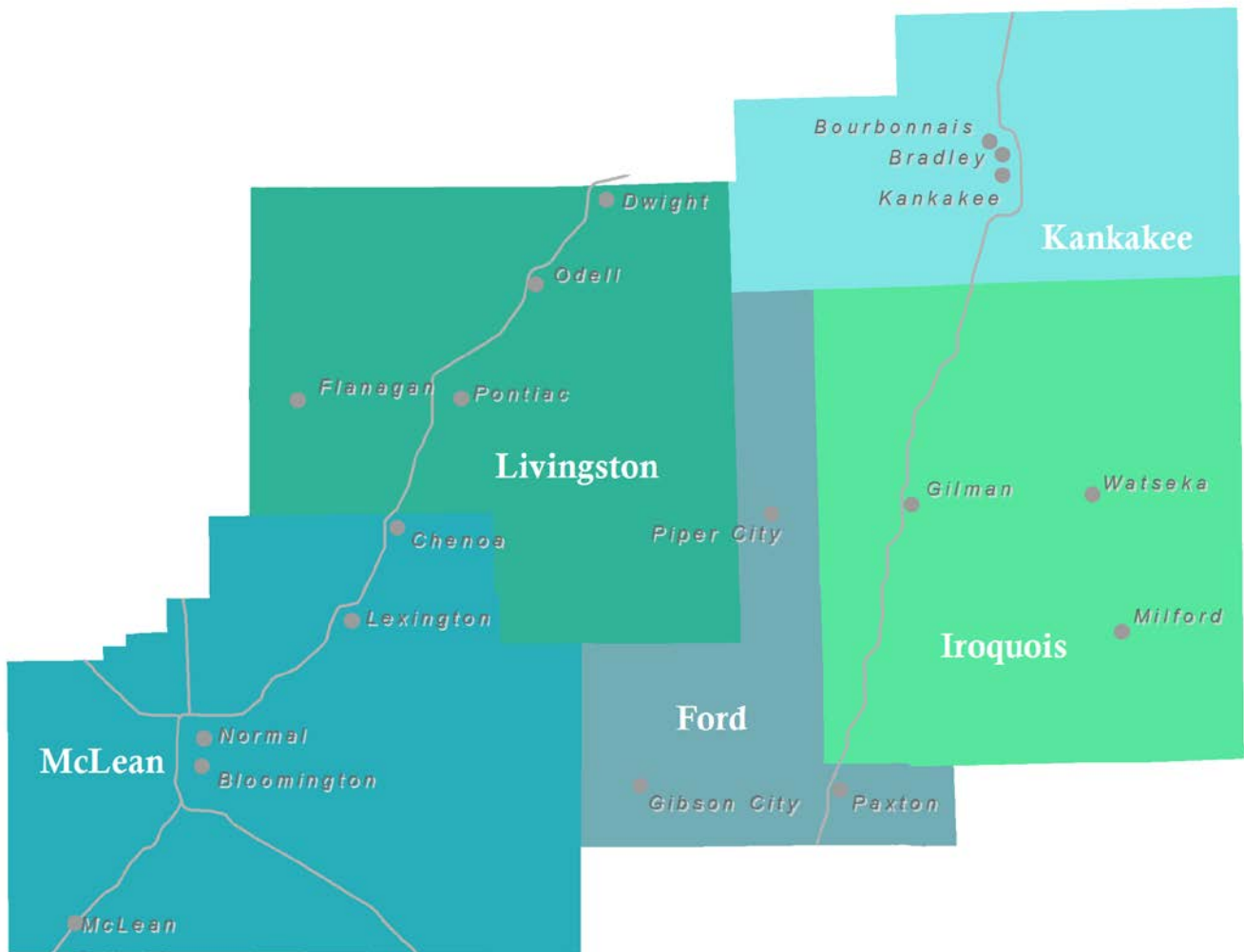


# Human Services Transportation Plan



## Illinois Region 6

Ford, Iroquois, Kankakee,  
Livingston & McLean Counties

Adopted June 23, 2008  
Plan Update August 2015



# Human Services Transportation Plan

## Illinois Region 6

*for*

Ford, Iroquois, Kankakee,  
Livingston & McLean Counties

Developed by the  
Policy and Technical Committee

*for*

Illinois HSTP Region 6

Prepared by the  
McLean County Regional Planning Commission  
*Regional Coordinators for Region 6*

