix.

KEY MILESTONES AND PROGRESS

The HSTP process began with a kick-off meeting held by IDOT in Peoria in May 2007. Formation of the steering committee, which later became the HSTP Committee, began in July 2007. Tri-County staff gathered information on transportation providers, human service agencies, and other key stakeholders. The HSTP Coordinator spoke to several community organizations and county boards to describe the HSTP and ask for their input.

The first edition of the HSTP was adopted in February 2008, with revisions in January 2009, March 2010 and June 2012. The first funded project through the urban subcommittee was to expand Peoria Mass Transit District's paratransit service parameters beyond the three-fourths mile required by the ADA. This New Freedom project began service in October 2008. In March 2009, the rural subcommittee had one project funded through the state, which consisted of updating various bus shelters in Downtown Galesburg. Below is a list of key milestones in the HSTP process:

- May 2007 – Kickoff Meeting by IDOT
- Spring 2007 – IDOT-DPIT deemed the completion of a primer process as a requirement for the receipt of federal transportation funding
- July 2007 – Region 5 Steering Committee Formed
- February 2008 – First Edition of HSTP Adopted
- May 2008 – Second Round of JARC and New Freedom Applications Submitted
- October 2008 – First Urban Subcommittee Project Began Service: The Greater Peoria Mass Transit District received funds through the New Freedom grant program to expand its paratransit service parameters beyond the three-fourths mile required by the ADA.
- January 2009 – HSTP Revisions Approved

- March 2009 – First Region 5 Rural Project Funded: The City of Galesburg received New Freedom grant funds to update bus shelters in their downtown.
- August 2009 – First round of CVP Applications Submitted to the State.
- January 2010 – Call for Projects for FY 09 JARC and New Freedom Funding
- March 2010 – HSTP Revisions Approved
- September 2010- Call for Projects for FY 2011 CVP funding
- Fall 2010- IDOT announces a shift towards Mobility Management
- Winter 2010- Fulton County completes the ICCT Primer Process
- April 2011 – Fulton County begins providing public transportation through Fulton County Rural Transit
- January 2012 – Call for Projects for FY 2012 JARC, New Freedom and CVP Funding
- April 2012 – Peoria County receives a new provider and changes their name from Rural Peoria County Council on Aging to CountyLink
- July 2012 – HSTP Revisions Approved

2012 PLAN UPDATES

The first edition of the HSTP was completed and sent to the state in early January 2008. Revisions were completed in December 2008 and March 2010.

The HSTP Coordinator is working with the committee to submit a third revision of the plan to the state by July 2012. Below is a timeline for the update:

- August 2011 – October 2011 – Revise the Region 5 Goals and Objectives
- November 2011 – April 2012 – *Region 5 acquired a new coordinator; during this time, she familiarized herself with HSTP. Updates on the plan were put on hold.*
- April 2012 – May 2012 – Update Demographic Data and Program of Projects
- May 2012 – June 2012 – Revise Gaps, Needs and Trip Generator; update maps
- July 3, 2012- E-mail Draft Plan to Committee Members and Post to HSTP Website
- July 11, 2012 – Obtain Approval from HSTP Committee
- July 11 - 13, 2012– Format Final Plan
- July 16, 2012 – Forward to IDOT

PUBLIC INVOLVEMENT

The kickoff meeting held by IDOT in May 2007 in Peoria drew approximately forty community members. Many of these attendees were directly involved with transportation and human services, and they shared details of the HSTP effort with their respective organizations. After that meeting, several contacted the HSTP Coordinator to learn how they could be involved in the HSTP Planning Process.

DATABASE AND EMAIL LIST

The HSTP Coordinator gathered existing data from IDOT's lists of 5310 and 5311 providers, a provider list from the Rural Transit Assistance Center, internet searches, Tri-County's existing transportation data, information from county boards, and information from committee members and residents about additional human service agencies, regardless of whether they provide transportation. This information was then developed into a database of contact information. An email list was also created consisting of those who contacted the HSTP Coordinator and who may be interested in receiving HSTP updates. This email list currently includes approximately 96 people who receive updates about upcoming meetings and other relevant information. The list is updated continuously.

ADDITIONAL COMMITTEES AND MEETINGS

The HSTP Coordinator has met with CityLink, Peoria County, and IDOT to discuss service boundaries and restrictions, as well as the goals of mobility management. In addition, the HSTP Coordinator has met with many providers and human service agencies in the past few months in an effort to form a stronger partnership with each of them. The Coordinator has made herself available to interested groups and providers and plans on continuing to create an open line of communication with them.

I've been to some of these meetings, but I'll tell you I didn't realize that there were so many people that were in so much financial trouble. I think we need some media on this kind of stuff.

- Pat Hidden, former HSTP committee member

Other transportation committees are updated regularly about the progress of the HSTP and how it relates to other committees. PPUATS and the Tri-County Regional Planning Commission are given updates at their monthly meetings.

NEWSPAPERS

Meetings are publicized through print media. Press notices are sent to several community newspapers and media outlets throughout the seven-county region for each meeting. Meetings that will include grant applications and voting are publicized through press releases to the *Pekin Daily Times* and *Peoria Journal Star*.

WEBSITE

The Region 5 HSTP has a dedicated page on the Tri-County Regional Planning Commission website. This allows the public and the committee members to find the most up to date information. The Region 5 Human Service Transportation Plan's page can be found at www.tricountyrpc.org/human-service-transportation-plan. Information on the website includes an archive of past HSTP meeting agendas and minutes, a description of the HSTP program and the JARC, New Freedom and CVP grant programs, a directory of public transportation providers in Region 5, and updates on JARC, New Freedom and CVP funding rounds.

STEERING COMMITTEE AND OTHER CITIZENS

Steering Committee members continue to ask questions and contact others they think may be interested in the HSTP effort. Between fifteen to twenty people typically attend steering committee meetings; about a quarter are members of the public who are not on the committee. This involvement will benefit the region as Committee members and other residents continue to meet at least quarterly as they develop the HSTP and make informal and formal agreements to better utilize their resources.

SERVICE PROVIDERS & HISTORY OF COORDINATION

There are several paratransit service providers within the Heart of Illinois HSTP region. Below is a list of paratransit providers in the region. This list is continuously updated and added to, and is not comprehensive. A brief description of the service area and patronage is given for each provider.

ASSOCIATION FOR THE DEVELOPMENTALLY DISABLED OF WOODFORD COUNTY (ADDWC)

ADDWC provides employment services, housing and day programming to disabled individuals in Woodford County. Their staff provides some transportation for their clients, and ADDWC also contracts with We Care to provide transportation services.

APOSTOLIC CHRISTIAN SERVICES

Apostolic Christian Services provides assistance to adults with developmental disabilities. The organization provides transportation to their residential clients as well as to and from day programming throughout the region.

CENTER FOR PREVENTION OF ABUSE

The Center for Prevention of Abuse provides free combined services to victims of domestic violence, sexual assault/abuse, and elder abuse. Their staff provides client transportation as needed. In addition, the Center purchases subsidized fares for clients from local transportation providers for their clients and seniors.

CENTRAL ILLINOIS AGENCY ON AGING, INC

CIAA is a private, not-for-profit service agency committed to serving seniors, family caregivers, and grandparents raising grandchildren. It provides services for Fulton, Marshall, Peoria, Stark, Tazewell and Woodford counties. Free transportation services are available for the elderly to and from community facilities and resources for purposes of acquiring/receiving services, to participate in activities or attend events in order to reduce isolation and promote successful independent living.



CHILLICOTHE TOWNSHIP

Chillicothe Township provides limited transportation to their residents.

CITY OF EAST PEORIA

The City of East Peoria, IL contracts with Peoria CityLink to provide two fixed route bus services within the city limits. In addition, Peoria CityLift provides paratransit services to East Peoria residents.

COMMUNITY MENTAL HEALTH CENTER OF FULTON AND MCDONOUGH

The Community Mental Health Center of Fulton-McDonough Counties focuses on recovery, through delivery of high quality behavioral healthcare services including education, intervention and treatment. The organization provides limited transportation to their clients.

CITY OF GALESBURG HANDIVAN PARATRANSIT

Handivan is a curbside transportation system operated by the City of Galesburg to provide accessible public transportation to individuals who are unable to utilize the bus system or other regular forms of transportation because of a permanent or temporary disability which severely restricts his/her mobility. Handivan provides non-emergency, lift-equipped service to a variety of destinations within the city limits. Trips are often to nursing homes, shopping locations, and dialysis centers.

GALESBURG TRANSIT CORPORATION

Galesburg Transit is a not-for-profit corporation contracted to the City of Galesburg to provide public transportation to the City of Galesburg. Galesburg Transit operates three fixed routes, Monday through Saturday. The City of Galesburg, Voluntary Network for the Aging (VNA), and Galesburg Transit have established informal as well as formal coordination in order to be aware of the area's activities and provide coordinated service. The partnerships between Galesburg Transit, VNA and the City of Galesburg will be important in efforts to expand service into the rest of Knox County.

GREATER PEORIA MASS TRANSIT DISTRICT (CITYLINK)

CityLink is a regional leader in the movement of people focused on providing a safe environment and reliable



transportation. CityLink offers 21 bus routes and services throughout the City of Peoria and its surrounding communities. In addition to the CityLink District, CityLink serves the communities of East Peoria and Pekin on a contractual basis. CityLift paratransit services are also available for those with special needs.

FULTON-SCHUYLER CHAPTER AMERICAN RED CROSS

The United Way and American Red Cross provide transportation to and from medical and other appointments for people over age 60.

FULTON COUNTY RURAL TRANSIT

After completing the ICCT primer process, Fulton County Rural Transit began providing public transportation for Fulton County residents in April 2011. Their mission is to provide safe, affordable and cost-effective public transportation to the citizens of Fulton County, with an emphasis on services to the economically disadvantaged, seniors, and the disabled.

LIMESTONE TOWNSHIP

Limestone Township provides limited transportation to their residents.

PEKIN MUNICIPAL BUS SERVICE

The City of Pekin, IL has contracted with Peoria CityLink to provide two fixed route bus lines within the city limits. In addition, CityLift provides paratransit services to Pekin residents.

THE PEORIA AREA BLIND PEOPLE'S CENTER

The goals of the Blind People's Center remain the same as they did when it was formed over 50 years ago: to promote the mutual welfare, general cooperation, and constructive activity among the blind of the Peoria area. The Center provides client transportation once a week to their open house workshops.

PEORIA COUNTY (COUNTYLINK) (FORMERLY RURAL PEORIA COUNTY COUNCIL ON AGING, INC)

Rural Peoria County seniors and disabled residents have had access to public transportation since 1983, with the Rural Peoria County Council on Aging operating the service for many

years. In early 2012, Peoria County contracted with MV Transportation to take over the transportation service that was being provided by Rural Peoria County Council on Aging. Under the new name of CountyLink, Peoria County began providing transportation for the general public of rural Peoria County in April 2012.

VNA COMMUNITY SERVICES

VNA Community Services began providing transportation to seniors in 1979. The service has grown from simply transporting individuals to and from senior meal sites to providing general transportation services Monday through Friday. In 2002, VNA Community Services began county-wide transportation for seniors using volunteer drivers. In 2011, VNA was able to double its trips thanks to funds received from the New Freedom grant program.

WE CARE, INC

We Care, Inc. is a non-profit organization dedicated to providing services to enable many people to live independent, fulfilling, safe, and healthy lives at home. Transportation services are provided to the general public who reside in, or are traveling to, rural Tazewell and Woodford Counties.

HEARTLINE AND HEART HOUSE

Based in Eureka, Illinois, Heart Line and Heart House is a volunteer organization that provides shelter for the homeless and victims of domestic violence throughout Woodford County. It also contracts with WeCare to provide transportation services for its clients.

KCCDD

KCCDD, Inc. operates two separate programs. The first program is for individuals with developmental disabilities, and the second is an adult day service for individuals 60 years and over. KCCDD provides transportation services to 98% of the individuals that it serves.

PARC

PARC has been providing services to persons with developmental disabilities for 60 years. Services the agency provides include residential programs, vocational training, supported employment, transitional employment, educational instruction, physical therapy, and occupation therapy for adults living with disabilities. PARC has been providing transportation to its clients for over 31 years.

SNYDER VILLAGE

Snyder Village was founded in 1988 to provide assisted and independent living options for seniors and has gradually grown to serve 350 residents. Snyder Village provides transportation for its clients and residents.

SOUTH SIDE OFFICE OF CONCERN

The South Side Office of Concern's mission is to provide people with the opportunity to help themselves toward self-sufficiency. They provide community support services to empower disabled individuals to live independently, community housing programs to provide permanent and affordable housing for homeless individuals and formerly homeless individuals with special needs, and employment services for public assistance recipients and other unemployed individuals with special needs. The South Side Office of Concern provides transportation services to its clients.

TAZEWELL COUNTY RESOURCE CENTER (TCRC)

Tazewell County Resource Center offers a wide array of programs and services to benefit persons with developmental disabilities and visual impairments who live within Tazewell County. The agency operates ten facilities, and provides job training and placement, goal-oriented therapy, case management, day programs, vocational services and home-like residential programs to its clients. TCRC provides transportation to its day programs and job sites, as well as general transportation for its residential clients.

WARREN ACHIEVEMENT CENTER

Warren Achievement Center provides opportunities for persons with developmental disabilities to learn and be active members of the community. The organization provides Early Intervention services, residential services, workshops, community employment, and respite services. The Center provides transportation within Monmouth to seniors, persons with disabilities and the general public, based on availability. Occasionally, the service will travel to Carl Sandburg College and various medical centers in Galesburg.

Existing Transportation Providers in the Heart of Illinois HSTP Region					
Organization	Location (County)	Area served by transportation system	Mode of Transit	Who can ride?	Vehicle Fleet
Peoriaarea Blind People's Center, Inc.	Peoria (Peoria)	40 mile radius of Peoria County Courthouse	Demand response	Blind and visually impaired and familes for social and educational events; funerals	
Galesburg Transit Corp.	Galesburg (Knox)	City of Galesburg	Fixed route	General public. Handicap people must meet eligiblity requirements to use ADA Paratransit.	
City of Galesburg Handivan Paratransit	Galesburg (Knox)	Primarily Galesburg; can go into Knox County	Demand response	People with disablities that serverly limit mobility.	
Greater Peoria Mass Transit District (CityLink)	Peoria (Peoria)	Peoria, Peoria Heights, West Peoria. East Peoria and Pekin have contract service with CityLink (GPMTD)	Fixed route, demand response, route/and or point deviation	General Public. For ADA Paratransit demand response services, persons are eligible only if unable to ride the fixed bus system.	
Rural Peoria County CountyLink	Bellevue (Peoria)	Peoria County	Demand response	General Public	
Knox County Nursing Home	Galesburg (Knox)	Knox County	Physician/medical appointments and activites	Residents of Knox County Nursing Home	
Fulton-Schuyler Chapter American Red Cross	Canton (Knox)	Fulton County	Demand response	Age 60 and above	
VNA Community Services	Galesburg (Knox)	Residents of Galesburg and Knox County – will take Knox	Fixed route	60 or over, or Medicaid eligible	

County residents to other IL counties for doctor appointments and testing				
Central IL Agency on Aging, Inc.	Peoria (Peoria)	Fulton, Marshall, Peoria, Stark, Tazewell and Woodford counties	Demand response, taxi	60 or older and must reside in the service area.
Marshall-Stark Transportation	Lacon (Marshall and Stark Counties)	Marshall and Stark Counties	Demand Response	General Public
Warren Achievement Center	Monmouth (Warren County)	Monmouth	Demand Response	General Public, Senior Citizens, Persons with disabilities
We Care, Inc.	Morton (Tazewell)	Woodford County, rural areas of Tazewell County, and the village of Morton	Demand response	Public in Morton, Woodford County and rural Tazewell County
Fulton County Rural Transit	Canton (Fulton County)	Fulton County	Demand Response	General Public

TRIP GENERATORS

All agencies in our email database were asked to provide the following information:

1. Rank the following trip purposes from 1-7 (1 being the most traveled to destination and 7 being the least traveled to destination)

Medical Trips

Work Trips

Education Trips

Nutrition Trips

Shopping Trips

Social/Recreational Trips

Other Trips

2. List the top five specific destinations your customers or clients travel to most often.

The response rate was very low. Only eight agencies provided the requested information. Their responses are below.

TRIP PURPOSES

The following agencies provided information on their trip purposes:

- VNA Community Services
- KCCDD
- Tazewell County Resouce Center
- PARC
- CityLink
- Fulton County Rural Transit
- Peoria County

Responses varied slightly, but overall, these agencies ranked trip purposes in the following order (1 being the most traveled to destination and 7 being the least traveled to destination):

1. Work Trips

2. Medical Trips
3. –
4. Education and Shopping Trips
5. Social/Recreational Trips
6. Other Trips
7. Nutrition Trips

TRIP DESTINATIONS

The following agencies provided information on their top trip destinations:

- VNA Community Services
- KCCDD
- Tazewell County Resource Center
- PARC
- Fulton County Rural Transit
- Peoria County
- Snyder Village
- Tazewell County
- Woodford County

Their responses are below. No categories were suggested.

AGENCIES

PARC, Peoria

Senior World, Peoria

Community Workshop (CWTC), Peoria

Fulton County Rehabilitation Center (FCRC), Canton

Tazewell County Resource Center, Tremont and Morton

KCCDD, Galesburg

Gordon Behrents Senior Center (GBSC), Galesburg

SHOPPING

WalMart, Canton

WalMart, Peoria

WalMart, Washington

Kroger

WalMart, Galesburg

Goodwill, Galesburg

IGA, Metamora

Dollar Store, Metamora

Groceries, Canton

Northwoods Mall, Peoria

Various Restaurants

EDUCATION

Carl Sandburg College, Galesburg

Middle and High Schools, Galesburg and Knox County

Illinois Central College, East Peoria

MEDICAL NEEDS

Dialysis

Pekin Hospital, Pekin

OSF Hospital, Peoria

Methodist Hospital, Peoria

Various doctor's offices throughout Peoria and Tazewell Counties

Proctor Hospital, Peoria

Dialysis, Peoria/North Peoria

OSF Clinic, Galesburg

Cottage Dialysis, Galesburg

Cottage Plaza, Galesburg

Galesburg Clinic

Graham Hospital, Canton

Graham Medical Group, Canton

Doctors, Canton

Hopedale Hospital, Hopedale

Various medical appointments in Bloomington-Normal

Eureka Hospital

OTHER

Camp Big Sky

Mineral Springs Park

FUTURE TRIP GENERATOR PLANS

Within the next year, the HSTP coordinator will work to create a series of maps that will depict major transit trip generators for the three target population groups. This will include senior housing, medical facilities, shopping, agency locations, senior centers, major employers, educational centers, and public service sites, among other things. These maps are intended to analyze travel patterns with the ultimate goal of discovering ways to provide more efficient transportation service through routing, scheduling and sharing of resources.

PREVIOUS TRANSIT PLANS

Over the past fifteen years there have been a variety of different planning efforts related to transit. Some of the plans discuss how to expand transit to a larger population while others analyze who and how many people are using transit. Below is a list of the known transit plans completed since 1992.

Previous Transit Plans				
Title	Type	Date	Submitted By	
Regionalized Transit Feasibility Study For The Peoria Urbanized Area	Final Action Plan and Appendices	6/1993	CGA Consulting Services, Inc.	
Update to the 1989 report titled, "Potential for Upgrade and Expansion of Rail Passenger Service In Illinois"	Proposal	6/1993	CGA Consulting Services, Inc. in association with LS Transit Systems, Inc.	
Pekin Municipal Bus Service On-Board Passenger Survey		11/1994	Tri-County Regional Planning Commission	
Greater Peoria Mass Transit District On-Board Passenger Survey Saturday and Evening Results, including Saturday and Evening Graphic Results		1993		
Nonrider Market Research Study	Field Services Report and Data Files	10/1996	Northwest Research Group, Inc.	
Market Research Study Proposal	Proposal	5/1996	Northwest Research Group, Inc.	
GP Transit Service Plan Proposal Effective: August 5, 1996		5/1996	Howett	
Greater Peoria Mass Transit District On-Board Passenger Survey		1997	GP Transit	
Ridership Summary for Fiscal Year 1997		1997	GP Transit	
Feasibility Study of Alternative Regional Transportation Connections Between Peoria and Bloomington/Normal, Illinois	Final Report	3/2000	R.L. Banks & Associates, Inc. in association with CH2M HILL	
CityLink Market Research/Service Planning Study	Final Report	6/2002	RLS & Associates, Inc, in association with CJI Research	
City of Galesburg Transit Development Plan	Final Report	7/2002		

Tri-County Regional Transit Study - Identifying the most feasible options to expand Mass Transit for Region

Final Report

12/2007

Tri-County Regional Planning Commission & Perteet, Inc.

CityLink Comprehensive Operational Analysis

2008 – present

Greater Peoria Mass Transit District & Connetics Transportation Group

DEMOGRAPHIC ANALYSIS

Focus populations of the HSTP include people with low incomes, people with disabilities, and people over the age of 65. The following tables and maps show the numbers of people in each of these groups as a percentage of the entire population.

The table below shows the total population of each county along with the percentage of people in each of the three focus populations. (*Data from 2000 Census)

Rural Demographics Summary				
Community	Total Population	Senior Citizen Population (%)	Population with Disabilities (%)	Population Below the Poverty Line (%)
Woodford	38,664	14.8	7.9	7
Peoria	186,494	13.9	9.8	14.5
Tazewell	135,394	15.6	11.2	7.9
Fulton	37,069	18.1	14.2	13.8
Marshall	12,640	19.5	14.8*	9.5
Stark	5,994	19.9	17.2*	11.2
Knox	52,919	18.4	14	15.5
Total/Average	469,174	17.2%	12.7%	11.3%

The following table shows these numbers for cities and villages within the Peoria-Pekin urbanized area.

Urban Area Demographics Summary				
Community	Total Population	Senior Citizen Population (%)	Population with Disabilities (%)	Low Income Population (%)
Peoria	115,007	12.5	8.8	19.1
Pekin	34,094	16	12.7	12.3
West Peoria	4,502	14.8	17.8*	11.5
Peoria Heights	6,156	14.5	21.7*	8.7
Washington	15,134	13.4	14.1*	6.2
Morton	16,267	19	13.7*	6.1
East Peoria	22,402	17	9.8	8.4
Bartonville	6,471	15.9	13.6*	5.8
Creve Coeur	5,451	12.7	21.3*	11
Total/Average	225,484	15.1%	14.8%	9.9%

* Data from 2000 Census

GUIDE TO THE FOLLOWING PAGES

The maps on the following pages show the same numbers in more detail. These maps show census block groups, which are smaller areas than counties and census tracts, and generally contain between 600 and 3,000 people, with an optimum size of 1,500 people. (These counties have between 8 and 143 block groups per county, depending on the county's population.)

The first map of each pair shows the population distribution throughout the entire HSTP region. **The second map** shows the distribution throughout the Peoria-Pekin urbanized area. The block groups are much smaller within the urbanized area and are therefore harder to see on the regional maps.

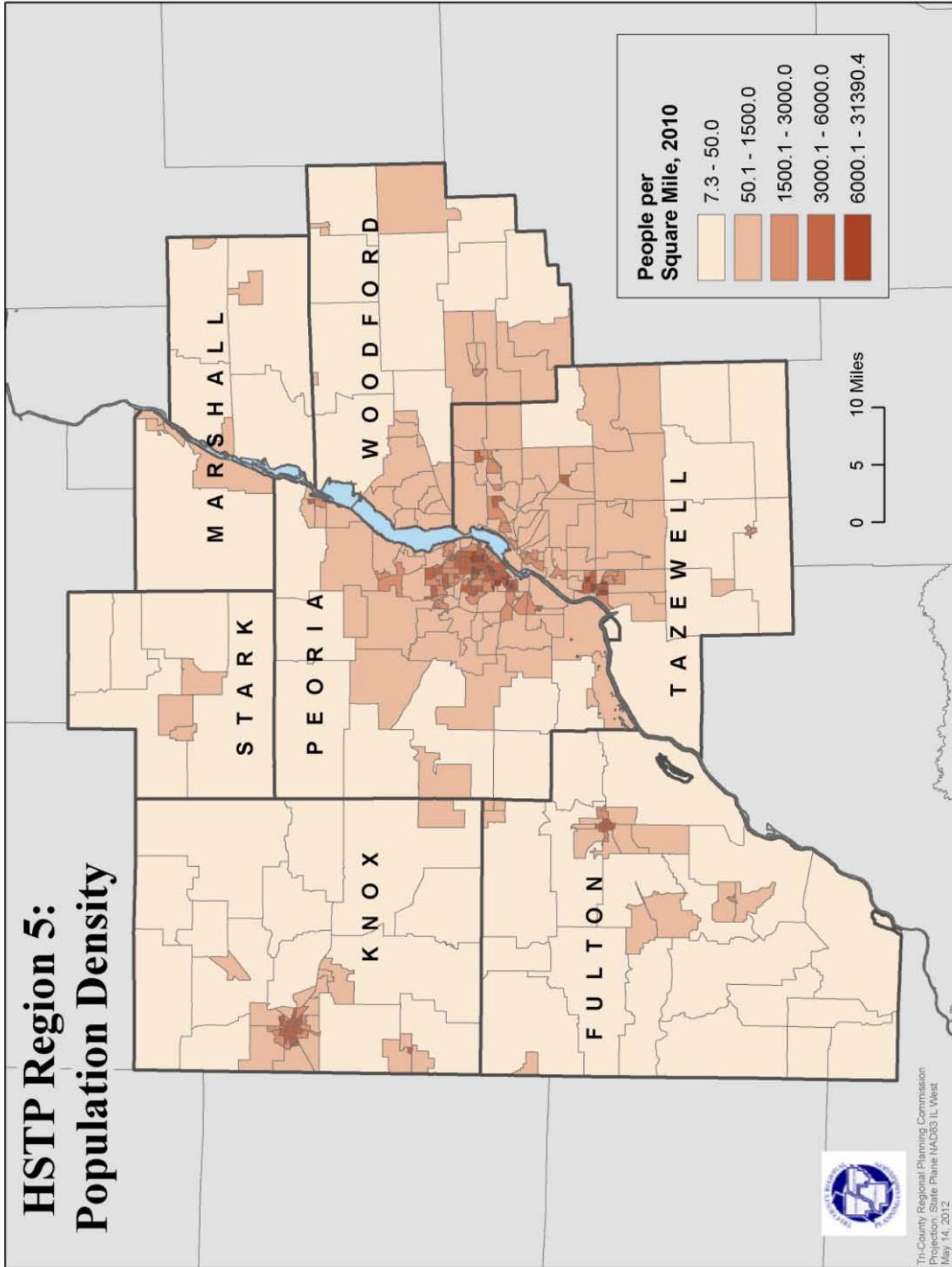
The maps are shown in the following order:

1. **Population density**
2. Where **people over age 65** live

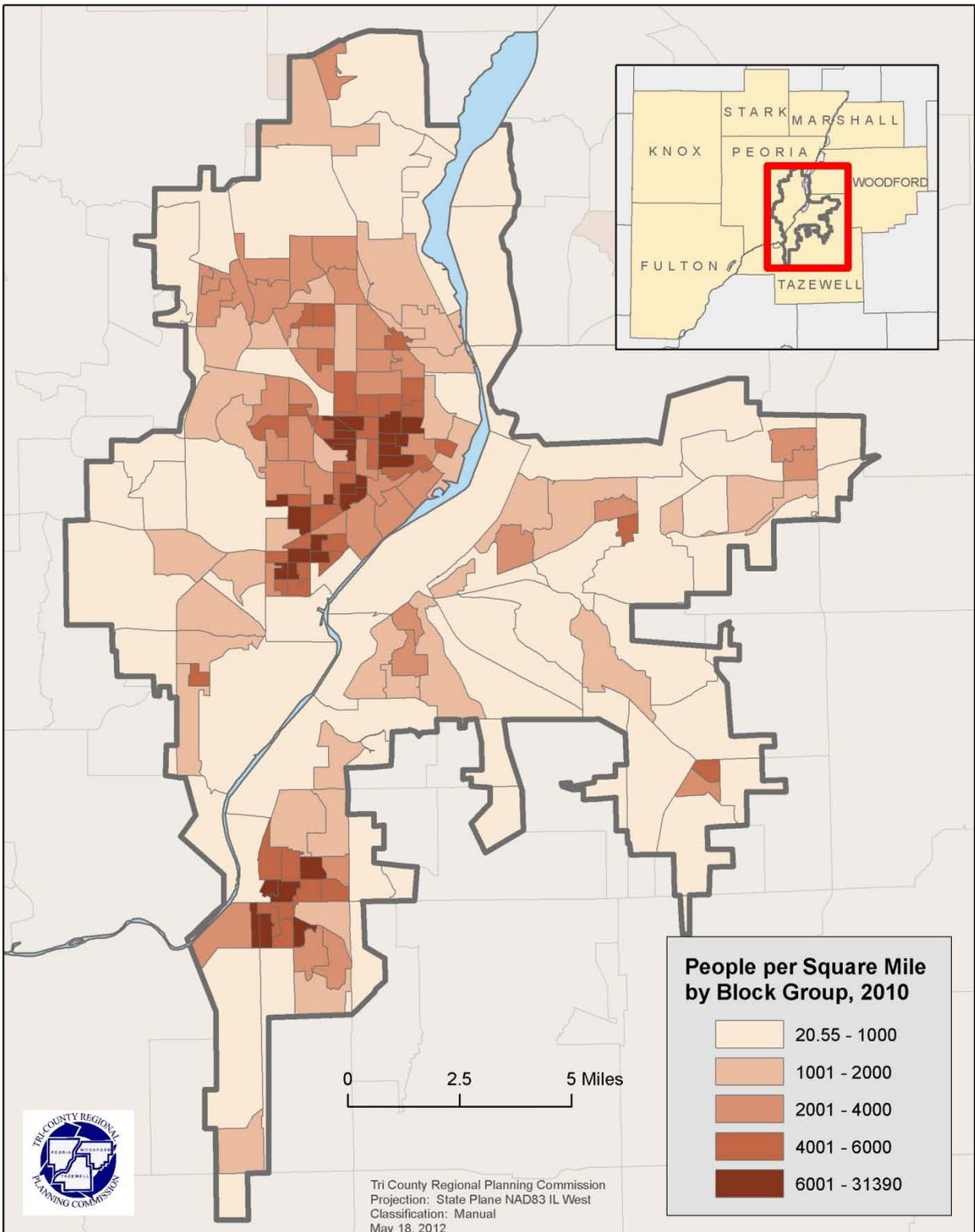
3. Locations of people whose income is **below poverty level**
4. Distribution of **people with disabilities**
5. **High transportation needs** – Needs are ranked high to low based on the percentage of people in each block group that are over age 65, disabled, and/or living below the poverty level.

Following the maps will be a short analysis.

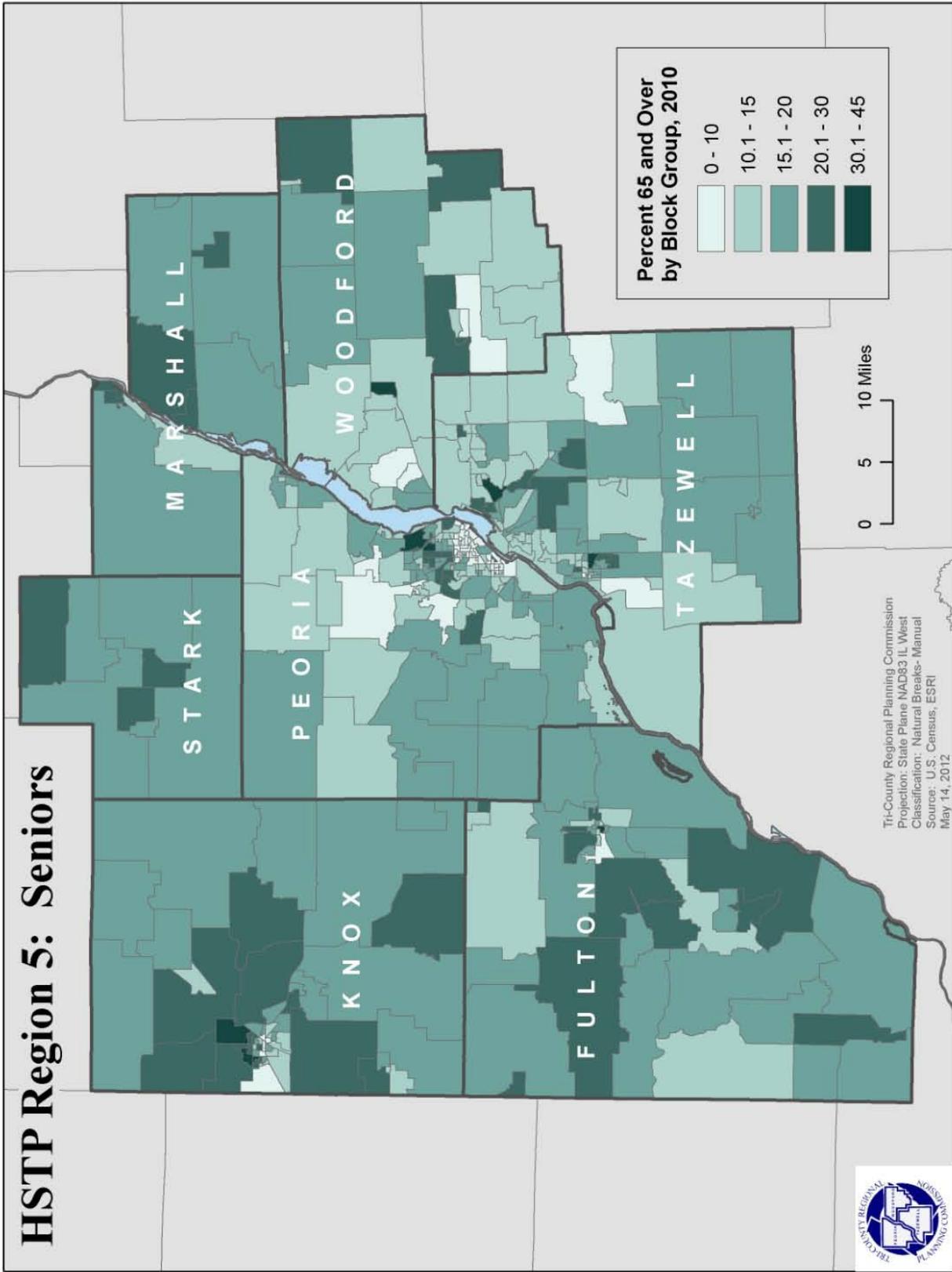
HSTP Region 5: Population Density



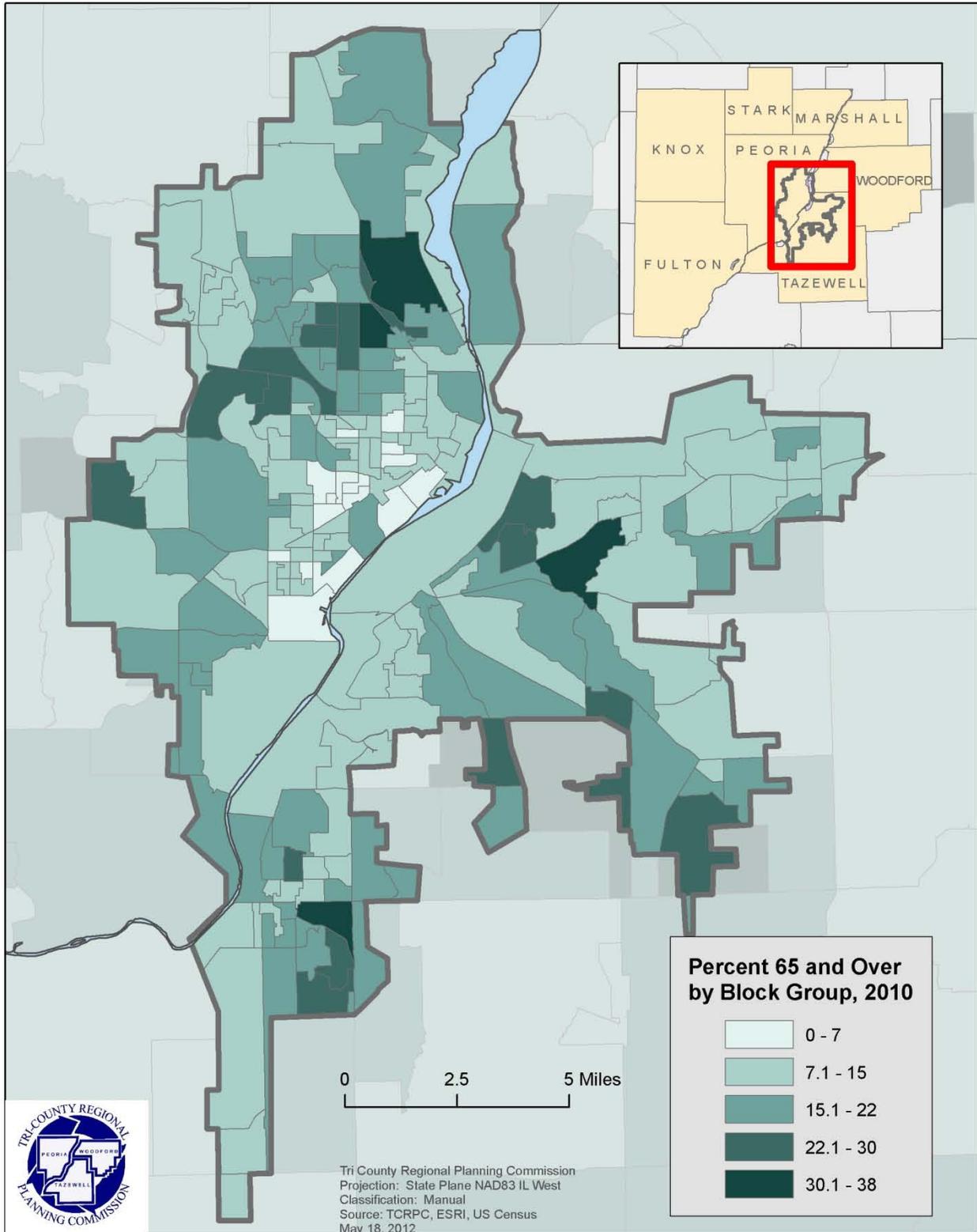
Peoria-Pekin Urbanized Area: Population Density