Adopted June 23, 2008  
Plan Update August 2015

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## Introduction

In recent decades, federal transportation policy has been crafted to address specific investments intended to improve the nation's transportation infrastructure and to support and implement a broad set of policy goals. These include the management of transportation systems to increase safety and security, the environmental impact of the transportation system by increasing fuel efficiency, improving air quality and reducing congestion and to generate economic growth by improving access to developing areas. These policy initiatives also emphasized the need to expand access to all elements of the transportation system for all Americans. This continuing priority includes older people, persons with disabilities, and persons with income challenges. Federal transportation law thus acts in concert with legislation such as the Civil Rights Act, the Older Americans Act, the Americans With Disabilities Act and successors and expansions of these landmarks in civil rights legislation. Recent revisions in federal law established a new type of plan to allow priorities to be set at the local and regional level – the Human Services Transportation Plan.

The 2010 update of the plan incorporated structural changes in the Committees which oversee the Human Services Transportation process and revision of the regional goals. The 2010 update was intended to extend but not supersede the earlier work of the Region 6 Committees and the original plan adopted in 2008. The 2015 update relies on data gathered for and statistical assessments contained within the 2008 plan and 2010 update. The Region 6 plan adopted in June 2008 **and updated in 2010 and again in 2015** is archived and may be viewed on the website of the McLean County Regional Planning Commission at [www.mcplan.org](http://www.mcplan.org).

## Overview of Human Services Transportation Planning (NEW)

In 2004, President George W. Bush signed Executive Order 13330 on Human Services Transportation Coordination directing multiple federal departments and agencies to work in unison on making public transportation services accessible. The purpose of the action was to reduce duplication in federally-funded public transportation services while expanding delivery and access for persons with disabilities, older adults and persons with low incomes.

In conjunction with the Executive Order, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which re-authored the Surface Transportation Act or Transportation Equity Act for the 21<sup>st</sup> Century, also known as TEA 21 in August of 2005. Under SAFETEA-LU, E.O. 13330 was established in order for public transportation projects to receive federal funding, the projects “must be derived from a locally-developed, coordinated public transit human-services transportation plan (HSTP).” The process must also include “representatives of public, private and non-profit transportation and human service providers and participation by members of the public.”

It also stated any transportation programs or projects funded with federal money must be part of an HSTP that addresses the comprehensive mobility needs of a community.

### **HSTP History of Illinois and Region 6 (New)**

A total of 11 HSTP Regions (not including Greater Chicago) were developed by the Illinois Department of Transportation (IDOT) and Division of Public and Intermodal Transportation (DPIT) with assistance from state transportation providers and human services agencies. In the summer of 2007, IDOT established Illinois Region 6 along with other state regions, to oversee the coordination of rural transit in the state of Illinois. Region 6 is currently comprised of the counties of Iroquois, Ford, Kankakee, Livingston and McLean and is represented by local governments and local transportation agencies and service providers. The Region is administered by a coordinator or co-coordinators from a member county (currently McLean) that has been contracted by IDOT to fulfill coordinator functions. Some of the responsibilities of the coordinators include, but are not limited to: meeting coordination, developing surveys, public outreach, fleet inspections, and serving as a liaison between the Region and various state agencies and organizations. It is also the responsibility of coordinators to assist with or update required regional HSTP transportation plans when merited or when directed by IDOT. Region 6 is represented by a joint Regional Policy and Technical Committee. The Committees were combined into one unit in the Fall of 2014 through a change in Region by-laws. Policy representatives are generally appointed by respective county boards while technical committee members are usually transit service providers or are from social service agencies or other entities involved in rural transit. Participation on Region 6 Committees by member counties and by applicants for funding is required to qualify for funding under federal programs administered under HSTP.

### **The Legislative Framework**

In the past twenty years, transportation policy initiatives have been promulgated through the enactment of a series of transportation laws which defined and managed the use of federal transportation investment and also established policy and practice for transportation planning and management. Building on the changes in the nation's transportation network from the dawn of the interstate system through its effective completion, and evolving from the 1991 Intermodal Surface Transportation and Efficiency Act (ISTEA), federal transportation policy reemphasized the importance of state, regional and local priorities in maintaining and expanded well-planned transportation systems.