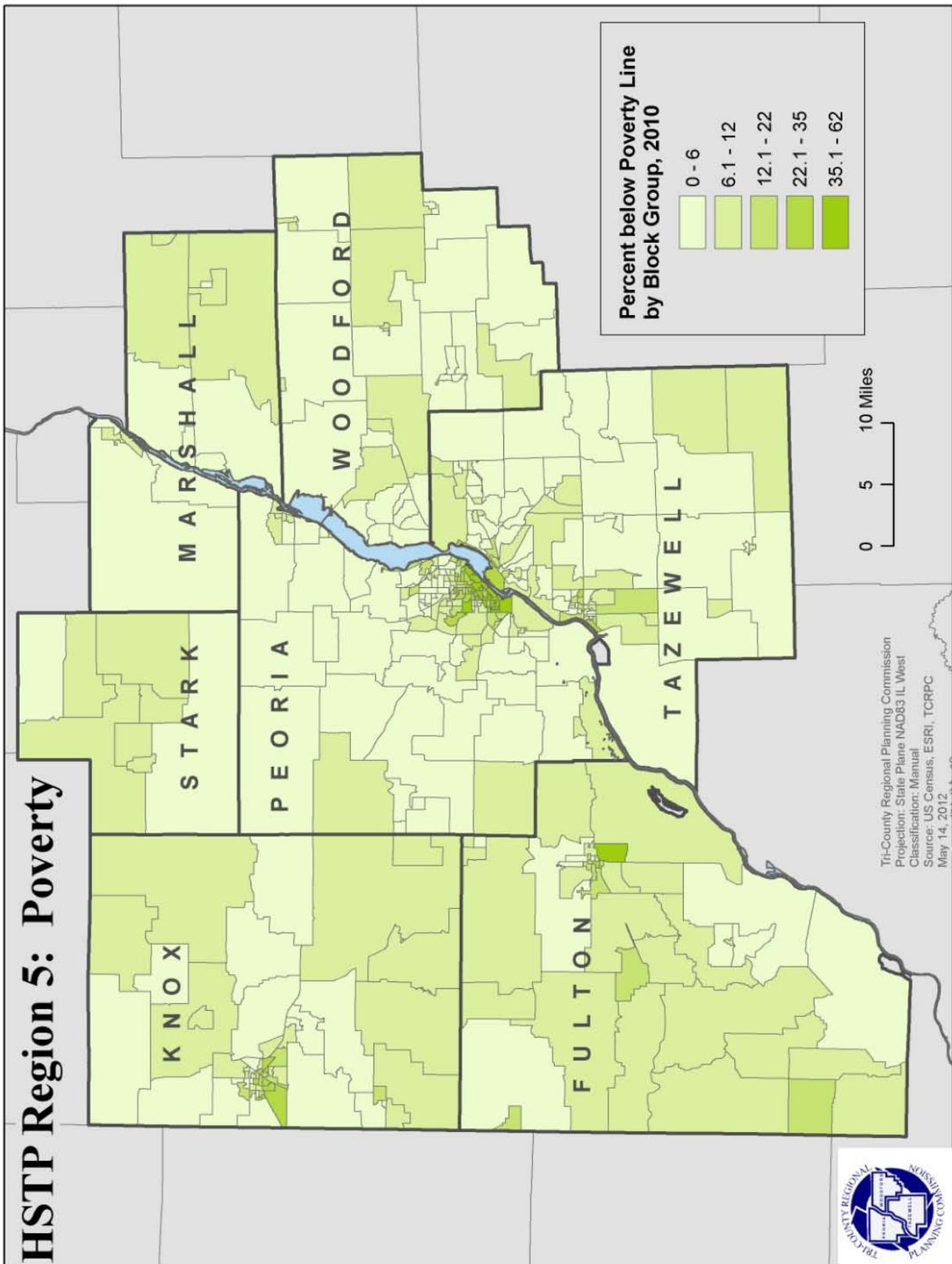
HSTP Region 5: Seniors



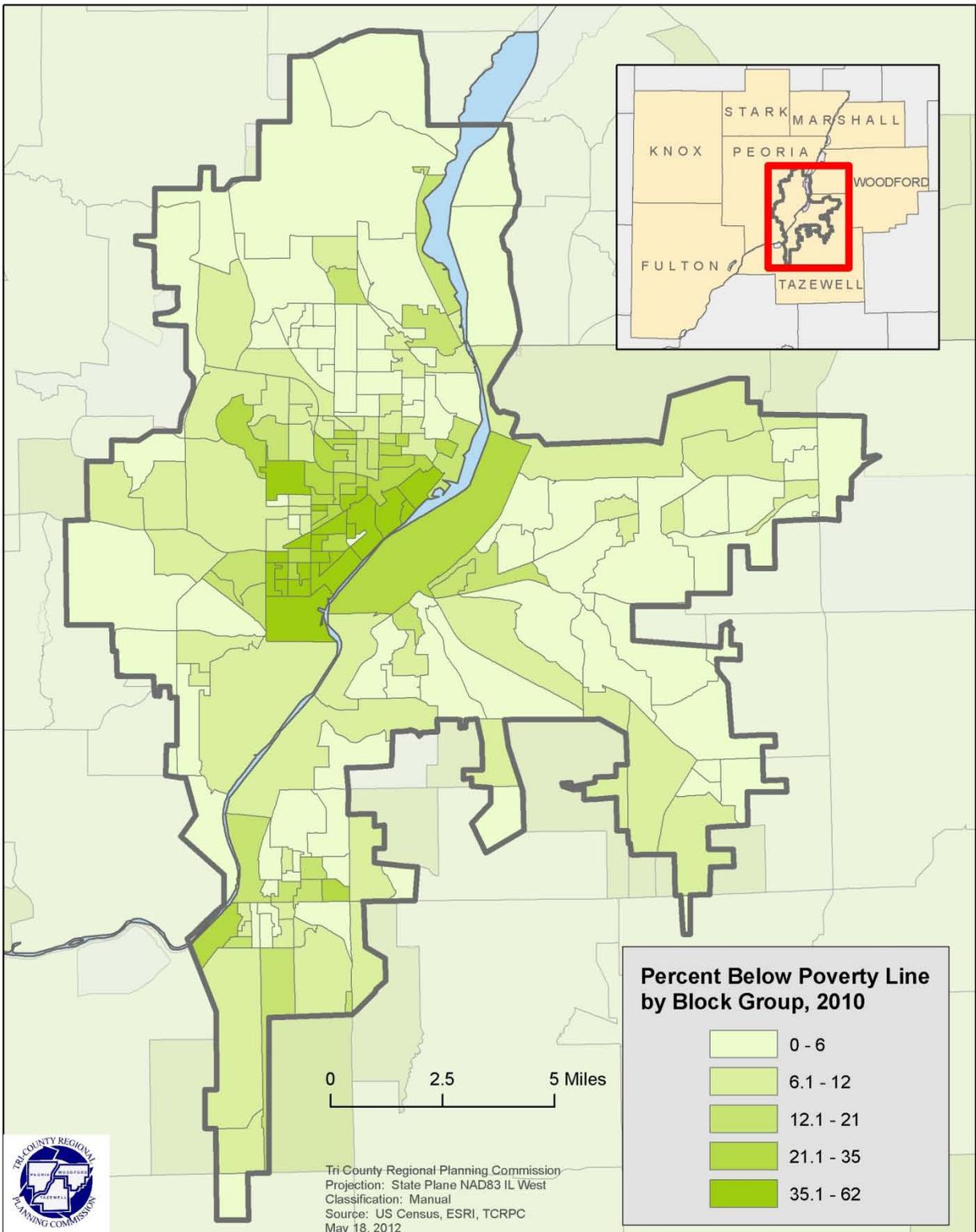
Peoria-Pekin Urbanized Area: Seniors



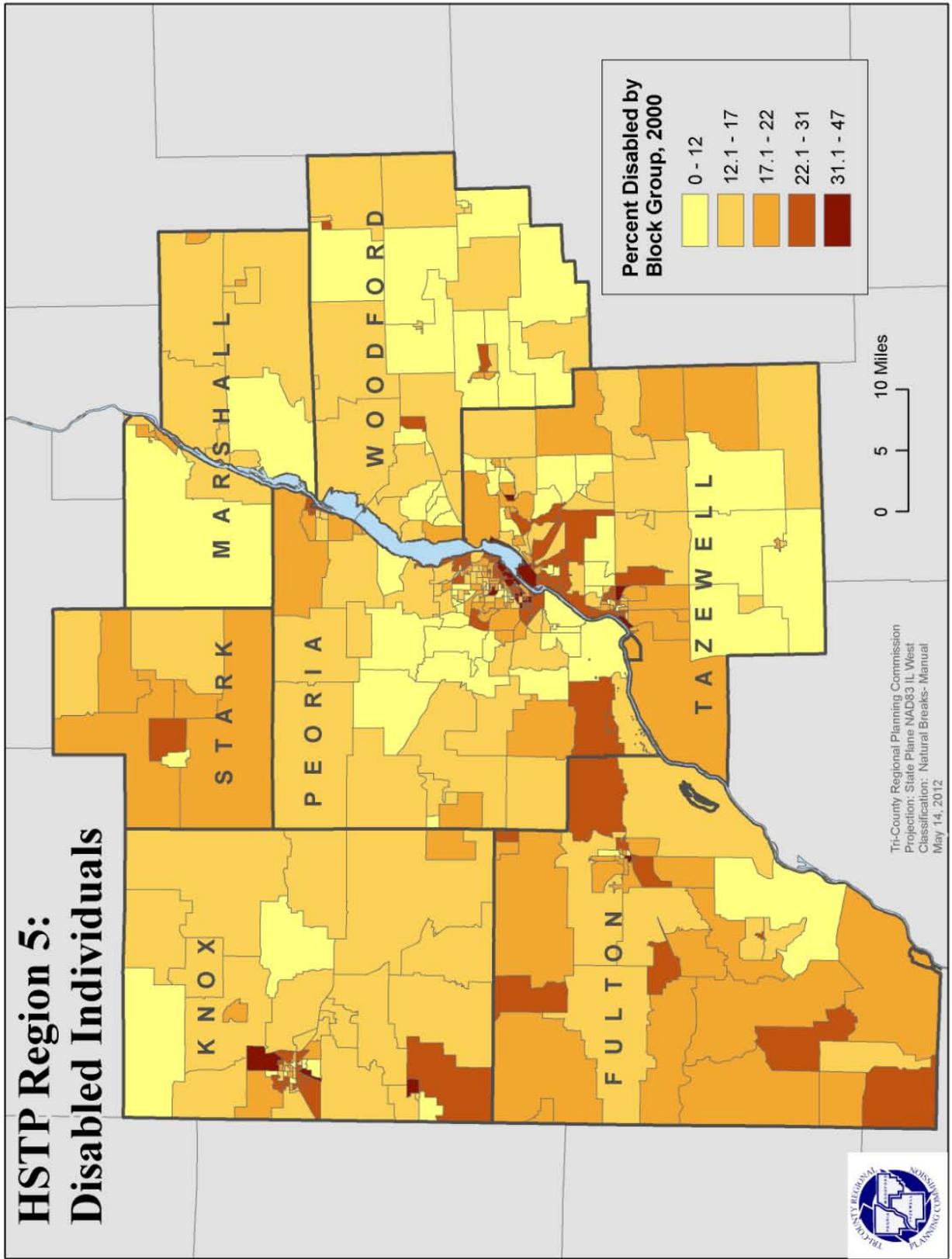
HSTP Region 5: Poverty



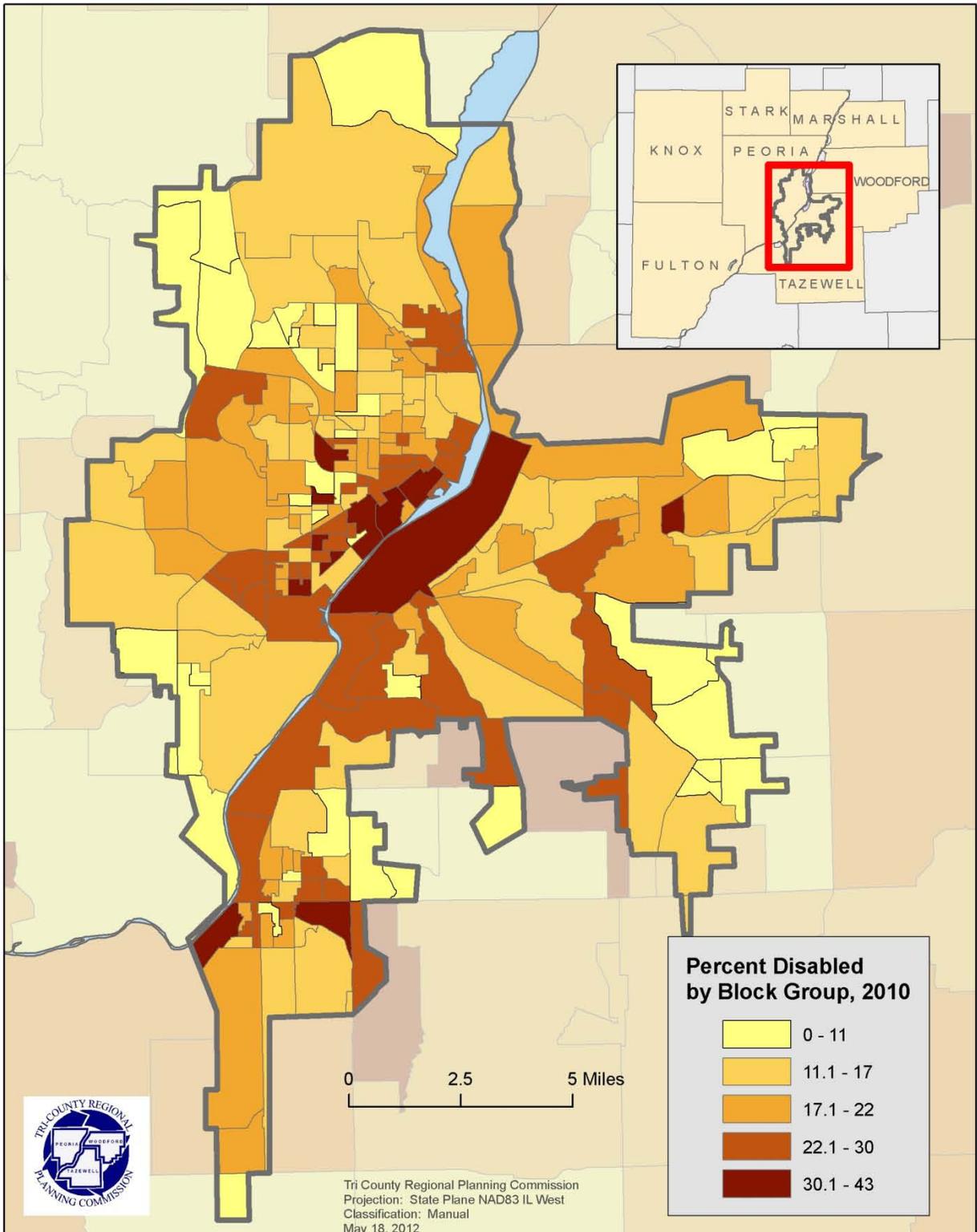
Peoria-Pekin Urbanized Area: Poverty



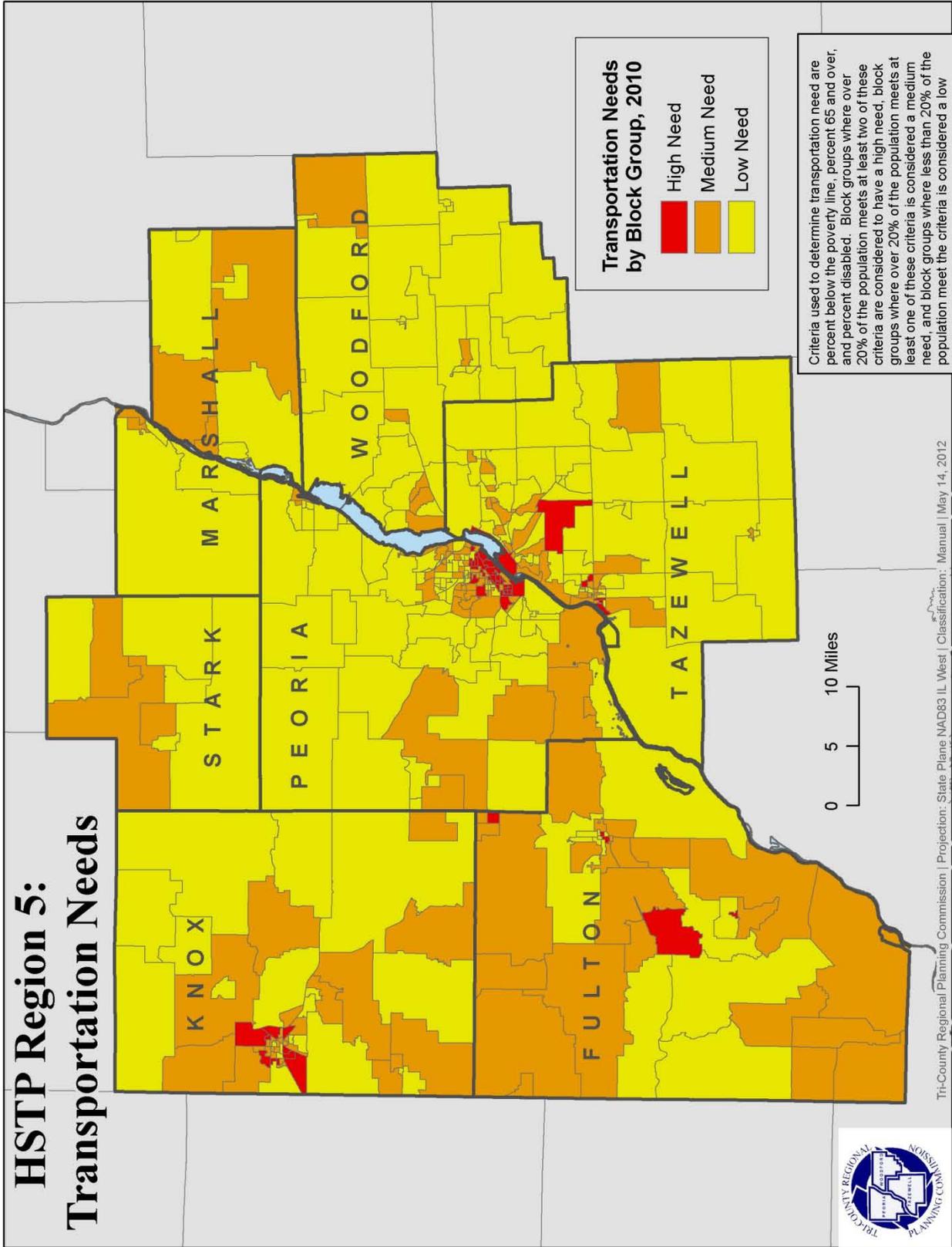
HSTP Region 5: Disabled Individuals



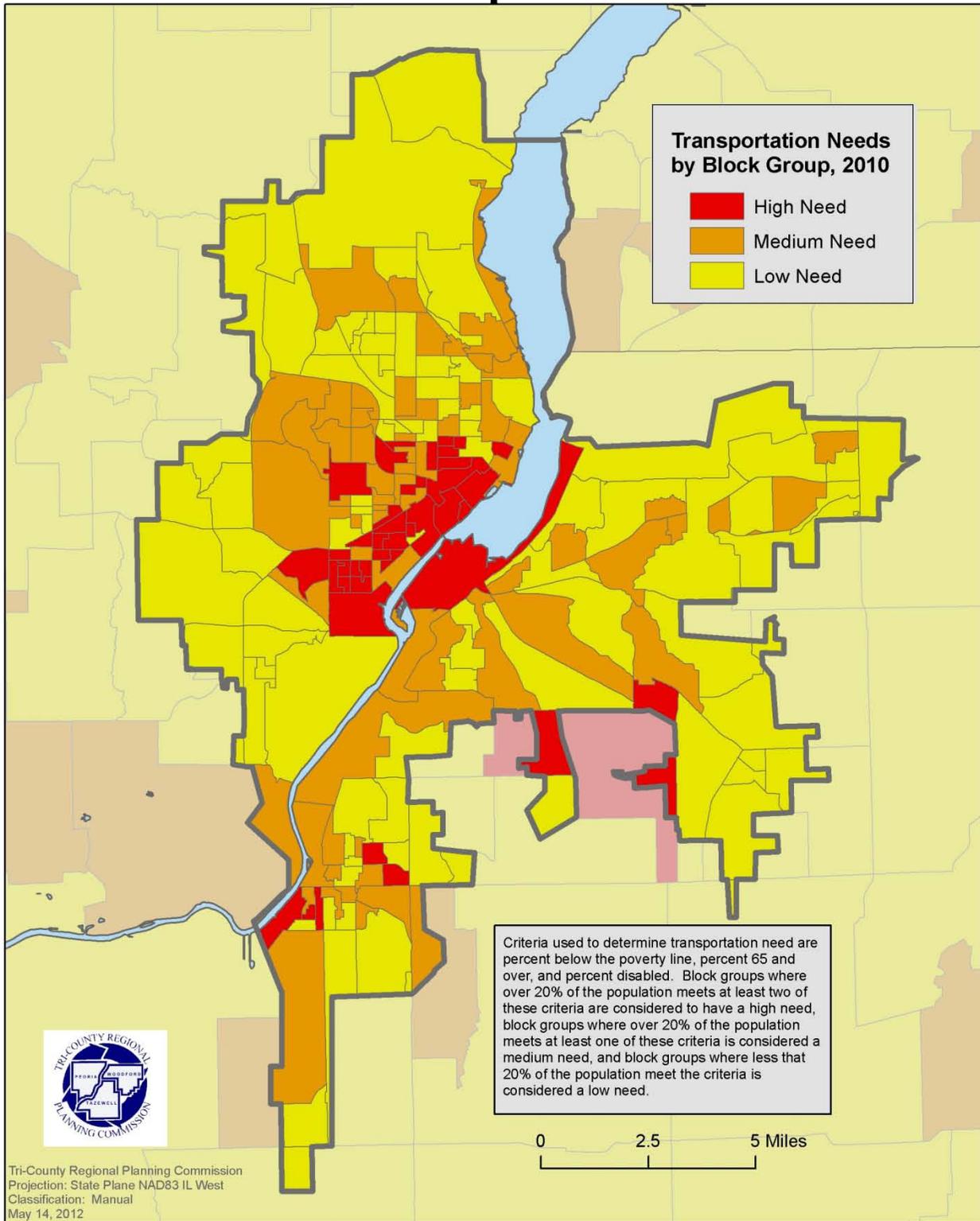
Peoria-Pekin Urbanized Area: Disabled Individuals



HSTP Region 5: Transportation Needs



PPUATS Transportation Needs



MAP ANALYSIS

POPULATION DENSITY

As can be expected, the most densely populated areas are the urban cores and the surrounding areas. Areas within the Peoria-Pekin Urbanized area are the most densely populated, specifically central Peoria, West Peoria, Pekin and Morton. In Region 5, the most densely populated areas are in Galesburg and Canton. Overall Region 5 very rural, with less than 50 people per square mile in the majority of the seven county area.

SENIORS

The distribution of Seniors throughout the Peoria-Pekin Urbanized area and Region 5 paints a different picture than does population density. In the Peoria-Pekin Urbanized Area, the highest volume of seniors is located just north of Peoria Heights, while Peoria's urban core has very few seniors. In Region 5, there is a high percentage of seniors living in Canton and around the Galesburg area. Additionally, there are many seniors residing in Metamora and north of Lacon in Marshall County. Seniors are prevalent in very rural areas of Region 5, and aren't really concentrated in any one place.

POVERTY

Similar to population density, the highest percentages of individuals living in poverty are concentrated in the urban cores, specifically in Peoria's southside. In Region 5, there are concentrations of poverty around Galesburg and Canton.

DISABLED INDIVIDUALS

There is no real pattern of concentration of disabled individuals in Region 5. The highest percentages of disabled individuals are just outside of Galesburg, within Abingdon in Knox County, and just north of Creve Coeur in Tazewell County. There are also notable concentrations within Toulon in Stark County, within Metamora and Eureka in Woodford County, and within Cuba, Canton and Ipava in Fulton County.

HIGH TRANSPORTATION NEEDS

The various maps of seniors, poverty and disabled individuals within Region 5 and the Peoria-Pekin Urbanized Area begin to show us where the highest needs for transportation are, as these groups of individuals tend to be the ones lacking transportation options. Areas in Region 5 with the highest transportation needs are communities where over 20

percent of the population is disabled, over 20 percent of the population is living below the poverty line, and/or over 20 percent of the population are age 65 or over. (To be considered a “high transportation need,” communities met at least 2 of these 3 criteria). Communities with the highest needs are Cuba and Farmington in Fulton County, Galesburg in Knox County; Creve Coeur, Marquette Heights, North Pekin and Pekin in Tazewell County; and Peoria and West Peoria in Peoria County. This particular map will be especially helpful as the HSTP committee formulates goals and priorities for the coming year.

GAPS AND NEEDS

The distinction between “gaps” and “needs” in existing transportation services is subtle but important. “Gaps” in service are described as areas, times of day or day of week, or categories of people that are not well served by existing transportation. “Needs” are areas that would greatly benefit from increased service. Gaps and needs are not always exactly the same. For example, one block group may not be served by transit, but its residents may not mind driving places themselves or getting rides with neighbors. Some people may see a gap or need in one area, while someone else may disagree. Part of the HSTP effort is to more objectively evaluate service gaps and needs.

POPULATIONS WITH HIGH TRANSPORTATION NEEDS

The maps on pages 49 and 50 begin to evaluate service needs by showing where high percentages of seniors, disabled, and low-income people live. These populations indicate needs for increased service, although they have not been fully compared to the locations of existing services. Some block groups with high percentages of these focus populations may be well served by mass transit. However, many of these focus populations live far from population centers, mass transit, and paratransit. In these areas, gaps in service correlate with needs for additional services.

GAPS IN SERVICES

Gaps in service can be temporal, spatial, financial, educational or related to sub-populations. Examples of temporal gaps are a lack of night or weekend services. Spatial gaps are certain geographic areas, such as parts of counties, that are not served. Educational gaps include lack of awareness of transportation options. Gaps in service to sub-populations may be a lack of service to people who must remain in their wheelchairs to travel.

MAJOR PERCEIVED SPATIAL GAPS TO BE FILLED ARE BETWEEN:

Areas within the Peoria-Pekin Urbanized Area

There are several communities within the Peoria-Pekin Urbanized Area that are not being served by public transportation or paratransit service at all. These communities include Norwood, Washington, Creve Coeur, Marquette Heights, and North Pekin. Because these communities are all within the urbanized area, they are not able to be served by the rural providers. Furthermore, since these communities are also not within the Greater Peoria Mass Transit District, they can not be served by the urban public transportation system, unless they pay Peoria CityLink to provide this service. Several of these communities do not have the funds to do this. Please see the map on the following page for a graphic depiction of this issue. (Note: The City of Morton is served by We Care.)

“There’s a big gap that has zero service in North Pekin, Marquette Heights, and Creve Coeur... They have no paratransit service at all. Zero.”

-Committee member Jim Thompson

Out of County Transportation

Because of the cost of transporting individuals across county lines, county to county transportation is limited. The following are specific gaps identified by the HSTP committee:

- Region 5 and McLean County
- Knox County and the Greater Peoria Metropolitan Area

TEMPORAL GAPS

Limited Service Hours

Throughout the region, service hours are limited to daytimes and weekdays. This does not effectively support employment schedules and makes it difficult for individuals to make local connections to regional transportation infrastructure. Peoria CityLink, and Galesburg Transit both provide limited hours on Saturday, but do not provide transportation on Sundays.

Scheduling

For most of the rural providers, reservations for their services need to be made at least 24 hours in advance, making it difficult for individuals to travel on short notice.

AFFORDABILITY GAPS

Funding

Funding for transportation is limited, making it difficult for providers to keep their fares down and extend their service hours. This is particularly an issue for Peoria County.

Low-Income Individuals

Paying for transportation services can be especially difficult for low income individuals who use transportation services regularly and/or live in isolated rural areas.

Out of County Transportation

Public providers throughout the region have reasonable local and in-county fares; however, the high cost of transporting individuals out of county has led to increased non-local fares. Many residents living outside of Peoria County frequent the Peoria area for various medical appointments. Paying for out of county transportation can be difficult for these individuals.

EDUCATIONAL GAPS

Education on Service Use

Some individuals do not know how to ride transit; therefore, potential customers are unsure about using available transportation services.

Awareness of Service Options

Many people are not aware of the available transportation options or how to access the appropriate service.

GAPS IN SERVICE FOR CERTAIN SUB-POPULATIONS INCLUDE:

Veterans

Veterans often need transportation to and from VA centers for medical needs, and many people need to go from Region 5 to the University of Iowa medical centers. Danville and the Peoria area have other major medical centers. Veterans agencies provide some transportation, but only on certain days. Users have to plan their schedules around the availability of this transportation service. Traditionall, these verterans were older; however, an increasing number of young veterans are returning and requiring medical care to treat wartime injuries and trauma. This, coupled with an increasingly aging veteran population, will continue to increase the demand for transportation services to and from VA Centers.

General Public in Knox County

Knox County is the only County in Region 5 that still does not have a 5311 rural public transportation provider. There are several agencies that provide service to the senior population; however, individuals under age 60 are severely underserved.

Disabled Individuals throughout Region 5

There is a greater demand than supply of accessible vehicles to provide transportation to individuals with disabilities. In addition, some assistance equipment does not fit within the parameters defined in ADA regulations for buses.

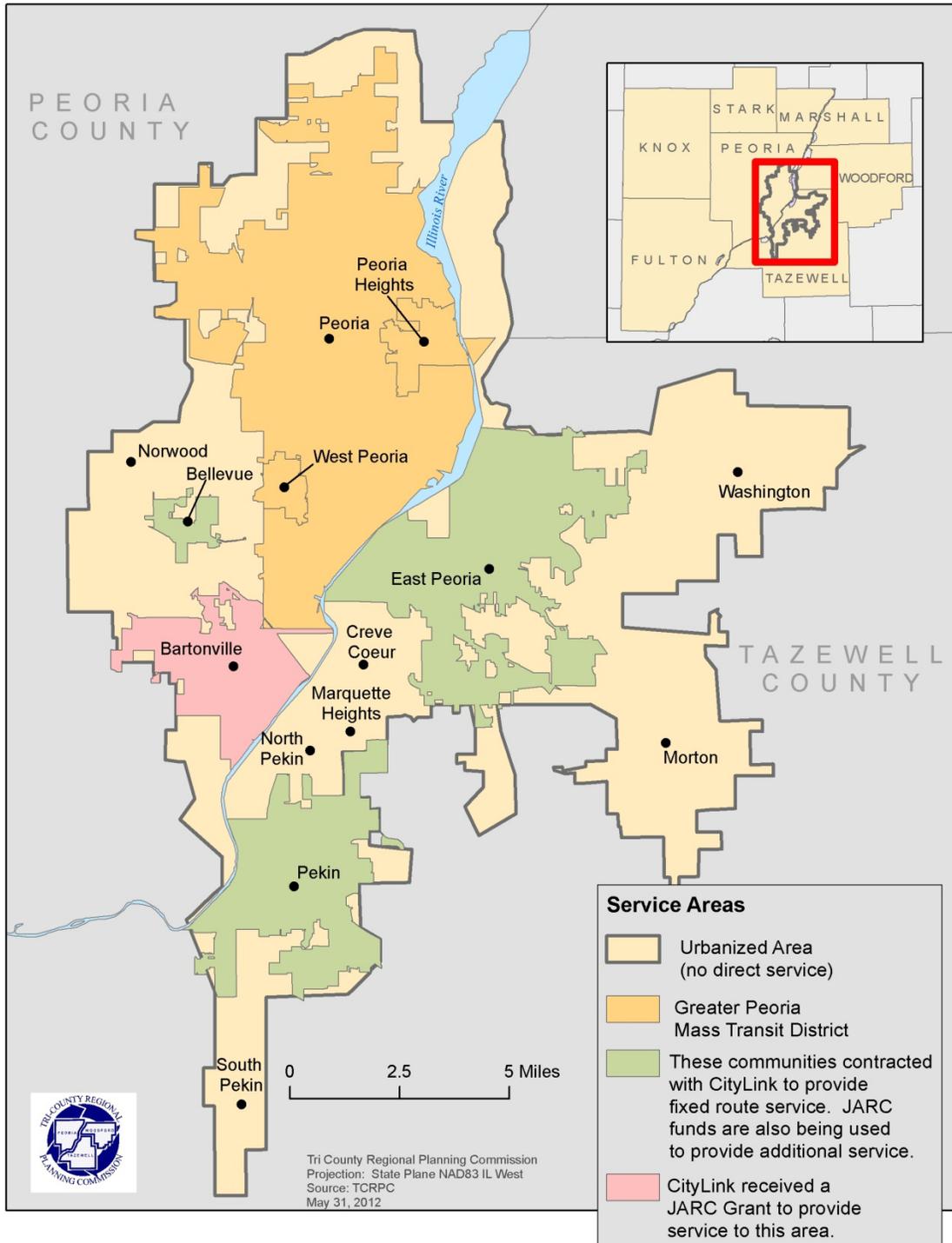
Lack of transportation is especially be a problem in rural areas of the region because doctor's appointments, grocery stores, and other errands can be farther away. There may be no mass transit or paratransit, and there may be fewer neighbors who can give rides.

DUPLICATION OF SERVICES

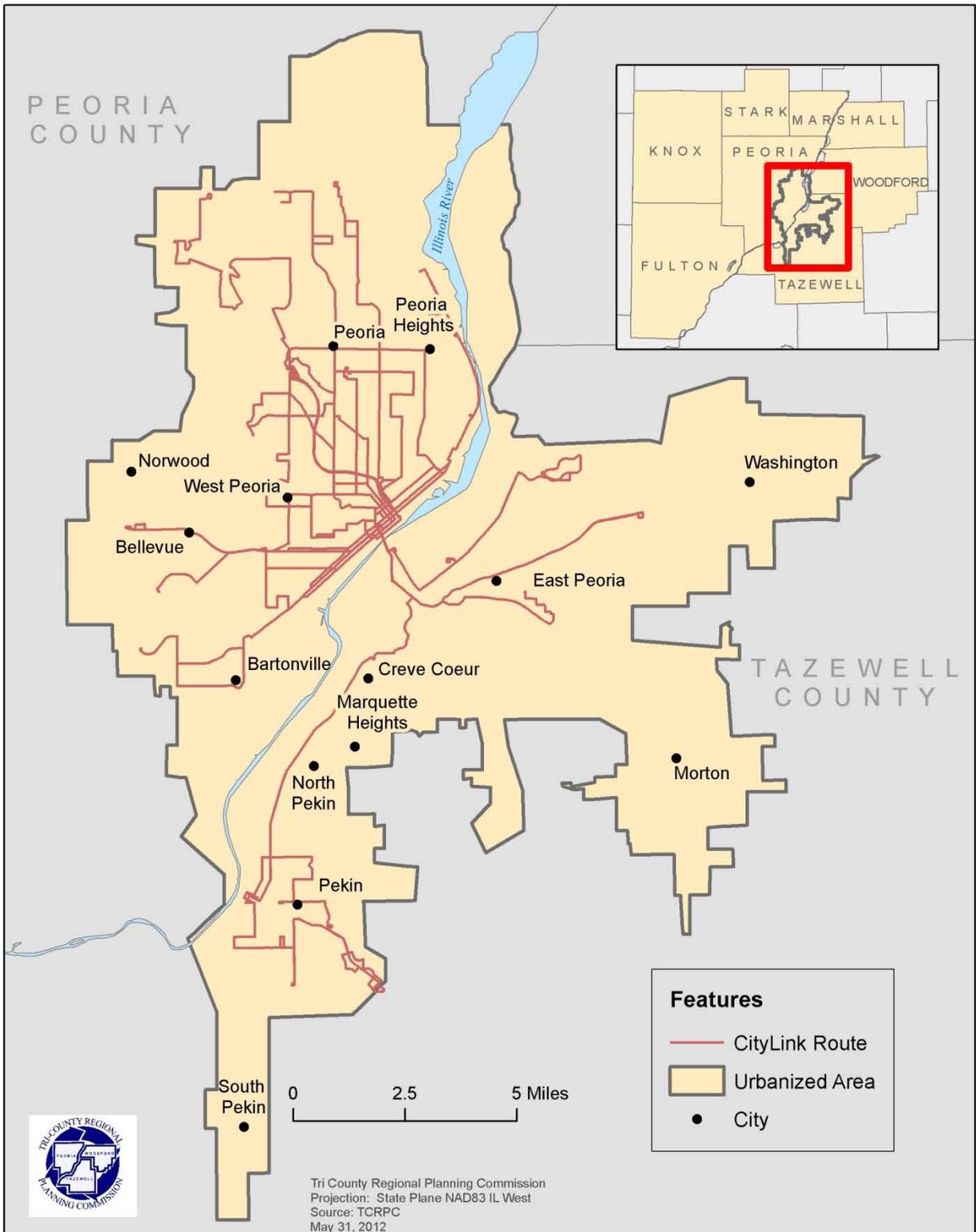
The lack of services is more striking than duplication of services in Region Five. Outside of the Peoria-Pekin urbanized area, no duplication of services has been identified.

Within the Peoria-Pekin urbanized area, several different organizations provide transportation for their own clients. Many transport people to the same destinations, such as hospitals, social service agencies, and shopping centers. While many of these organizations would like to serve people besides their clients, the restrictions on their funding sources currently prevent this type of coordination from occurring. Some providers are looking forward to the possibility of sharing vehicles, coordinating other resources, and getting rid of this overlap of services. These efforts are still in the planning stages.

Peoria CityLink Service Areas



Peoria CityLink Fixed Routes



HSTP ACTION STEPS FOR REGION FIVE

This chapter presents action steps for the seven-county region of Fulton, Knox, Marshall, Peoria, Stark, Tazewell, and Woodford counties. The ultimate goal of this committee is **to develop the partnerships necessary to make transportation available to any and all that need it in our region.**

Further goals, objectives, and action steps contained in this plan reflect the existing and projected demographics of this region and the unmet needs expressed by human service agencies, local government representatives and regional transportation providers' staff. As the planning process continues, goals will be further refined and additional action items will be developed. Most action steps have had preliminary review by the HSTP Committee and will be further expanded and evaluated at future meetings.

Strategies for rural areas and the Peoria-Pekin Urbanized Area are included in this chapter. Information will be provided to accomplish the objectives, the timeframe for implementation of each strategy, the parties responsible for implementation, projected staffing and capital requirements for implementation of each strategy, ridership projections and performance measures which the region's coordination project members can use in the future to evaluate the progress and of plan implementation. A status update is also included if available.

The planning horizon for this plan is five years. The implementation timeframes are:

- Near term (present – 2013),
- Mid-term (2-3 years or 2014-2015),
- Long term (4-5 years or 2016-2017), and
- Continuous (should occur during each of the above timeframes).

GOAL 1: EXPAND TRANSPORTATION OPTIONS IN RURAL AREAS

- **Objective 1A:** Increase trips between rural counties and cities
 - **Action Step 1A.1:** Explore options and implement additional transportation service between Fulton, Knox, Marshall, Stark, Tazewell, and Woodford Counties and the Peoria Area.
 - ▲ Timeframe: Mid-term
 - ▲ Who: Interested transportation providers, HSTP coordinator
 - ▲ Implementation Budget: To be determined. New Freedom or JARC funds could be used to meet this step.
 - ▲ Staffing Implications: May need to hire additional drivers/dispatchers.
 - ▲ Capital Requirements: May need to acquire additional vehicles.
 - ▲ Ridership Implications: Potential increase in ridership due to service expansion.
 - ▲ Performance Measures: Additional trips being made between each surrounding county and the Peoria Area.
 - ▲ Feasibility: Moderately Likely
 - **Action Step 1A.2:** Increase transportation to medical centers.
 - ▲ Timeframe: Near-term/Continuous
 - ▲ Who: Transportation providers, HSTP Committee, HSTP Coordinator
 - ▲ Implementation Budget: To be determined. New Freedom funds could be used to meet this step.
 - ▲ Staffing Implications: Potential need for drivers for added routes.
 - ▲ Capital Requirements: Potential need for new vehicles.
 - ▲ Ridership Implications: Potential increase in riders using mobility devices.
 - ▲ Performance Measures: Increase in number of rides to medical centers.
 - ▲ Feasibility: Very Likely
 - **Action Step 1A.3:** Provide long-distance transportation from the region to VA and medical centers in Iowa City, Iowa and Danville and Peoria, Illinois.
 - ▲ Timeframe: Continuous/Mid-term
 - ▲ Who: Transportation providers, HSTP Committee
 - ▲ Implementation Budget: To be determined. New Freedom could be used to fund projects to meet this step.
 - ▲ Staffing Implications: To be determined. Additional staff may be required for new routes.
 - ▲ Capital Requirements: To be determined. Additional vehicles are likely to be needed depending on the frequency of trips.
 - ▲ Ridership Implications: An increase in riders that may require mobility assistance. A trip across state lines would require additional federal paperwork.

- ▲ Performance Measures: Increased availability of long-distance medical transportation.
 - ▲ Feasibility: Somewhat likely
 - **Objective 1B:** Increase transportation options within and between counties.
 - **Action Step 1B.1:** Establish rural transportation service within Knox County.
 - ▲ Timeframe: Near-term
 - ▲ Who: HSTP Coordinator, HSTP Committee representatives from this area, Rural Transit Assistance Center (RTAC)
 - ▲ Implementation Budget: To be determined. The entity chosen to provide services will receive 5311 operating funds.
 - ▲ Staffing Implications: Staff time involved; may need additional transportation staff for the entity that is selected to provide the service.
 - ▲ Capital Requirements: To be determined. Additional vehicles are likely to be needed.
 - ▲ Ridership Implications: An increase in ridership due to new service.
 - ▲ Performance Measures: Establishment of countywide transportation.
 - ▲ Feasibility: Somewhat likely
 - ▲ Note: Knox County completed the ICCT primer process in late 2010; however, Knox County’s ICCT status was changed to the category of “Request Stalled on Local Level” in June of 2012. It should be a priority of the HSTP coordinator and stakeholders in this region to determine a solution to this newly acquired designation.
 - **Action Step 1B.2:** Improve transportation service between counties in Region 5.
 - ▲ Timeframe: Near-term
 - ▲ Who: Interested transportation providers, HSTP Coordinator
 - ▲ Implementation Budget: To be determined. New Freedom or JARC could be used to meet this step.
 - ▲ Staffing Implications: May need to hire additional drivers/dispatchers.
 - ▲ Capital Requirements: May need to acquire additional vehicles.
 - ▲ Ridership Implications: Potential increase in ridership due to service expansion.
 - ▲ Performance Measures: Additional trips being made between surrounding counties in Region 5.
 - ▲ Feasibility: Moderately likely
 - **Action Step 1B.3:** Improve transportation between counties in Region 5 and the rest of the state.
 - ▲ Timeframe: Continuous/Long-term

- ▲ Who: Transportation providers, HSTP coordinators throughout the State, IDOT
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: To be determined. May require a regional mobility manager.
 - ▲ Capital Requirements: To be determined.
 - ▲ Performance Measures: Fewer out of county/out of region trips denied.
 - ▲ Feasibility: Somewhat likely
- **Objective 1C:** Expand days and hours of transportation service, particularly for employment needs.
 - **Action Step 1C.1:** Evaluate the employment transportation needs in the region and determine those places in greatest need of service.
 - ▲ Timeframe: Near-term
 - ▲ Who: Transportation providers (demand-response and fixed-route), HSTP Coordinator, employers throughout the region
 - ▲ Implementation Budget: Staff time involved.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None. Once needs are established, additional vehicles may be needed.
 - ▲ Ridership Implications: Should lead to more service with additional riders.
 - ▲ Performance Measures: Employment transportation needs determined.
 - ▲ Feasibility: Very likely
 - **Action Step 1C.2:** Work with employers to coordinate employer-based transportation through vanpooling and/or carpooling.
 - ▲ Timeframe: Near-term
 - ▲ Who: HSTP Coordinator, Regional employers, HSTP Committee
 - ▲ Implementation Budget: To be determined. TCRPC already has urban JARC money budgeted to promote carpooling.
 - ▲ Staffing Implications: Staff time involved; may need to hire drivers for vanpooling.
 - ▲ Capital Requirements: May need to acquire vans.
 - ▲ Ridership Implications: Slight possibility of a decrease in bus ridership.
 - ▲ Performance Measures: Employers contacted; number of vanpools and carpools established.
 - ▲ Feasibility: Moderately likely
 - ▲ Note: Tri-County Regional Planning Commission (TCRPC) was awarded JARC funds for 2009, 2010 and 2011 to establish and market a web-based ride matching software for the Peoria-Pekin Metropolitan Area.