Responsibility for setting investment and policy priorities was conferred on states and urban areas which became a renewed focus of planning and decision-making. These changes allowed for greater oversight by entities called "metropolitan planning organizations," or MPOs, which had been created in the 1960s for urban areas with populations of at least 50,000 people. Support for this mechanism for local and regional planning continued in successive reauthorizations of the Federal Transportation Bill, including the 2005 Safe, Efficient, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, also known as SAFETEA-LU. Responsibility for transportation planning and policy implementation in rural areas beyond the jurisdiction of the metropolitan planning



organizations generally remained with state-level agencies, such as the Illinois Department of Transportation.

Federal transportation laws address multiple modes of transportation and include provisions for the management of highways and roads, inland waterways, air travel, passenger and freight rail and mass transit. The last category, transit, is managed by the Federal Transit Administration (FTA). While transit service is often regarded as an urban issue, numerous rural transit systems and programs are in place across the country providing essential access to employment and services for rural residents.

The enactment of SAFETEA-LU in August 2005 introduced a new element into transit planning, the Human Services Transportation Plan (HSTP). Previous iterations of federal law had mandated the development of transportation plans for transit services in urban areas through the metropolitan planning organizations but SAFETEA-LU required greater attention to and specific planning policies for transportation and transit services directed at programs funded under three federal programs aimed at particular portions of users. In requiring the HSTP, Congress sought to improve the scope and cost-effectiveness of certain categories of public transit through the coordination of programs within local areas and across regions. In both urban areas (those served by metropolitan planning organizations) and rural areas these plans are intended to provide improved coordination in transit services directed towards senior citizens, persons with disabilities and persons who rely on public transit to access employment.

In July of 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act or MAP-21. It extended the current transportation law (SAFETEA-LU) for the remainder of FY 2012 with new provisions for FY 2013 and beyond, formally taking effect on October 1, 2012. Funding levels for federally-funded transportation programs were maintained at FY 2012 levels, plus adjustments for inflation. Under MAP-21, statewide and metropolitan transportation planning processes were continued and enhanced to include performance goals, measures and targets into the process of identifying needed transportation improvements with an added emphasis on public involvement.

## Region 6 Explained

The Illinois Department of Transportation (IDOT) engaged in a lengthy process to create rural transit regions in response to the requirements set forth in SAFETEA-LU. In the summer of 2007, the regions were defined and regional coordinators were assigned to manage the process of developing the Human Services Transportation Plan for each region. Region 6 was defined to consist of six counties in the northeastern portion of central Illinois, including Ford, Grundy, Iroquois, Kankakee, Livingston and McLean counties. Since that time, Grundy County has been reassigned to Region 3.

Region 6 is interconnected by a number of regional and local roadways, including Interstates 55 and 57. In addition, substantial road and street networks link rural sections of the five counties to urban areas, which include, Kankakee - Bourbonnais, Watseka, Dwight, Pontiac and Bloomington – Normal. Although these communities are important regional employment and service centers, the areas outside the urban centers also provide employment, social and commercial centers and other amenities. The quality of life in smaller communities and rural areas can be enhanced by access to needed resources in these urban areas.

## Regional Organization

In 2014, changes to the Region 6 Bylaws reorganized the structure of the Policy and Technical Committee into a single entity. The Region 6 Policy and Technical Committee includes representatives of the respective county boards within the region or county employees assigned by the respective county board to serve on the said committee. Members to the Committee are appointed pursuant to the procedures and practices of each county within Region 6. Each county representative has one vote on the Committee. The Regional Policy and Technical Committee is comprised of ten members who are selected by the county transportation organizations or committees of constituent counties within the Region. Members of the Policy and Technical Committee serving as members on the technical side are generally comprised of transit service providers, social service agencies and other entities interested or involved in rural transportation. Those selected on the policy side are generally county board members or county engineers. (NEW)

Initially and during the development of the original plan and organization of the regional committees, Region 6 shared a coordinator with Region 8, under the auspices of the Champaign County Regional Planning Commission. From December of 2008 through June of 2009, coordination for Region 6 was managed by the transportation planners for the Kankakee County Regional Planning

### Policy Members

Randy Berger  
*Ford County*

Joel Moore  
*Iroquois County*

Roger Hess  
*Kankakee County*

Justin Goembel  
*Livingston County*

Jerry Stokes  
*McLean County*  
*PCOM*

Commission and the McLean County Regional Planning Commission. As of July 2009, the McLean County Regional Planning Commission entered into a contract with the Illinois Department of Transportation to continue coordination for Region 6.