- **Action Step 1C.3:** Establish evening and weekend service throughout the region.
 - ▲ Timeframe: Midterm
 - ▲ Who: Transportation providers (demand response and fixed-route)
 - ▲ Implementation Budget: To be determined. Potential application for JARC (5316) funds. A 50% match is required.
 - ▲ Staffing Implications: Additional drivers may be needed.
 - ▲ Capital Requirements: To be determined.
 - ▲ Ridership Implications: Some ridership increase with new service.
 - ▲ Performance Measures: Number of evening and weekend riders.
 - ▲ Feasibility: Moderately likely

GOAL 2: IMPROVE TRANSPORTATION OPTIONS WITHIN THE URBANIZED AREA.

- **Objective 2A:** Extend scheduled service hours within the urbanized area.
 - **Action Step 2A.1:** Establish weekend and evening service throughout the urbanized area.
 - ▲ Timeframe: Mid-term
 - ▲ Who: Greater Peoria Mass Transit District, Interested Human Services transportation providers
 - ▲ Implementation Budget: To be determined. JARC or New Freedom funds could potentially be used to meet this step.
 - ▲ Staffing Implications: May need additional drivers.
 - ▲ Capital Requirements: May need additional vehicles.
 - ▲ Ridership Implications: Increase in ridership due to service expansion.
 - ▲ Performance Measures: Weekend and evening service established.
 - ▲ Feasibility: Somewhat likely
 - ▲ Note: CityLink has been awarded JARC funding annually since 2006 to provide Saturday service in East Peoria.
 - **Action Step 2A.2:** Reduce fixed-route service headway times, specifically along high frequency routes.
 - ▲ Timeframe: Long-term
 - ▲ Who: Greater Peoria Mass Transit District
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: May require additional drivers.
 - ▲ Capital Requirements: May require additional vehicles.
 - ▲ Ridership Implications: Increased ridership due to more convenient scheduling.
 - ▲ Performance Measures: Headway times reduced.

- ▲ Who: Demand response transportation providers, including CityLift and Human Services Agencies
 - ▲ Implementation Budget: To be determined. New Freedom funds could be used to partially fund service.
 - ▲ Staffing Implications: To be determined. May need to hire additional drivers.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Increase in ridership due to expanded hours of operation.
 - ▲ Performance Measures: Extended service hours established.
 - ▲ Feasibility: Somewhat Likely
- **Action Step 2C.2:** Improve demand-response access for seniors with limited mobility, but who are ineligible for CityLift paratransit service.
 - ▲ Timeframe: Long-term
 - ▲ Who: CityLink, HSTP Coordinator, IDOT
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Increased ridership by seniors with limited mobility.
 - ▲ Performance Measures: Access to seniors established.
 - ▲ Feasibility: Not very likely.

GOAL 3: INCREASE AWARENESS OF TRANSPORTATION OPTIONS.

- **Objective 3A:** Promote the use of rural transportation by the general public.
 - **Action Step 3A.1:** Develop brochures/rider guides for individual transportation providers and indicate that they are available in alternative formats. Procedures to be used to access Medicaid transportation should be a priority.
 - ▲ Timeframe: Near-term
 - ▲ Who: Transportation providers and agencies
 - ▲ Implementation Budget: Cost of developing and printing brochures/rider guides.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Potential increase in ridership for older adults, individuals with disabilities, people with low incomes and the general public.

- ▲ Performance Measures: Brochures/rider guides developed; volume of ridership increases
 - ▲ Feasibility: Moderately likely
 - ▲ Note: CityLink was awarded funding through JARC to market a new Commuter Service to Bartonville in 2009. TCRPC has contracted with CityLink to assist in marketing this new service. In 2011, the Bartonville service was advertised on the radio, in the local newspaper, and through a direct mail campaign. Additional marketing will be done in 2012 and 2013.
 - **Action Step 3A.2:** Insert a brochure or note explaining and promoting local public transportation services in monthly utility bills.
 - ▲ Timeframe: Near-term
 - ▲ Who: Regional public transportation providers with local utility companies
 - ▲ Implementation Budget: Cost of developing and printing brochures/rider guides; staff time involved.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Potential increase in ridership for older adults, individuals with disabilities, people with low incomes, and the general public.
 - ▲ Performance Measures: Brochures/rider guides developed; volume of ridership increases
 - ▲ Feasibility: Moderately likely
- **Objective 3B:** Continue to improve public transportation education.
 - **Action Step 3B.1:** Work with the Rural Transit Assistance Center (RTAC) to expand transportation capacity and knowledge.
 - ▲ Timeframe: Continuous
 - ▲ Who: Counties, HSTP Committee, HSTP Coordinator
 - ▲ Implementation Budget: May need to pay for trainings and other educational materials.
 - ▲ Staffing Implications: To be determined.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: No direct impact on ridership numbers is anticipated.
 - ▲ Performance Measures: Trainings attended, improvements made to the transportation systems.
 - ▲ Feasibility: Very likely

- **Action Step 3B.2:** Encourage service providers to hire people with low incomes, senior citizens, and people with disabilities.
 - ▲ Timeframe: Continuous
 - ▲ Who: Transportation providers, HSTP Coordinator, local disability advocate groups, social services agencies
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: No direct impact on ridership numbers is anticipated.
 - ▲ Performance Measures: Number of employees hired.
 - ▲ Feasibility: Somewhat likely

GOAL 4: FACILITATE BETTER COOPERATION BETWEEN PROVIDERS AND BETTER UTILIZATION OF AVAILABLE RESOURCES.

- **Objective 4A:** Create a “one-stop shop” information and referral system for transit customers to find service. This would facilitate the use of available transportation services, including Medicaid transportation.
 - **Action Step 4A.1:** Identify an entity in the region that could most easily house an information and referral system.
 - ▲ Timeframe: Midterm
 - ▲ Who: Regional Transportation providers, HSTP Committee, HSTP Coordinator
 - ▲ Implementation Budget: To be determined. JARC and New Freedom funds could be used. A 50% local match is required for both programs.
 - ▲ Staffing Implications: Transportation staff job duties may need to be adjusted. A mobility manager may or may not be necessary.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Possible increase in ridership resulting from one agency managing the transportation needs and coordinating resources of other human services agencies.
 - ▲ Performance Measures: Decrease in the number of trip denials. Increase in the number of trips per hour. Increase in the number of out-of-county trips provided.
 - ▲ Feasibility: Not very likely

- **Objective 4B:** Prepare and submit coordinated applications for Section 5310 capital assistance from IDOT for vans to be used jointly by area transportation providers.
 - **Action Step 4B.1:** Develop service agreements for the sharing and coordinated use of vehicles obtained under the Section 5310 program.
 - ▲ Timeframe: Near term
 - ▲ Who: Interested transportation providers
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Possible ridership increase due to enhanced use of vehicles.
 - ▲ Performance Measures: Service agreements completed.
 - ▲ Feasibility: Somewhat likely
- **Objective 4C:** Work to increase efficiency and effectiveness of the existing service provided by all regional providers.
 - **Action Step 4C.1:** Establish as a priority of the HSTP Committee the task of further evaluating opportunities to coordinate the delivery of transportation services and related activities.
 - ▲ Timeframe: Near-term/Continuous
 - ▲ Who: HSTP Committee
 - ▲ Implementation Budget: None.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Potential increase in ridership for older adults, people with disabilities, people with low incomes, and the general public.
 - ▲ Performance Measures: Increased coordination activities.
 - ▲ Feasibility: Very likely
 - **Action Step 4C.2:** Continue to evaluate service needs that can be more efficiently and effectively be provided by contracts with other agencies and enter into contracts for such services.
 - ▲ Timeframe: Near-term/Continuous
 - ▲ Who: Interested providers and agencies; HSTP Committee and Coordinator
 - ▲ Implementation Budget: Staff time involved.
 - ▲ Staffing Implications: To be determined.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Ridership increase at a reduced cost.

- ▲ Performance Measures: Discussions held to address agency contracts. Number of service contracts finalized.
 - ▲ Feasibility: Moderately likely
 - **Action Step 4C.3:** Initiate activities to educate agencies about the benefits and characteristics of a coordinated transportation system in an effort to build trust among the human services agencies and to address perceived program restrictions.
 - ▲ Timeframe: Near-term/Continuous
 - ▲ Who: HSTP Committee, HSTP Coordinator
 - ▲ Implementation Budget: None.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Potential increase in ridership for older adults, individuals with disabilities, people with low incomes, and the general public as agencies become better informed.
 - ▲ Performance Measures: Increased agency participation in coordinated services.
 - ▲ Feasibility: Moderately likely
 - **Action Step 4C.4:** Share vehicles as schedules permit to save on the capital costs of vehicles, insurance, maintenance, etc.
 - ▲ Timeframe: Mid-term/Continuous
 - ▲ Who: Area transportation providers with HSTP Committee and Coordinator
 - ▲ Implementation Budget: Staff time involved.
 - ▲ Staffing Implications: To be determined.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: To be determined.
 - ▲ Performance Measures: Number of vehicles shared. Capital costs saved.
 - ▲ Feasibility: Moderately likely
- **Objective 4D:** Expand level of assistance offered by HSTP Committee and Coordinator.
 - **Action Step 4D.1:** Become a forum for local transit issues, education, networking, and support.
 - ▲ Timeframe: Near-term/Continuous
 - ▲ Who: HSTP Coordinator, HSTP Committee
 - ▲ Implementation Budget: Staff time involved.
 - ▲ Staffing Implications: None.

- ▲ Capital Requirements: None.
- ▲ Ridership Implications: No direct impact on ridership numbers is anticipated.
- ▲ Performance Measures: Increased knowledge of transit issues; increased support given.
- ▲ Feasibility: Very likely
- **Action Step 4D.2:** Work with the Rural Transit Assistance Center (RTAC) to expand transportation capacity and knowledge.
 - ▲ Timeframe: Continuous
 - ▲ Who: Counties, HSTP Committee, HSTP Coordinator
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: To be determined.
 - ▲ Capital Requirements: To be determined.
 - ▲ Ridership Implications: To be determined.
 - ▲ Performance Measures: Meetings held to discuss coordination activities.
 - ▲ Feasibility: Very likely

GOAL 5: IMPROVE THE TRANSPORTATION EXPERIENCE.

- **Objective 5A: Enhance Comfort**
 - **Action Step 5A.1:** Establish more enclosed bus shelters.
 - ▲ Timeframe: Mid-term
 - ▲ Who: Municipalities with fixed-route service, specifically Peoria, Pekin, East Peoria, and Galesburg
 - ▲ Implementation Budget: To be determined
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: An increase in ridership due to enhanced experience.
 - ▲ Performance Measures: Number of enclosed bus shelters installed.
 - ▲ Feasibility: Moderately likely
 - **Action Step 5A.2:** Provide passenger assistants/aides to assist frail riders and riders with disabilities with boarding and disembarking transit vehicles.
 - ▲ Timeframe: Near-term
 - ▲ Who: Public and coordinated transportation providers.
 - ▲ Implementation Budget: Salary for passenger assistants/aides. This is an eligible item for New Freedom funding (local match required).

- ▲ Staffing Implications: Develop qualifications and hire passenger assistants/aides. Train assistants/aides.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: A potential increase in ridership for frail riders and individuals with disabilities.
 - ▲ Performance Measures: Passenger feedback concerning the availability of passenger assistants/aides. Increase in the number of passengers with disabilities and frail people that utilize the service and remain independent.
 - ▲ Feasibility: Not very likely
 - **Action Step 5A.3:** Provide sensitivity and accountability training for providers.
 - ▲ Timeframe: Continuous/Near-term
 - ▲ Who: Transportation providers, HSTP coordinator, ICCT
 - ▲ Implementation Budget: To be determined. Most of this training can be provided for free to transportation providers.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: No direct impact on ridership is anticipated; additional training may make for a more positive riding experience, which may draw additional riders.
 - ▲ Performance measures: Percentage of staff trained.
 - ▲ Feasibility: Very likely
- **Objective 5B:** Improve safety and accessibility.
 - **Action Step 5B.1:** Establish more handicapped accessible bus shelters.
 - ▲ Timeframe: Mid-term
 - ▲ Who: Fixed-route transportation providers and partners.
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: Costs of shelters and installation.
 - ▲ Ridership Implications: Possible ridership increase due to more convenient bus access.
 - ▲ Performance Measures: Number of accessible bus shelters installed.
 - ▲ Feasibility: Moderately likely
 - ▲ Note: The City of Galesburg was awarded New Freedom funding in 2008 to install 3 handicapped accessible bus shelters in their downtown. Construction on the project has not yet begun.

- **Action Step 5B.2:** Improve the condition of sidewalks, including increasing widths, improving surface conditions, and adding curb cuts.
 - ▲ Timeframe: Mid-term/Continuous
 - ▲ Who: Municipalities
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: To be determined.
 - ▲ Ridership Implications: Possible increase in ridership due to ease of accessibility.
 - ▲ Performance measures: Number of sidewalk improvements made.
 - ▲ Feasibility: Moderately likely
- **Action Step 5B.3:** Improve safety at intersections with more visible crosswalks. Reassess traffic signal operations and timing.
 - ▲ Timeframe: Long-term
 - ▲ Who: Municipalities
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: To be determined.
 - ▲ Ridership Implications: Possible increase in ridership due to safer means of getting to and from bus stops.
 - ▲ Performance measures: Number of improved intersections.
 - ▲ Feasibility: Somewhat likely
- **Action Step 5B.4:** Support transit advancements for changing demographic trends, including the increase in individuals with wheelchairs that are wider or heavier than the capacity of standard wheelchair lifts.
 - ▲ Timeframe: Continuous
 - ▲ Who: Transportation providers serving individuals with disabilities, HSTP Committee, HSTP Coordinator, ICCT
 - ▲ Implementation Budget: To be determined. New Freedom capital funds require a 20% match.
 - ▲ Staffing Implications: None.
 - ▲ Capital Requirements: To be determined. At this point, there are no manufacturers of extra-large lifts.
 - ▲ Ridership Implications: Increased ridership once higher capacity lifts are installed.
 - ▲ Performance Measures: Application prepared and submitted to IDOT, increased ability to transport wider and heavier wheelchairs.
 - ▲ Feasibility: Not very likely until new lifts are manufactured.

- ▲ Note: At this point, there are no known manufacturers of extra-large lifts. The HSTP Coordinator, HSTP Committee and transportation providers will continue to work together to express the increasing need for these lifts.
- **Objective 5C: Improve affordability.**
 - **Action Step 5C.1:** Reduce the cost of evening transit in Galesburg.
 - ▲ Timeframe: Mid-term
 - ▲ Who: Galesburg Transit, City of Galesburg
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: To be determined.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: Increase in ridership due to decrease in prices.
 - ▲ Performance Measures: Cost of evening transit declines.
 - ▲ Feasibility: Somewhat likely
 - **Action Step 5C.2:** Minimize the financial burden on Peoria County to provide service.
 - ▲ Timeframe: Near-term
 - ▲ Who: Peoria County, HSTP Coordinator, MV Transportation, RTAC
 - ▲ Implementation Budget: To be determined.
 - ▲ Staffing Implications: To be determined.
 - ▲ Capital Requirements: None.
 - ▲ Ridership Implications: To be determined.
 - ▲ Performance Measures: The cost of providing service is lowered.
 - ▲ Feasibility: To be determined.
 - ▲ Note: Peoria County went into contract with MV Transportation in April of this year to provide public transportation services. One-way fares are currently \$3. Previously, the service was being provided by the Rural Peoria County Council on Aging, and fares were \$12 one-way. Because MV Transportation charges Peoria County on an hourly basis rather than on a per-trip basis, the growing demand for transportation in Peoria County is causing a financial strain on the County. It should be a goal of the HSTP Coordinator and Peoria County to find a solution to this problem as soon as possible.
- **Objective 5D: Improve efficiency.**
 - **Action Step 5D.1:** Encourage the acquisition of routing and scheduling software to create a more time efficient service.
 - ▲ Timeframe: Mid-term

- ▲ Who: Demand-response transportation providers, HSTP Coordinator, HSTP committee
- ▲ Implementation Budget: To be determined. New Freedom funds could fund 80% of this project.
- ▲ Staffing Implications: None.
- ▲ Capital Requirements: Cost of routing software.
- ▲ Ridership Implications: Ridership increase due to enhanced use of vehicles.
- ▲ Performance Measures: Number of transit systems that acquire routing software.
- ▲ Feasibility: Moderately likely
- ▲ Note: Several agencies have acquired routing and scheduling software, including Galesburg Handivan, Peoria CountyLink and Peoria CityLift.

REGIONAL PROGRAM OF PROJECTS

Allocations for rural and urban areas are shown below.

JARC and New Freedom Allocations to Areas under 50,000 in Illinois							
Name	Section	FY07	FY08	FY09	FY10	FY11	FY12*
JARC	Section 5316	\$662,248	\$703,245	\$725,918	\$789,204	\$803,917	\$788,017
New Freedom	Section 5317	\$417,599	\$451,110	\$465,655	\$510,335	\$512,972	\$512,972

JARC and New Freedom Allocations to the Peoria-Pekin Urbanized Area							
Name	Section	FY07	FY08	FY09	FY10	FY11	FY12*
JARC	Section 5316	\$125,072	\$135,495	\$159,036	\$59,109	\$151,828	\$82,554
New Freedom	Section 5317	\$69,322	\$74,885	\$86,318	\$32,750	\$85,154	\$46,562

*FY12 allocations are estimated

FUNDED RURAL AREA PROJECTS

JOB ACCESS AND REVERSE COMMUTE

Project Name	Provider	Funding Year(s)	Description
CAT and ICC shuttle service	Peoria County	FY '12 (applied for)	Deviated fixed route to the CAT plant in Mossville for 1st shift workers and a deviated fixed route to ICC multiple times throughout the day.
Custodial Service Client Transportation	Tazewell County Resource Center	FY '12 (applied for)	Funding for a mini-van to be dedicated to the Custodial Department. This would allow their developmentally disabled clients to access custodial jobs at night when public transportation is unavailable.

NEW FREEDOM

Project Name	Provider	Funding Year(s)	Description
Galesburg Bus Shelters	City of Galesburg	FY '08	Install 3 handicapped bus shelters in the City's Central Business District
Expanded rural transportation	VNA Community Services	FY '10 FY '12 (applied for)	Expand the rural transportation services to disabled individuals of all ages within Knox County
Expanded client transportation capabilities	Tazewell County Resource Center	FY '12 (applied for)	Additional vehicle to provide community access to disabled individuals that can't access other transportation within the community

CONSOLIDATED VEHICLE PROCUREMENT (CVP)

Organization	Funding Year	Description
VNA Community Services	FY '08	2 replacement vehicles
	FY '09	1 vehicle
	FY '11	2 vehicles
Fulton County Rural Transit	FY '11	2 vehicles for service expansion; 4 replacement vehicles
	FY '12	1 vehicle for expansion; 1 for replacement
KCCDD	FY '08	2 vehicles for service expansion
	FY '09	3 vehicles
	FY '12	2 vehicles for service expansion
Stark County Board	FY '08	2 vehicles
Snyder Village	FY '09	1 vehicle
PARC	FY '09	1 vehicle
	FY '11	2 vehicles
TCRC	FY '12	1 replacement vehicle
Tazewell County	FY '11	2 vehicles
City of Galesburg	FY '11	2 vehicles
	FY '12	2 replacement vehicles
Peoria County	FY '11	2 vehicles
	FY '12	4 replacement vehicles
Woodford County	FY '12	2 replacement vehicles

FUNDED URBANIZED AREA PROJECTS

NEW FREEDOM

Project Name	Provider	Funding Year(s)	Description
ADA Boundary Expansion	CityLift	FY '06 &'07	The American with Disabilities Act (ADA) requires that CityLink provide paratransit services within 3/4 of a mile of all fixed transit routes. This project will expand service to anywhere within the CityLink
		FY '08	

			service area.
CityLift GPS Units	CityLift	FY '09 & '10 FY '12 (applied for)	GPS-based scheduling hardware and software, and Mobile Data Terminals for demand-response ADA paratransit vehicles.

JOB ACCESS AND REVERSE COMMUTE

Project Name	Provider	Funding Year(s)	Description
East Peoria Saturdays	CityLink	FY '06 & '07	Saturday service on Route 20 to East Peoria. East Peoria service was Monday to Friday only. This service will provide transportation to employment centers in East Peoria such as the Embassy Suites and Par-A-Dice Casino.
		FY '08	
		FY '09 & '10	
		FY '11	
Bartonville Trial Service	CityLink	FY '06 & '07	Express commuter bus service from the CityLink Transfer Center into Bartonville on Monday thru Friday. Without this service, Bartonville would have no transit service.
		FY '09 & '10	
		FY '11	
Peoria-Pekin Commuter	CityLink	FY '06	Additional trips on the commuter express service between Peoria and Pekin.
		FY '11	
Pekin Afternoons	CityLink	FY '08	Two additional hours of mid-day service within Pekin and South Pekin.
		FY '09 & '10	
Pekin Mornings	CityLink	FY '09 & '10	One additional hour of morning service within Pekin and South Pekin.
		FY '11	
ciCarpool	Tri-County RPC	FY '09 & '10	Software and marketing for ciCarpool, a web-based ride matching service for the Peoria-Pekin Metropolitan Area.
		FY '11	
Bartonville Marketing	CityLink	FY '08	Funding to market the Bartonville Trial Service listed above

APPENDICES

Appendix A: Map of Eleven HSTP Regions in Illinois

Appendix B: HSTP Steering Committee Bylaws

Appendix C: Meeting Agendas and Minutes

February 2, 2011 Agenda & Minutes

April 20, 2011 Agenda & Minutes

June 29, 2011 Agenda & Minutes

October 5, 2011 Agenda & Minutes

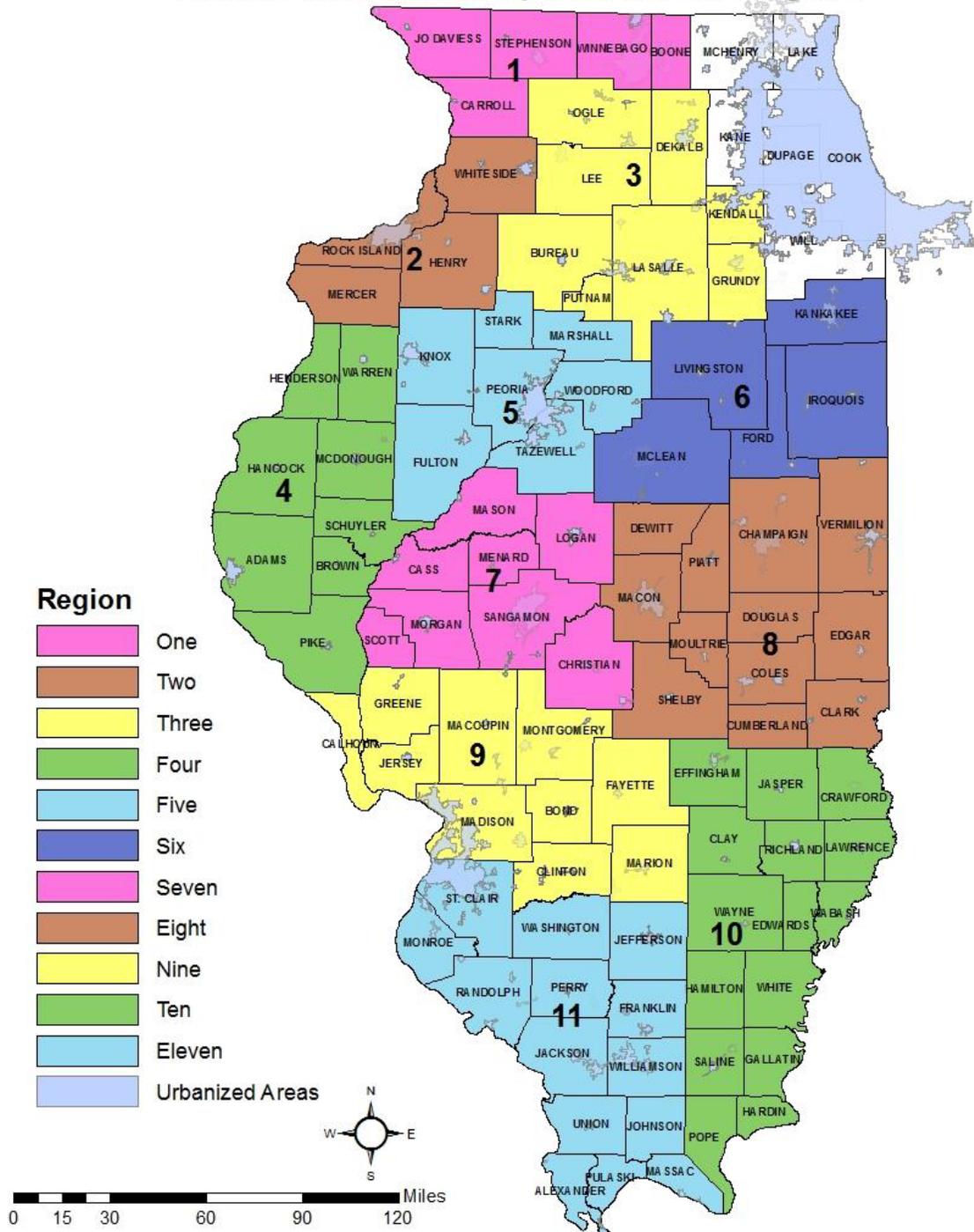
January 25, 2012 Agenda & Minutes

March 21, 2012 Agenda & Minutes

April 25, 2012 Agenda & Minutes

APPENDIX A: MAP OF ELEVEN HSTP REGIONS IN ILLINOIS

Human Services Transportation Plan Regions



Human Services Transportation Plan

Illinois Region 5

Committee Operating Procedures

Adopted November 2007, Amended June 2008

General Purpose

The State of Illinois is required to develop a locally-based process to better coordinate transit activities and funding sources among area providers and users. The Illinois Department of Transportation (IDOT) has divided the state into regions for this purpose. Each region shall form a human services transportation plan (HSTP) as required by federal legislation (Safe, Affordable, Flexible Transportation Equity Act – A Legacy for Users (SAFETEA-LU)).

Region

The Tri-County Regional Planning Commission (TCRPC) will oversee creation of the HSTP for Illinois Region 5, which includes the following counties: Fulton, Knox, Marshall, Peoria, Stark, Tazewell, and Woodford. TCRPC will provide a staff member that will act as Coordinator for this region's HSTP.

Through participation in the HSTP Steering Committee, local citizens will identify and analyze regional transportation issues and projects to be incorporated into the HSTP. The HSTP is submitted to IDOT annually or as requested. It is the responsibility of the Steering Committee members to study the issues and analyze information that is relevant to their areas. Committee members are encouraged to provide their thoughts and ideas on issues for inclusion on a Steering Committee's agenda.

The HSTP shall include a regional evaluation process to prioritize Consolidated Vehicle Procurement applications, Section 5316 projects, and Section 5317 projects for Illinois Region 5 Rural Areas. The committee will vote whether to recommend applications to IDOT for funding consideration. IDOT may expand prioritization of projects at its discretion or by mandate.

TCRPC shall maintain an Illinois Region 5 Steering Committee to oversee and coordinate the HSTP 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.

Membership, Voting, Quorum

The Committee shall include a combination of representatives from the following areas: public or private transit providers, not-for-profit organizations, human services organizations, transit users, members of local governments, and other interested citizens. Representation should balance special needs, aging, workforce, and education interests when possible.

- A. The Committee shall be composed of the following representatives, each having one vote except where noted:
 - 1. Up to two members per county who represent rural areas of their respective counties (equaling fourteen members). However, if only one Committee member from a county is present at a meeting where a vote is taken, that person may represent both positions from that county and may therefore have two votes.
 - 2. Up to seven members shall represent the Peoria-Pekin urbanized area.
 - 3. Up to two members may represent the region as a whole, to be appointed by the rest of the Committee.

- B. Members of the Committee may select a designated voting representative to represent them at the meeting in their absence.

- C. A quorum of the Committee shall consist of a simple majority, without regard to county origin.

Membership Term, Appointments

The term of membership on the Committee is three years. If there is a vacancy or resignation on the Committee, the remaining members shall appoint a new member from the same geographic area to fill the vacant position. The Committee shall hold at least four meetings each year.

Voting Procedures

All matters coming before the Committee shall be decided by a majority vote of those present and voting. No absentee voting shall be allowed. A Committee Member shall abstain from voting on prioritization of a project that is submitted by him or her or by the organization that he or she represents.

Any agency that submits an application to be voted upon must have a representative present at the meeting at which the vote will occur in order for the application to be discussed or voted upon. (Amended 6/08)

Meeting Notices

All members of the Committee shall receive a mailed or emailed notice of the date, time and place of each meeting no later than 7 days before the meeting. Any other individual or agency may submit his/her name to the Coordinator in order to be notified of upcoming meetings.

Amendments

These procedures may be amended by a majority vote of Committee members.

The Steering Committee can form subcommittees upon a majority vote of Committee members.

Severability

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.

Expenses

The Committee does not reimburse its members for travel expenses associated with attendance at Committee meetings, nor does the Committee pay a per diem to Committee members.

Procedural Rules

Robert's Rules of Order shall be used to govern the conduct of all Committee meetings.

**Human Services Transportation Plan
Steering Committee Meeting**

Wednesday, February 2, 2011 – 12:00 PM

Open to the Public

TCRPC Offices

211 Fulton Street, Suite 207

Peoria, IL 61602

Agenda

- 1. Welcome & Introductions, roll call**
- 2. Approval of the June 17, 2010 and September 23, 2010 Minutes**
- 3. Presentation and Endorsement of 2011 CVP Applications**
- 4. Section 5311 Updates from Fulton and Knox Counties**
- 5. Other**
 - Bi-monthly meeting schedule
 - Changing role of the HSTP Committee
 - Other Updates and Announcements
- 6. Adjourn**

Human Services Transportation Plan Steering Committee Meeting
Thursday, February 10, 2011 – 12:00 PM
TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL
Meeting Minutes

Welcome & Introductions

Ryan Granata called the meeting to order.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Nancy Bentley**, Fulton-Schuyler Chapter, American Red Cross, Fulton County
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- B. Justin Meierkord**, Marshall County Board
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- JoAnn Harris**, City of Galesburg Handi-van Paratransit
- Margaret Bent**, VNA Community Services
(Open, Marshall County)
(Open, Peoria County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Mabel Van Dusen**, Peoriarea Blind People's Center
- Shirley Wells**, Advocates for Access

Others present

Lindsay Wallace, TCRPC
Jeff Waxman, IDOT
Susan Lindsay, KCCDD
Randy Brunner, Peoria County
John Hamann, Peoria County
Molly Anderson, Tazewell County Resource Center, Inc.
Julie Main, City of Galesburg
Kraig McCuskie, Galesburg Transit

Approval of June 17, 2010 and September 23, 2010 Minutes

Sandi Eberle requested the September 23, 2010 be amended to show she was in attendance. Shirley Wells made a motion to approve the minutes as amended, with a second from Joe Alexander. The motion was unanimously approved with a voice vote.

Presentation and Endorsement of 2011 CVP Applications

City of Galesburg/Galesburg Transit

The City of Galesburg requested two vehicles, one light duty and one heavy duty, to replace two vehicles that had met the mileage criteria for replacement. Joe Alexander made a motion to endorse the application, with a second from Dean Grimm. The motion was approved unanimously with a voice vote.

Fulton County/Fulton County Rural Transit

Fulton County requested eight vehicles, one minivan, six medium duty and one super medium duty. Four of the vehicles are for service expansion for their new public transportation service launching this spring. Four of the other vehicles will replace vehicles, due to mileage and age, currently being utilized by the Fulton County Rehabilitation Center. The new transit service will be providing transportation for the center. Sandi Eberle made a motion to endorse the application, with a second from Renée Razo. The motion was approved unanimously with a voice vote.

PARC

PARC requested two vehicles, one medium duty and one minivan, to replace two vehicles that had met the mileage criteria for replacement. Renée Razo made a motion to endorse the application, with a second from Ty Livingston. The motion was approved unanimously with a voice vote.

Peoria County/Rural Peoria County Public Transportation

Peoria County requested two vehicles, both medium duty, to replace two vehicles that had met the mileage criteria for replacement. Sandi Eberle made a motion to endorse the application, with a second from Rex Lewis. The motion was approved unanimously with a voice vote.

Tazewell County/We Care

Tazewell County requested two vehicles, both medium duty, to replace two vehicles that had met the mileage criteria for replacement. Dean Grimm made a motion to endorse the application, with a second from Renée Razo. The motion was approved unanimously with a voice vote.

Tazewell County Resource Center

The Tazewell County Resource Center requested one vehicle, a light duty, for service expansion. This vehicle would provide transportation for clients to a new work center. Ty Livingston made a motion to endorse the application, with a second from Dean Grimm. The motion was approved unanimously with a voice vote.

VNA Community Services

VNA Community Services requested two vehicles, both light duty, due to mileage and age. Joe Alexander made a motion to endorse the application, with a second from Renée Razo. The motion was approved unanimously with a voice vote.

Section 5311 Updates from Fulton and Knox Counties

Rex Lewis gave an update about the 5311 progress for Fulton County. Lewis stated the County's 5311 application was approved by IDOT, they have been approved for a line of credit and their first vehicle was being delivered. Lewis is optimistic that service can begin April 1.

Susan Lindsay gave the committee an update regarding the status of Knox County's 5311 progress. Lindsay stated they are awaiting approval of the 5311 application by the County Board before it can be submitted to IDOT.

Other

Changing Role of the HSTP Committee:

Ryan Granata reported that the role of the Committee was transitioning from a planning role to more of a mobility management role. This changing role will focus on connecting people who need and want transportation to transportation providers; this will be done by strategies such as marketing, potential resource sharing, etc.

Bi-monthly Meeting Schedule:

Due to the changing role of the committee, Ryan Granata suggested going from a quarterly meeting schedule to a bi-monthly meeting schedule for at least the next year as the committee transitions. The meetings would still be held in the central location of Peoria until the committee recommends another location. Joe Alexander made a motion to approve this motion, with a second from Rex Lewis. The motion was approved unanimously with a voice vote.

Trainings and Conferences:

Jeff Waxman announced there will be FTA Drug and Alcohol Training in St. Louis on May 7.

The RTAC Conference is scheduled in Springfield on April 27th and 28th. More information should be coming from RTAC shortly.

Adjourn

Joe Alexander made a motion to adjourn, with a second by Ty Livingston. The meeting adjourned at 1:05 pm.

—Submitted by Ryan Granata

**Human Services Transportation Plan
Steering Committee Meeting
Wednesday, April 20, 2011– 12:00 PM
*Open to the Public***

TCRPC Offices
211 Fulton Street, Suite 207
Peoria, IL 61602

Agenda

- 1. Welcome & Introductions, roll call**
- 2. Approval of the February 2, 2011 Minutes**
- 3. Presentation by John Edmondson, IDOT-DPIT, “What is Mobility Management and a Refresher on What is Public Transportation?”**
- 4. Section 5311 Updates from Fulton and Knox Counties**
- 5. Other**
 - RTAC Conference, April 27 and 28
 - Other Updates and Announcements
 - Public Comment

6. Adjourn

- For more information, contact: Ryan Granata at (309) 673-9796 ext.226 or rgranata@tricityrpc.org
- Opportunities for public comment will be afforded.
- In compliance with the American with Disabilities Act, should any person wishing to attend this meeting need special accommodations for signing or other communications, please contact the Tri-County Planning Office at (309) 673-9330.

Human Services Transportation Plan Steering Committee Meeting
Wednesday, April 20, 2011 – 12:00 PM
TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL
Meeting Minutes

Welcome & Introductions

Ryan Granata called the meeting to order.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Nancy Bentley**, Fulton-Schuyler Chapter, American Red Cross, Fulton County
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- B. Justin Meierkord**, Marshall County Board
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- JoAnn Harris**, City of Galesburg Handi-van Paratransit
- Margaret Bent**, VNA Community Services
(Open, Marshall County)
(Open, Peoria County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Mabel Van Dusen**, Peoriarea Blind People's Center
- Shirley Wells**, Advocates for Access

Others present

Lindsay Wallace, TCRPC
Maggie Martino, TCRPC
John Edmondson, IDOT
John Hamann, Peoria County
Julie Main, City of Galesburg
Kraig McCuskie, City of Galesburg
Anthony Greene, Southside Office of Concern
Brian Suzda, IL Valley Center for Independent Living

Approval of February 10, 2011 Minutes

Mary Patton requested that the minutes from February 10, 2011 be amended to show she was in not attendance. Dean Grimm made a motion to approve the minutes as amended, with a second from Rex Lewis. The motion was unanimously approved with a voice vote.

Presentation by John Edmondson, IDOT-DPIT, “What is Mobility Management and a Refresher on What is Public Transportation?”

John Edmondson gave a presentation to the committee on their changing roles and also explained what the concept of mobility management is. Edmondson also presented a few commons misconceptions about vehicle and resource sharing.

Edmondson moderated a discussion on “What is Public Transportation?” and how to measure its impact and effectiveness on a community.

Section 5311 Updates from Fulton and Knox Counties

Barb Long gave an update about the 5311 progress for Fulton County. Long stated the County’s 5311 service began in early April and they have already began making trips to Peoria.

Julie Main gave the committee an update regarding the status of Knox County’s 5311 progress. Main stated they she believed that they are awaiting approval of the 5311 application by the County Board before it can be submitted to IDOT.

Other

Trainings and Conferences:

The RTAC Conference is scheduled in Springfield on April and .

Adjourn

Connie Schiele made a motion to adjourn, with a second by Rex Lewis. The meeting adjourned at 1:02 pm.

—Submitted by Ryan Granata

**Human Services Transportation Plan
Steering Committee Meeting
Wednesday, June 29, 2011 – 12:00 PM**

Open to the Public

TCRPC Offices
211 Fulton Street, Suite 207
Peoria, IL 61602

Agenda

- 1. Welcome & Introductions, roll call**
- 2. Approval of the April 20, 2011 Minutes**
- 3. Reappointment of Committee Seats**
- 4. Committee Discussion of Missing Goals and Action Steps**
- 5. Other**

- Updates from RTAC Conference and CTAA Conference
- CVP Update
- ICCT Updates
- JARC/New Freedom Update

6. Adjourn

- For more information, contact: Ryan Granata at (309) 673-9796 ext.226 or @tricityrpc. or visit www.hoihstp.com
- Opportunities for public comment will be afforded.
- In compliance with the American with Disabilities Act, should any person wishing to attend this meeting need special accommodations for signing or other communications, please contact the Tri-County Planning Office at (309) 673-9330.

Human Services Transportation Plan Steering Committee Meeting
Wednesday, June 29, 2011 – 12:00 PM
TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL
Meeting Minutes

Welcome & Introductions

Ryan Granata called the meeting to order.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Nancy Bentley**, Fulton-Schuyler Chapter, American Red Cross, Fulton County
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- B. Justin Meierkord**, Marshall County Board
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- JoAnn Harris**, City of Galesburg Handi-van Paratransit
- Margaret Bent**, VNA Community Services
(Open, Marshall County)
(Open, Peoria County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Mabel Van Dusen**, Peoriarea Blind People's Center
- Shirley Wells**, Advocates for Access

Others present

Lindsay Wallace, TCRPC
Maggie Martino, TCRPC
John Hamann, Peoria County
Brian Suzda, IL Valley Center for Independent Living
Susan Lindsay, KCCDD

Approval of April 20, 2011 Minutes

Sandi Eberle made a motion to approve the minutes, with a second from Mary Patton. The motion was unanimously approved with a voice vote.

Reappointment of Committee Seats

Ryan Granata informed the Committee that the bylaws require that the Committee seats must be reappointed every 3 years. Mr. Granata would like to have the new committee seated in the next 3-4 months.