Applications for federal funding for such programs were once made directly to IDOT's Division of Public and Intermodal Transportation, but under the regional structure created by IDOT such requests for funding must now be approved by the Regional Technical and Policy Committee and forwarded to the state for final review. In this process, the Technical and Policy Committee which is the decision-making body for Region 6, has the final voice regarding the implementation of Region 6 HSTP functions.

The Illinois Department of Transportation serves as the statewide oversight organization for Region 6. The Region 6 Policy and Technical Committee serves at the discretion of IDOT to oversee local regional matters. Currently, the McLean County Regional Planning Commission staff is designated by contract to serve as coordinators within Region 6. At the time of this update, the following representatives served on the policy and Technical Committee for their respective counties: Randy Berger (Ford County Board appointee), Joel Moore (Iroquois County Transportation Committee), Justin Goembel (Livingston County Transportation Committee), Roger Hess (Kankakee County Transportation Committee-Ad Hoc Committee of Kankakee County Board) and Jerry Stokes (McLean County Transportation Advisory Committee).

It is important to note that participation on the Region 6 Committee by member counties and by applicants is required for funding for an agency or other entity to qualify for funding through federal programs administered under HSTP. In its consideration of funding requests, IDOT consistently cites committee participation as a threshold requirement for successful applications.

Since the Region 6 Committees' inception, the membership has discussed ways to improve the structure of the regional coordination effort, noting many agencies providing services worthy of support do not have sufficient staff or financial resources to permit regular attendance at regional committee meetings. The participation requirement in some instances either shut out under-resourced programs most in need of additional help or demanded an unsustainable level of time and resources to attend regional meetings. To address these issues the Committee's advisory councils or similar entities in several of the member counties began evaluating these county transportation organizations (CTOs) as a better venue for continuing regional coordination.

The Policy and Technical Committee concluded the CTOs should be given direct authorization to conduct transit coordination through actions of the relevant county boards or metropolitan planning organizations. Adoption of a resolution to this effect by the county boards provides a foundation for the activities of the CTOs and creates a stronger link between county governments and the work of the Region 6 Committees.

The Regions have developed a structure for regional transit service coordination which relies on these county transportation organizations (CTOs) to evaluate needs and resources, conduct public outreach and assess priorities in implementing transit initiatives. Each CTO provides two representatives to the Policy and Technical Committee that are responsible for conveying the concerns and issues under review in their county to the regional group. The Policy and Technical Committee continues its original structure with one representative from each of the member counties. Representatives currently serve elected members of their respective county boards or county engineers provide a direct link to the policy-making government bodies of the counties. Members are also involved in the activities of their county CTO, creating greater communication and interaction between the Policy and Technical Committee members.

Flexibility is an important aspect of the restructuring of the Technical membership. Each of the County Transportation Organizations select two representatives to serve on the Policy and Technical Committee and also designate alternative representation (should the need arise). Although continuity of regular representation guides policy and plan implementation the Committee structure provides that alternative or proxy representatives come to the Committee on behalf of their respective County Transportation Organizations rather than as representatives of individual agencies or service providers.

The Region 6 Committee has devoted considerable time and effort to revising the regional plan and to emphasize focused goals and objectives for rural transit services. This plan update also serves as a formal statement of the role of the county transportation committees in achieving the plan goals and implementing the recommendations in the plan. The CTOs already play a vital role in coordinating public transit services for their citizens, a role which the Region 6 Committees expect to advance through this revised plan.

## **The Counties of Region 6 (New)**

Region 6 is comprised of the five counties of Ford, Iroquois, Kankakee, Livingston and McLean. All five counties have a rich heritage in agriculture while Kankakee, Livingston and McLean have also blended industry and service into their local economies. Each county has unique populations that must be considered in any urban or rural transportation planning.

### ***Ford County***

According to the U.S. Census Bureau, Ford County had an estimated 2013 population of 13,832. The county population remains consistent with a low percentage of population loss. Caucasian population was estimated at just over 97 percent (97.4%) in 2013 while the Hispanic/Latino population was the next largest population at 2.9%. Just over 88 percent of county residents were high school graduates while approximately 16 percent of Ford County residents identified themselves as college graduates. Only 2.3% of Ford County residents reported speaking a language other than English. Close to 77 percent of residents

own their own home with 10 percent indicating they lived in multi-unit structures they were either renting or buying. Median household income was reported at \$48,866 per year, approximately \$8,000 below the state average. Just over 10 percent of the residents were living below the poverty level. Approximately 4,000 county residents said they earned a living through non-farm employment. Average commute time to work was just over 21 minutes. Historically, a significant number of Ford County residents have commuted to work outside of their community or to destinations in adjoining counties. It is not uncommon for residents to drive to work in Iroquois, McLean, Kankakee, Champaign or DeWitt Counties, although numbers are not specific. There were close to 1,200 military veterans living in Ford County as recent as 2013. The county remains rural, although basic services are available in the county seat of Paxton and also in the communities of Gibson City and Piper City.