Committee Discussion of Missing Goals and Action Steps

The committee reviewed and discussed the proposed action plans for the Missing Goals and Action Steps. The committee focused their discussion on out of state medical and VA trips. Renee Razo stated that CIAA has had requests to go to Iowa City. Debbie Daykin stated that a trip to Iowa City is an all-day affair which takes a vehicle out of commission all day. The committee also mentioned that the VA does have some transportation available. Mr. Granata said he will continue to invite representatives from the VA to the regional HSTP meetings.

Another issue with medical trips is Medicaid billing. Ms. Daykin stated that her organization does not even deal with Medicaid trips. Brian Suzda stated his organization is the same.

Other

Trainings and Conferences:

IPTA Conference September 7 – 9: Galena, IL

CVP Update:

Award letters should be going out sometime in August or September for grantees who were awarded CVP vehicles from last December's round. A new round of CVP should occur sometime around the beginning of 2012.

Adjourn

Connie Schiele made a motion to adjourn, with a second by Mabel VanDusen. The meeting adjourned at 1:11 pm.

—Submitted by Ryan Granata

**Human Services Transportation Plan
Steering Committee Meeting
Wednesday, October 5, 2011 – 12:00 PM**
Open to the Public

TCRPC Offices
211 Fulton Street, Suite 207
Peoria, IL 61602

Agenda

- 1. Welcome & Introductions, roll call**
- 2. Approval of the June 29, 2011 Minutes**
- 3. Provider and Agency Updates**
- 4. Committee Discussion on Plan Update**
- 5. Other**

- Updates from IPTA Conference
- Updates from Rural Transit Forum
- Public Comment

6. Adjourn

- For more information, contact: Ryan Granata at (309) 673-9796 ext.226 or @tricityrpc or visit www.hoihstp.com
- Opportunities for public comment will be afforded.
- In compliance with the American with Disabilities Act, should any person wishing to attend this meeting need special accommodations for signing or other communications, please contact the Tri-County Planning Office at (309) 673-9330.

Human Services Transportation Plan Steering Committee Meeting
Wednesday, October 5, 2011 – 12:00 PM
TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL
Meeting Minutes

Welcome & Introductions

Ryan Granata called the meeting to order.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Nancy Bentley**, Fulton-Schuyler Chapter, American Red Cross, Fulton County
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- B. Justin Meierkord**, Marshall County Board
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- JoAnn Harris**, City of Galesburg Handi-van Paratransit
- Margaret Bent**, VNA Community Services
(Open, Marshall County)
(Open, Peoria County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- LuWanna Reed**, Greater Peoria Mass Transit District (shared seat)
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- Mabel Van Dusen**, Peoriarea Blind People's Center
- Shirley Wells**, Advocates for Access

Others present

Maggie Martino, TCRPC
John Hamann, Peoria County
Susan Lindsay, KCCDD
Julie Main, City of Galesburg
Kraig McCluskie, Galesburg Transit
Anthony Green, Southside Office of Concern

Approval of June 29, 2011 Minutes

Susan Lindsay stated that she was in attendance at the June 29th meeting, Ryan Granata stated he would amend the minutes to show that change. Jim Thompson made a motion to approve the minutes as amended, with a second from Barb Long. The motion was unanimously approved with a voice vote.

Provider and Agency Updates

Mr. Granata went around the table and asked for an update from all of the providers and agencies.

- John Hamann from Peoria County stated that the County is in the process of searching for a new provider and hope to have one online prior to April 1.
- Margret Bent of VNA Community Services stated that the 5311 application from Knox County has been completed and is awaiting review from IDOT. She further stated that IDOT cannot find the paperwork for VNA's New Freedom Grant.
- Jim Thompson of We Care informed the Committee that We Care has seen an increase of passengers and vehicle miles traveled between 2008 and 2011.
- Rex Lewis and Barb Long of Fulton County Rural Transit are now carrying over 2,000 people a month since their service began in April 2011. They are now waiting for 2 more vehicles from IDOT.
- LuWanna Reed from CityLink stated that they are looking at how they can improve service to reach more people.
- Debbie Daykin of MSW announced that they finally will receive DOAP funding which will allow them to lower their fares.
- Julie Main with the City of Galesburg said that the City will install the bus shelters which were funded by New Freedom in spring 2012. She also said that 2 projects, the transit center and new Amtrak station are moving forward.

Committee Discussion on Plan Update

The committee discussed the goals of the plan and came up with a status update for each goal. The committee and stakeholder comments will be used as input during the update to the HSTP document.

The committee began their discussion on out of state medical and VA trips. Jim Thompson would like some info from John Stokowski and CityLink on how they handle VA trips. Margaret Bent stated that the general public can't get to Iowa City for general medical needs. Ryan Granata replied that much of that difficulty is because the Federal requirements for crossing state lines are very stringent. Ryan said that for many providers, they may need to work with providers in the Quad Cities who can take passengers to Iowa City. Rex Lewis stated that in Fulton County, the Veteran's Office has trouble getting drivers who can take veterans to the VA, because all of their drivers are volunteers.

Discussion was also held about how well transit serves rural areas needing service to Peoria, especially Marshall and Stark Counties. Jim Thompson believes that rural service has improved and that people need to understand that public transit is not private limousine service, catering to an individual's schedule. Debbie Daykin said she has passengers that want certain drivers which is an impossible request to grant. John Hamann and LuWanna Reed stated that there are places in the urbanized area that are unserved by CityLink and cannot be served by rural transit. Areas without paratransit service include Creve Coeur, Bartonville and newly annexed areas of north Peoria. Ryan Granata said that CityLink may want to establish a service contract, having the rural providers provide service in the unserved areas of the urbanized area. Maggie Martino recommended that an objective is added to the plan to serve areas of the urbanized area currently unserved by public transportation.

On the topic of providing public transportation seven days a week, Margaret Bent stated that she runs service on Sunday mornings using a New Freedom grant. Jim Thompson said most of their best advertising is the buses on the road with the phone number. Debbie Daykin asked if other providers list in the phone book, she is having problems with nobody being able to find them. Margaret Bent said that a goal should be added to provide rural transit in Knox County.

Other

Trainings and Conferences:

IPTA Conference September 7 – 9: Galena, IL

Ryan Granata gave an update of the regarding the Transportation Reauthorization Bill that was talked about at the Conference.

JARC/New Freedom Update:

A call for rural JARC and New Freedom projects is expected to be announced by IDOT in January. The December HSTP meeting will likely be rescheduled for January after the call for projects is announced.

Adjourn

Connie Schiele made a motion to adjourn, with a second by Debbie Daykin. The meeting adjourned at 1:12 pm.

—Submitted by Ryan Granata

**Human Services Transportation Plan
Steering Committee Meeting
Wednesday, January 25, 2012 – 12:00 PM**
Open to the Public

TCRPC Offices
211 Fulton Street, Suite 207
Peoria, IL 61602

Agenda

- 1. Welcome & New Coordinator Introduction, roll call**
- 2. Approval of the October 5, 2011 Minutes**
- 3. Provider and Agency Updates**
- 4. Reappointment of Committee Seats**
- 5. Committee Discussion on Potential JARC/New Freedom Projects**
 - **Application Timeline Update**
- 6. Presentation by John Edmondson, IDOT-DPIT, Refresher on “What is Mobility Management?”**
- 7. Other**
 - **Request for Plan Accomplishments from each County**

8. Adjourn

- For more information, contact Jill Goforth at (309) 673-9796 ext.226 or jgoforth@tricountyrpc.org or visit <http://www.tricountyrpc.org/human-service-transportation-plan>
- Opportunities for public comment will be afforded.
- In compliance with the American with Disabilities Act, should any person wishing to attend this meeting need special accommodations for signing or other communications, please contact the Tri-County Planning Office at (309) 673-9330.

Human Services Transportation Plan Steering Committee Meeting

Wednesday, January 25, 2012 – 12:00 PM

TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL

Meeting Minutes

Welcome & Introductions

Maggie Martino called the meeting to order, and Jill Goforth was introduced as the new HSTP coordinator, replacing Ryan Granata.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- Kraig McCluskie**, Galesburg Transit
- Margaret Bent**, VNA Community Services
- John Hamman**, Rural Peoria County Link
(Open, Fulton County)
(Open, Marshall County)
(Open, Marshall County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- LuWanna Reed**, Greater Peoria Mass Transit District (shared seat)
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- Shirley Wells**, Advocates for Access (*Jodi Alwan came in her place*)
(Open seat to replace Mabel Van Dusen)

Others present

Maggie Martino, TCRPC
Jill Goforth, TCRPC
Kyle Smith, TCRPC
Brian Szuda, LaSalle County Transit
John Edmondson, IDOT
Jodi Alwan, Advocates for Access
Susan Lindsay, KCCDD
Joyce R. Hall-Miller, Rural Peoria County

Greg Cassidy, TCRC
Mark Nash, MV Transportation

Approval of October 5, 2011 Minutes

Connie Schiele made a motion to approve the minutes, with a second from Rex Lewis. The motion was unanimously approved with a voice vote.

Provider and Agency Updates

Ms. Martino went around the table and asked for an update from all of the providers and agencies.

- John Hamann from Rural Peoria County stated that they have decided to contract with MV Transportation for the new provider. Rural Peoria County has changed the name of their service to “County Link.” County Link is working towards getting *public* transportation in all of Peoria County. Providing public transportation (not just paratransit) is one of the aspects of their service that IDOT said needed to be improved.
- Brian Szuda of LaSalle County Transit expressed his frustration with funding delays from IDOT. His organization has been approved for funding, but the desired program is still not up and running. He isn’t sure what is causing the delay, but he came to our meeting to learn from us and take in as much information as he can.
- Kraig McCluskie from the City of Galesburg stated that the City is building a new transit center and has acquired two new hybrid buses and a new diesel bus.
- Debbie Daykin from Marshall-Stark Transportation stated that their DOAP money has been approved. With IDOT’s assistance, she hopes to reduce fares. In November, Marshall-Stark received a light-duty van through the 5311 program.
- Barb Long from Fulton County Rural Transit (FCRT) stated that they have just received a fourth vehicle and that they are waiting on DOAP money. Additionally, she stated that their customers are slowly learning that they can call FCRT for things other than medical trips.
- Rex Lewis shared a success story about a man who is now able to get to Peoria with ease because of the FCRT services.
- Joyce from Rural Peoria County stated that Peoria County Link’s ridership has doubled within one year. She attributes the increased ridership to change in fares and publicity.

Reappointment of Committee Seats

The process of reappointment was discussed. Committee members must go to their County Boards and ask to be reappointed at the next board meeting.

The committee discussed the rural area’s open committee seats. Currently, there are four open seats—two for Marshall County, one for Woodford County, and one for Fulton County. Debbie Daykin can’t think of anyone to fill the Marshall County seats. She stated that filling these seats will be difficult, as both the Marshall and Stark County boards are having issues with major turnover. Rex Lewis and Barb Long will ask the Fulton County Board to reappoint someone to replace Nancy Bentley who retired at the end of last year.

Jill Goforth asked the committee members to send her the paperwork once their County Boards reappoint them.

Presentation by John Edmondson, IDOT-DPIT, Refresher on “What is Mobility Management?”

John Edmondson from IDOT gave the committee a refresher on Mobility Management. He began by stating that at the beginning of the HSTP program, we took a programmatic approach. We developed a

coordinated service plan, did an inventory of services, completed a needs analysis and performed outreach. We are now moving towards a customer-centric approach. This will be the implementation stage, where services will be improved and expanded and, in some cases, added.

Mr. Edmondson explained that a universal policy and procedure manual will be created that will emphasize customer service and one-on-one interaction with drivers and dispatchers. Additionally, Mr. Edmondson stated that Ms. Goforth will act as a broker for customers needing to use multiple transportation services to reach a particular destination. She will work with providers in each county to ensure that customers are getting where they need to go. In order to be successful at this, she will become knowledgeable on the policies and procedures of each provider in Region 5.

Barb Long asked if there will be more funding for these types of services. She has had instances where certain places had no rural transit, making it impossible to get the customer to where he/she needed to go. John replied that the point of the ICCT Primer Process is to have 100% rural transportation in Illinois. Though this may be a long process, it is in the Long Range Transportation Plan for Illinois to have 100 % transportation coverage throughout the state.

Debbie Daykin asked about passenger registration. John Edmondson stated that it is critical to know the name of each passenger and where the passenger needs to be picked up. For fixed-route service, it is important to know the bus/van schedule. Jim Thompson added that if one records passenger information, one will be put at a lower-tier for homeland security. Connie Schiele mentioned that from a transit-user's perspective, registration is very helpful. Ms. Shiele also asked if passenger information will be stored in a central database. Mr. Edmondson replied that it is not kept in a central database but that Jill will have access to the information and will be able to use it.

Debbie Daykin asked if the policies and procedures Mr. Edmondson spoke of earlier would be state-wide or region-wide. John Edmondson replied that IDOT wants to make it state-wide.

John Edmondson stated that Jill will begin to develop funding sources and budgets and new or expanded services per the HSTP plan. Jill will not become a central dispatch for the region. She will only work with customers when their request is outside of a particular agency's operating procedures. She will however, establish good, solid relationships with all of the providers and their dispatchers, and will acquire a detailed understanding of how each provider runs their service. She will inventory all providers and will create a very detailed document of available resources. John Edmondson said that he understands that all customer requests may not be able to be accommodated.

John Edmondson emphasized that mobility management is just an *enhancement* of the services that are already being provided, and that an overall goal is to boost the economic situation of this region and of the state as a whole.

Debbie Daykin asked, "What if no one ever calls needing rides to other cities and counties?" John Edmondson replied that if this happens, then our public outreach and transit education is flawed.

Barb Long asked how to deal with vastly different fares from region to region. John Edmondson stated that IDOT has not figured out a way to deal with this issue yet.

Mary Patton asked if churches are ever contacted for public outreach. John Edmondson replied that they are contacted.

Committee Discussion on Potential JARC/New Freedom Projects

Maggie Martino stated that the JARC and New Freedom applications would be available on the TCRPC website. Jill Goforth stated that the applications will also be sent out by email and that some should have already received the application from John Edmondson.

Maggie stated that the applications would be due to Jill by February 25th and that they would need to be endorsed and voted on by the HSTP committee by March 28th.

John Edmondson stated that the number one thing to consider when voting on applications is whether or not the project identifies a need mentioned in the coordinated plan. Additionally, the committee should approach this process in a fair, balanced and unbiased manner. Committee members should stay away from endorsing projects that are duplicating services or that are being submitted by agencies/providers that aren't participating/attending the HSTP meetings.

Mr. Edmondson went on to say that operating grants cannot exceed two years. This is a newly enforced rule. Every two years, you must reapply for operating funds.

Mr. Edmondson stated that if you are not a 5311 provider, you must get a letter of support from a local transportation provider if you want to apply for grant money. Last year a lot of letters of support were missing from applications. Additionally, the board resolution and opinion of counsel can be turned in after you submit your application, but it has to be turned in before IDOT executes a contract.

Mr. Edmonson stated that Jill will provide a summary of each proposed project at the March meeting. The committee will then identify if the project is feasible, if it will be beneficial to the community as a whole, and if the agency and project is eligible to apply.

Maggie Martino asked if any agencies had thought about potential projects to apply for. John Hamann mentioned a possible project that would provide transportation service for Mossville-Caterpillar employees. He also wants to establish a route to ICC for students and staff. No other potential project was discussed.

Other

The committee established the next meeting date for March 21st at noon at the TCRPC offices.

Maggie Martino notified the committee that a plan accomplishment sheet will be sent via email to each of the committee members. She asked that this be turned back into Jill either electronically or by mail as soon as possible.

John Edmondson mentioned that there will be an optional application review session in Springfield on February 8th. There is more information on this in the Call for Projects that was sent out via email.

Adjourn

Debbie Daykin made a motion to adjourn at 1:18 pm.

—Submitted by Jill Goforth

**Human Services Transportation Plan
Steering Committee Meeting
Wednesday, March 21, 2012 – 12:00 PM**
Open to the Public

TCRPC Offices
211 Fulton Street, Suite 207
Peoria, IL 61602

Agenda

- 1. Peoria County CVP Public Hearing**
- 2. Welcome & Introductions, roll call**
- 3. Approval of the January 25, 2012 Minutes**
- 4. Provider and Agency Updates**
- 5. Committee Breakout Session for Approval of FY 2012 JARC and New Freedom Applications**
- 6. Breakout Session Wrap-up**
- 7. Other**

- CVP Update
- Update on Reappointments and Filling Committee Seats
- Revisions to the Updated HSTP Goals and Objectives
- Next Meeting

8. Adjourn

- For more information, contact Jill Goforth at (309) 673-9796 ext.226 or jgoforth@tricityrpc.org or visit <http://www.tricityrpc.org/human-service-transportation-plan>
- Opportunities for public comment will be afforded.
- In compliance with the American with Disabilities Act, should any person wishing to attend this meeting need special accommodations for signing or other communications, please contact the Tri-County Planning Office at (309) 673-9330.

Human Services Transportation Plan Steering Committee Meeting
Wednesday, March 21, 2012 – 12:00 PM
TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL
Meeting Minutes

Welcome & Introductions

Maggie Martino called the meeting to order a 12:02 p.m.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- Kraig McCluskie**, Galesburg Transit
- Margaret Bent**, VNA Community Services
- John Hamman**, Rural Peoria County Link
(Open, Fulton County)
(Open, Marshall County)
(Open, Marshall County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- Shirley Wells**, Advocates for Access
(Open seat to replace Mabel Van Dusen)

Others present

Maggie Martino, TCRPC
Jill Goforth, TCRPC
Brian M. Szuda, IVCIL
Greg Cassidy, TCRC
Angel Marinich, MV Transportation
Steve Bernal, MV Transportation
Dedra Mannon, Galesburg Handivan
Julie Main, City of Galesburg
Susan Lindsay, KCCDD
Karen McDonald, TCRPC

Peoria County CVP Public Hearing

Maggie Martino opened the public hearing for Peoria County. John Hamman explained to those present that he would be applying to replace four vehicles through the CVP program. The floor was opened for questions. Debbie Daykin asked if public hearings were a required component of the CVP process. John Hamman explained that he was advised to hold one. No questions regarding Peoria County's applications were asked. Maggie Martino called the public hearing to a close.

Approval of the January 25, 2012 Minutes

Jim Thompson made a motion to approve the minutes, with a second from Marry Patton. The motion was unanimously approved with a voice vote.

Provider and Agency Updates

Ms. Martino went around the table and asked for an update from all of the providers and agencies.

- John Hamman announced that Peoria County will have a new provider beginning April 2, 2012. The provider will be MV Transportation, a private company that also provides transportation for CityLink.
- John Stokowski announced that CityLink has received a planning grant to study the feasibility of building a transit center in North Peoria. If the transit center is built, CityLink will offer an express bus service to link the two stations together.
- Greg Cassidy stated that TCRC has applied for two grants, and that he would explain in more detail later in the meeting.
- Margaret Bent announced that VNA Community Services is partnering with the City of Knoxville to provide free rides to its residents. The City of Knoxville felt the need to increase public transportation options for their residents because of high gas prices. The details have not been fully worked out, but they are considering offering free rides up to a certain dollar amount.
- Brian Szuda is responsible for the new rural transportation system in the City of Ottawa. His group is currently providing limited service for medical needs as they wait for final approval from IDOT. He has been attending out meetings to learn as much as he can about HSTP and rural transportation.
- Sandi Eberle stated that she has applied for two additional vehicles from IDOT. She also recently met with the City of Peoria to discuss how to make public transit safer, particularly for her clients at PARC.
 - A discussion between John Stokowski, John Williams and Sandi Eberle began. It was noted that many PARC clients have difficulty crossing the street to get to the bus stop because traffic moves so fast in that area. Additionally, there is very little in terms of accessibility in this part of north Peoria. There are no sidewalks. Sandi Eberle said she will likely apply for a New Freedom grant during the next funding round to improve accessibility near the PARC facility.
- Barb Long announced that FCRT had been named "Provider of the Month" by the MY TRIP group. Fulton County Rural Transit's story is featured in the March/April MY TRIP Minute newsletter. She also stated that FCRT will be celebrating their one year anniversary in April. Additionally, they are exploring transit options with Spoon River College as well as veterans.
- Rex Lewis stated that FCRT is expecting a new 26-passenger vehicle from IDOT and is applying for an additional 26-passenger vehicle. He explained that there is a very large population of individuals in wheelchairs in Fulton County.
- Debbie Daykin announced that MSW Projects moved their office headquarters to a location 3 blocks down from the previous office.

- John Williams announced that CityLink was chosen for the Accessible Transportation Initiative by Easter Seals. Easter Seals will hold a 2-day workshop and will help CityLink discuss accessible bus stop designs.
- Dedra Mannon announced that Galesburg Handivan has seen an increase in passenger numbers.
- Angel Marinich introduced herself as the new provider for Peoria County. She explained some of the upgrades to Peoria County's transit system, including a new computer system and drive-cameras on vehicles. Additionally, she stated that all the drivers are currently in training and they will be ready to start service on April 2, 2012.
- Ty Livingston announced that the City of East Peoria is developing a 100-acre site of land. The development will create many new retail jobs. The area will be very pedestrian friendly. The City is working with CityLink and currently, there are four CityLink routes planned to serve this future development.

Committee Breakout Session for Approval of FY 2012 JARC and New Freedom Applications

Rather than breaking out into urban and rural sub-groups, the committee reviewed all applications together as a group.

Maggie Martino explained the difference between rural JARC and New Freedom money and urban JARC and New Freedom money. Some of the committee was confused about how the funding works. She explained that the rural money is available state-wide and that the application process is competitive. The urban money however, is divided among each region's MPOs, and is therefore only regionally competitive.

The urban sub-group then presented its sole application. John Stokowski explained that CityLink would like to apply for New Freedom funds to purchase scheduling software/hardware and an additional 12 Mobile Data Terminals (MDT) for its ADA paratransit service operated by MV Transportation. He explained that the drivers currently use 2-way radios, and that these MDTs would streamline their demand-response service by pinpointing exactly where vehicles are located within the city, and by creating electronic manifests.

Dedra Mannon stated that Galesburg Handivan was picked for a MDT pilot project and has therefore acquired a similar system for their vehicles. Brian Szuda asked how much the MDTs cost. John Stokowski stated that CityLink would be paying between \$4,500 and \$5,000 per unit. These mounted MDTs are more expensive than the free-standing tablets, which cost around \$1000 per unit.

Maggie Martino then asked the urban sub-committee to evaluate CityLink's application based on the following evaluation criteria:

- The proposed project addresses unmet transportation needs of persons with disabilities seeking integration into the workforce and full participation in society.
- The project employs one or more strategies included in the regional HSTP.
- The project increases mobility options for the target population.
- The project will be operational within a reasonable time-frame.
- Agency personnel or contractors are qualified and have appropriate experience to implement the project.
- Applicant participates in local coordination process.

The urban sub-committee unanimously answered yes to all of the above criteria and voted yes to endorse the urban New Freedom application.

Maggie Martino asked Jill Goforth to start the evaluation and endorsement process for the rural applications. Ms. Goforth explained that Region 5 received two JARC applications and two New Freedom applications. She stated that each JARC application should be evaluated based on the following criteria:

- Proposed project addresses unmet transportation needs of welfare recipients, eligible low-income persons and other individuals in urbanized areas seeking employment in urbanized areas or employment-related activities in rural areas.
- Project employs one or more strategies included in the regional HSTP.
- The project increases mobility options for the target population.
- The project will be operational within a reasonable time-frame.
- Agency personnel or contractors are qualified and have appropriate experience to implement the project.
- Applicant participates in local coordination process.

Ms. Goforth introduced Peoria County's JARC application first, and explained that Peoria County is requesting funding to purchase a vehicle to be used for a deviated fixed-route service to CAT Mossville and to ICC. The rural sub-committee answered yes to all of the above criteria and voted yes to endorse Peoria County's application.

Ms. Goforth then introduced a JARC application from Tazewell County Resource Center (TCRC). She explained that TCRC was requesting funding to purchase a vehicle to be dedicated to their Janitorial Program. This program allows their physically and/or mentally disabled clients to work second-shift janitorial jobs. An additional vehicle would make this program available to more of their clients. The rural sub-committee answered yes to all of the above criteria and voted yes to endorse TCRC's application.

Jill Goforth explained that the rural New Freedom applications should be evaluated based on the following criteria:

- The proposed project addresses unmet transportation needs of persons with disabilities seeking integration into the workforce and full participation in society.
- The project employs one or more strategies included in the regional HSTP.
- The project increases mobility options for the target population.
- The project will be operational within a reasonable time-frame.
- Agency personnel or contractors are qualified and have appropriate experience to implement the project.
- Applicant participates in local coordination process.

Ms. Goforth introduced TCRC's New Freedom application and explained that TCRC was requesting funding to purchase a paratransit vehicle to transport their clients to community jobs, volunteer programs and various community activities. John Stokowski brought up a concern that this project should be considered as an urban project since one of TCRC's centers is located in Morton, which is part of the urbanized area. Greg Cassidy explained that the majority of his clients are transported to the Morton Center from rural areas and that many of the community jobs and volunteer activities are also

located in the rural area. John Hamman asked Mr. Cassidy if WeCare could provide these day time rides to TCRC's clients. Jim Thompson explained that WeCare is unable to provide adequate day time service for TCRC because their vehicles are already at capacity. The committee then answered yes to all of the above criteria and voted yes to endorse TCRC's application.

Ms. Goforth introduced VNA Community Services' application. She explained that VNA was requesting operating money to continue their rural transportation services to disabled individuals of all ages and the general public. In addition, VNA would like to make their public transportation services available on weekends. The rural sub-committee answered yes to the above criteria and voted to endorse VNA's application.

Other

Jill Goforth provided an update on the CVP application process. She stated that CVP applications were due to her by April 6, 2012. Because CVP applications are due to IDOT by May 1, 2012, Ms. Goforth explained that an additional meeting would need to be held mid-April to endorse applications. After a brief discussion, the committee decided to hold the meeting on April 18, 2012 at noon at the TCRPC offices.

Ms. Goforth asked for an update on reappointments and filling committee seats. Debbie Daykin asked Ms. Goforth to send a formal letter to the Marshall and Stark County boards requesting that she be reappointed to the HSTP committee. Jill Goforth agreed and asked Kraig McCluskie and Margaret Bent if they would like her to write a letter to the Knox County board as well. They both agreed that a letter would be helpful.

Ms. Goforth requested that an amendment to the updated goals and objectives be added. Barb Long and Rex Lewis had brought up a concern that transportation to Spoon River College was not outlined as a prioritized goal in the HSTP. Jim Thompson made a motion to amend the Plan with a second from Debbie Daykin. The committee unanimously approved the addition with a voice vote.

Debbie Daykin began a brief discussion regarding crossing county lines. She explained that when her clients are admitted into the hospital for the night they have no way to return home in the morning because in order to be reimbursed for a trip, the trip must start within her service area. Barb Long expressed the same concern. Jim Thompson stated that they should not have an issue picking up clients in different counties, as long as the trip ends in their service area.

Rex Lewis asked if other providers were experiencing delays in receiving DOAP money. FCRT has not received any since beginning their service in April 2011. The other providers did not express the same concern.

Adjourn

Maggie Martino made a motion to adjourn at 1:14 p.m.

—Submitted by Jill Goforth

**Human Services Transportation Plan
Steering Committee Meeting
Wednesday, April 25, 2012 – 12:00 PM
*Open to the Public***

TCRPC Offices
211 Fulton Street, Suite 207
Peoria, IL 61602

Agenda

- 1. Welcome & Introductions, roll call**
- 2. Approval of the March 25, 2012 Minutes**
- 3. Provider and Agency Updates**
- 4. Approval and Discussion of CVP Applications**
- 5. Other**
 - Report from the RTAC Spring Conference
 - HSTP Plan Update
 - Schedule Next Meeting

6. Adjourn

- For more information, contact Jill Goforth at (309) 673-9796 ext.226 or jgoforth@tricityrpc.org or visit <http://www.tricityrpc.org/human-service-transportation-plan>
- Opportunities for public comment will be afforded.
- In compliance with the American with Disabilities Act, should any person wishing to attend this meeting need special accommodations for signing or other communications, please contact the Tri-County Planning Office at (309) 673-9330.

Human Services Transportation Plan Steering Committee Meeting
Wednesday, April 25, 2012 – 12:00 PM
TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL
Meeting Minutes

Welcome & Introductions

Jill Goforth called the meeting to order a 12:03 p.m.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- Kraig McCluskie**, Galesburg Transit
- Margaret Bent**, VNA Community Services
- John Hamann**, Rural Peoria County Link
(Open, Fulton County)
(Open, Marshall County)
(Open, Marshall County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- Shirley Wells**, Advocates for Access (Jodi Alwan came in her place)
(Open seat to replace Mabel Van Dusen)

Others present

- Maggie Martino, TCRPC
- Jill Goforth, TCRPC
- Greg Cassidy, TCRC
- Dedra Mannon, Galesburg Handivan
- Susan Lindsay, KCCDD

Approval of the March 21, 2012 Minutes

Mary Patton made a motion to approve the minutes, with a second from Connie Schiele. The motion was unanimously approved with a voice vote.

Provider and Agency Updates

Because the committee just met last month, we did not go around the table to ask for updates. However, the floor was opened for anyone who had anything to share. John Stokowski stated that Peoria County's ridership is really taking off since its new provider came on board April 1, 2012.

Approval and Discussion of CVP Applications

Jill Goforth led the discussion on the CVP applications. Region 5 received seven applications. Each was summarized and then voted on for endorsement.

City of Galesburg

The City of Galesburg requested two medium duty vehicles to replace two vehicles that have reached the mileage criteria for replacement. Dedra Mannon of Galesburg Handivan noted that the mileage on these two vehicles may seem low; however, the stopping and starting required for city driving is very hard on vehicles. The committee unanimously voted to endorse the City of Galesburg's request.

Fulton County Rural Transit

Fulton County Rural Transit requested one super medium duty vehicle to expand their service capabilities and one medium duty vehicle to replace a vehicle that exceeds the mileage criteria. Barb Long and Rex Lewis stated that an additional vehicle is necessary in order to accommodate the large population of individuals in wheelchairs in Fulton County. The committee unanimously voted to endorse Fulton County Rural Transit's application.

KCCDD

KCCDD, Inc. requested two medium duty vehicles to expand their service capabilities. Susan Lindsay explained that their transportation capabilities are currently under strain. Additional vehicles are necessary for getting KCCDD clients to day programs/training on time. The committee unanimously voted to endorse KCCDD's application.

PARC

PARC requested three minivans to replace three vehicles that have met the mileage criteria for replacement. Sandi Eberle explained that these vehicles are in very bad shape, and are needed in order to provide transportation service to clients at times when public transportation is not available. The committee unanimously voted to endorse PARC's application.

Peoria County

Peoria County requested four medium duty vehicles to replace four vehicles that have met the mileage criteria for replacement. John Hamann explained that CountyLink's ridership has increased greatly in the past few months. In addition to needing these four replacement vehicles, he will need additional vehicles in order to provide service for CAT employees and ICC students (this project was outlined in Peoria County's JARC application). The committee unanimously voted to endorse Peoria County's application.

Tazewell County Resource Center

Tazewell County Resource Center requested one light duty vehicle to replace a vehicle that had met the mileage criteria for replacement. Greg Cassidy explained that this vehicle is used to transport clients to

medical appointments and various recreational activities throughout the week. The committee unanimously voted to endorse TCRC's application.

Woodford County

Woodford County requested two medium duty vehicles to replace two vehicles that have reached the mileage criteria for replacement. Jim Thompson was not present at the meeting to give additional comments on his application; however, the committee had no concerns with it. The application was unanimously approved.

Other

Jill Goforth gave a brief report from the RTAC Spring Conference which took place in early April. She stated that agencies are able to apply for DOAP funds in advance, and should take advantage of this because the state generally pays DOAP on a first come, first serve basis. Additionally, there had been a delay in getting DOAP funding to agencies, but everyone should have received their money by now.

Ms. Goforth also reported that Nicole George of IDOT is administering a Transit Planning Study. Ms. George is in the process of forming several focus groups with the goal of enhancing the HSTP process. Ms. Goforth invited those interested in participating to get in touch with her after the meeting.

Ms. Goforth asked the committee if anyone had any other comments about the RTAC conference. The following concerns and suggestions were brought up:

- Debbie Daykin stated that it would be helpful if the conference were condensed into two days in order to cut down on travel expenses.
- Dedra Mannon stated that as a new paratransit provider, she would have liked to have more time to discuss ADA rules and regulations. The 45 minute presentation didn't allow time for sufficient information to be shared or for enough discussion to take place.
- Several individuals made the suggestion to have multiple sessions going on at once. This would allow folks to choose topics that are applicable to their agency. Additionally, this would allow for smaller groups and more discussion-based sessions. It would be helpful for the less experienced to learn from the more experienced.
- Rex Lewis stated that the session on budgeting was really good.
- Multiple agencies stated that the timing of the conference could have been better. It came at the same time that 5311 applications were due, and for our region, CVP applications were also due.

Ms. Goforth stated that she would relay these comments to RTAC.

Ms. Goforth stated that the HSTP plan update is due in mid-June; therefore a meeting needs to take place in early June to endorse the plan. The committee decided on a meeting date of Wednesday, June, 6 at noon at TCRPC.

Ms. Goforth opened the floor for other comments and concerns. John Williams brought up the fact that there is a lack of service in Creve Coeur. Transportation is wanted and needed in this area; however, Creve Coeur is not part of the Mass Transit District. Creve Coeur has a very limited budget, and it is unlikely that their local government could even provide a match to New Freedom funds for paratransit service. Many individuals representing agencies stated that the lack of transit in this area has made it difficult- if not impossible- for some of their clients to access their services. The committee decided that this should be a goal in our HSTP plan. The first steps in addressing this issue will be to invite

stakeholders from Creve Coeur, as well as Marquette Heights, Washington and Morton to our next HSTP meeting in order to start a discussion with them to see what their level of interest/awareness is of this issue. Additionally, Ms. Goforth will be contacting stakeholders in the Quad Cities, Rockford, Champaign, Springfield and Bloomington-Normal to see how these urbanized areas have addressed similar issues.

Adjourn

Jill Goforth made a motion to adjourn at 12:53 p.m.

—Submitted by Jill Goforth

**Human Services Transportation Plan
Steering Committee Meeting
Wednesday, July 11, 2012 – 12:00 PM**
Open to the Public

TCRPC Offices
211 Fulton Street, Suite 207
Peoria, IL 61602

Agenda

1. Welcome & Introductions, roll call

2. Approval of the April 25, 2012 Minutes

3. Provider and Agency Updates

4. Discussion on updated HSTP

- Goals and Action Steps
- Gaps and Needs
- Trip Generator

5. Approval of HSTP Revisions

6. Other

- Urbanized Area Transportation Gaps- How to proceed
- Schedule Next Meeting

7. Adjourn

- For more information, contact Jill Goforth at (309) 673-9796 ext.226 or jgoforth@tricityrpc.org or visit <http://www.tricityrpc.org/human-service-transportation-plan>
- Opportunities for public comment will be afforded.
- In compliance with the American with Disabilities Act, should any person wishing to attend this meeting need special accommodations for signing or other communications, please contact the Tri-County Planning Office at (309) 673-9330.

Human Services Transportation Plan Steering Committee Meeting
Wednesday, July 11, 2012 – 12:00 PM
TCRPC Offices, 211 Fulton, Suite 207, Peoria, IL
Meeting Minutes

Welcome & Introductions

Jill Goforth called the meeting to order a 12:00 p.m.

Roll Call: Present Not Present

Rural Area Subcommittee

- Debbie Daykin**, Marshall-Stark Transportation
- Dean Grimm**, Tazewell County Board
- Terry Hillegonds**, Tazewell County Board
- Tom Howes**, Stark County Board
- Rex Lewis**, Fulton County Rural Transit (shared seat)
- Barb Long**, Fulton County Rural Transit (shared seat)
- Mary Patton**, AARP, Peoria County
- James Thompson**, Woodford County
- Kraig McCluskie**, Galesburg Transit
- Margaret Bent**, VNA Community Services
- John Hamann**, Rural Peoria County Link
- Travis McGlasson**, Marshall County Board
(Open, Fulton County)
(Open, Marshall County)
(Open, Woodford County)

Urbanized Area Subcommittee

- Sandi Eberle**, PARC
- Ty Livingston**, City of East Peoria
- Renée Razo**, Central Illinois Agency on Aging
- Connie Schiele**, paratransit user
- John Williams**, Greater Peoria Mass Transit District (shared seat)
- John Stokowski**, Greater Peoria Mass Transit District (shared seat)
- Joe Alexander**, Greater Peoria Mass Transit District (shared seat)
- Shirley Wells**, Advocates for Access (Jodi Alwan came in her place)
(Open seat to replace Mabel Van Dusen)

Others present

- Maggie Martino, TCRPC
- Jill Goforth, TCRPC
- Greg Cassidy, TCRC
- Susan Lindsay, KCCDD
- John Harmon, Fulton County Rehabilitation Center
- Brian Szuda, IVCIL
- Dwain Cosby, CityLink

Approval of the April 25, 2012 Minutes

Joe Alexander made a motion to approve the minutes, with a second from Barb Long. The motion was unanimously approved with a voice vote.

Provider and Agency Updates

CityLink

John Williams clarified what the Easter Seals Project Action Accessible Transportation Coalition Initiative (ATCI) event will consist of. The event is being held August 15-16, 2012 and will be a chance for agencies and providers across the 7-county HSTP region to create an accessible transportation plan. He stated that more detailed information about the event will be forthcoming.

John Stokowski stated that Sunday paratransit service will likely be available by the end of this year. The service will be partially funded by New Freedom grant funds. Fixed route Sunday service for the general public will also become available, hopefully by 2014.

John Williams explained that the Mobile Data Terminals funded by New Freedom should be installed in paratransit vehicles by September of 2012.

Connie Schiele

Connie Schiele expressed that she had been having difficulty getting through to CityLift dispatch. Multiple individuals were also having problems getting through. The issue was resolved once CityLink and MV Transportation were informed of the problem.

Peoria County

John Hamann explained that Peoria County's current ridership numbers are 60% higher than originally anticipated. Unfortunately, these high ridership numbers are causing financial strain on Peoria County. Additionally, the County does not have enough vehicles to sufficiently meet this high demand. Mr. Hamann stated that Peoria County has been in conversation with MV Transportation about the financial issues and has been talking with other Peoria agencies to discuss the possibility of sharing vehicles. In addition, Mr. Hamann brought up the idea of establishing a regional or a county-wide mass transit district to address boundary issues.

Tazewell County Resource Center (TCRC)

Greg Cassidy explained that there has been a change in insurance policies and that staff will no longer be able to drive clients in their own personal vehicles. This new policy will create a strain on their existing vehicle fleet; therefore, TCRC is looking to purchase 5 new vehicles to meet the added demand.

We Care, Inc

Jim Thompson explained that between Woodford and Tazewell Counties and Morton, We Care provided over 86,000 trips in FY 2012.

Discussion on updated HSTP

Jill Goforth stated that she has been working on updating the HSTP for the past couple of months. The following changes were made to the plan:

- The Goals and Objectives have been restructured and reworded. The goal of increasing the number of options and affordability of public transportation for people with low incomes, people

with disabilities, older adults and the general public became the *vision* for the plan as a whole. A goal was added specifically for improving and expanding transportation options within the urbanized area. Additionally a goal of improving the transportation experience was added to the plan.

- The Gaps and Needs section has been revised. A gap was added to address the communities within the urbanized area that do not have public transportation service.
- All maps within the HSTP have been updated to reflect 2010 census data, with the exception of disabled individuals throughout Region 5, as 2010 census data is not yet available for this category.
- All census data within the plan have been updated to reflect 2010 data, with a few exceptions. Certain communities and counties do not have all 2010 census data available yet.

The Committee made some suggestions on the Gaps and Needs section of the plan. Specifically, members agreed to revise the gap of *out of county transportation* to include only trips from Region 5 to McLean County and from Knox County to Peoria. All other issues were removed, as they are no longer issues for the region.

Debbie Daykin stated that transportation for dialysis appointments puts a huge time strain on providers. These appointments are not located at one central location, and often take several hours. This is inefficient for drivers and vehicles. This issue will be addressed in our Goals and Strategies section.

Approval of HSTP Revisions

John Stokowski made a motion to approve the HSTP revisions with a second from Connie Schiele. The revisions were unanimously approved with a voice vote.

Other

Jill Goforth briefly explained the newly passed legislation, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 replaces SAFETEA-LU and will provide increases in overall transit investment through to September 30, 2012. It will restructure the formula grant programs. Most notably, the former Section 5317 New Freedom program will be combined into the larger Section 5310 program. Additionally, the former Section 5316 Job Access and Reverse Commute program will be combined into the urban (5307) and rural (5311) formula funding programs. Ms. Goforth stated that she will provide more detailed information once the details have been clarified by IDOT.

The Committee decided to wait on scheduling the next meeting, which will be held in the next 2-3 months.

Adjourn

Jill Goforth made a motion to adjourn at 1:17 p.m.

—Submitted by Jill Goforth