### ***Iroquois County***

Iroquois County, although mainly rural, is connected to Kankakee County to the north and vice-versa for various human service needs. It is not uncommon for residents living in Iroquois County to see a doctor in Kankakee County or vice-versa depending on the need. Interstate 57 is an important link between the two counties for services and commerce on several levels. The county's short commute by interstate to Chicago tends to make it more diverse than most rural counties in Illinois. Of its estimated 29,000 residents, Iroquois County's minority population makes up 10 percent of its total population. Close to six percent of its residents speak another language in addition to English. Poverty level in the county is near 14 percent. It also experienced a larger population loss than Ford County at 2.5% between 2010 and 2013. Approximately 80 percent of the population is under 65 years of age which compares to most Illinois counties that do not have a significant urban area. Median household income in Iroquois County was slightly below that of Ford at just over \$47,000 a year. According to the 2010 Census, average travel time to work was 25 minutes which means most residents travel to work outside of their home community. With its largest community, Watseka, being only a few miles from the Indiana border, it is likely some residents work out-of-state and also in neighboring Kankakee or Livingston Counties to the north and west. The county has always had a significant amount of military veterans for its size and rural make-up (approximately 2,400 in 2013) and is in constant need of options for veteran services, some located in Chicago, Kankakee, Danville and Indianapolis. Also, Watseka is home to the Iroquois County Mental Health Center which serves clients from a multi-county area. Educational attainment in Iroquois County is similar to residents in Ford County. It is estimated that just over 75 percent of county residents own their own home.

### ***Kankakee County***

Kankakee County is both rural and urban. It has some of the most unique transportation needs in Region 6. Although it has close proximity to Chicago, Kankakee County is one of the smallest counties in the region geographically. Its population is highly diverse both racially and economically. The county is the second largest in Region 6 by population with approximately 112,000 residents. Close to 20 percent of the population is made up of racial

minorities. The county has its roots economically in agriculture and heavy industry. With the expansion of City of Kankakee sister communities Bradley and Bourbonnais, the area has been undergoing an economic transition from an industrial economy to a service-oriented economy on many levels. Kankakee's easy access to Interstate 57 makes it an attractive location for various forms of commerce. Although it has weathered population decreases those decreases have recently lessened. A need for both urban and rural public transit is anticipated to increase as clients continue to take advantage of both sources of public transportation. This need is driven by access to work locations and an increasing need of the elderly to get to non-emergency health services. The Kankakee region is home to Kankakee Community College and Olivet Nazarene University. All are supported by people living in and outside the City of Kankakee metro area. Also, the county has the highest percentage of bi-lingual speakers in Region 6 which means public transportation providers face additional challenges of making transit available to those populations. The county continues to battle back from past economic struggles as close to 17 percent of the population is reported as living below the poverty level. More than 86 percent of county residents have received a high school diploma while another 17 percent have obtained a bachelor's degree or higher. Commute times to work remain reasonable at an average of 24 minutes. The county has the highest population percentage of military veterans, along with Livingston county at 7.4 % in all of Region 6. It can therefore be assumed that access to veterans services will continue to be of paramount importance for not only its own residents but those who seek services for veterans from surrounding areas that are located in Kankakee County.

### ***Livingston County***

With the City of Pontiac serving as its county seat, Livingston County remains relatively rural. The county has lost population recently but is bolstered by its agricultural heritage and families that have called the county home for generations. At just over 38,000 residents, approximately 13,000 live in the City of Pontiac. Minority populations make up 9.8 % of the county population. Average median household income remained close to the state average of \$54,614 while just over 10 percent of the population was reported at living at or below the poverty level. Close to 12,000 residents reported working in jobs defined as non-agricultural. The county's elderly population (65 years and above) was relatively low at just under 17 percent. A high majority of county residents (86 percent) reported receiving a high school diploma while just over 14 percent had obtained a bachelor's degree or higher. Just under 74 percent of Livingston County residents reported owning their own home. The county has a significant military veterans population at just under 7.4 % or 2,815 people. The county has a significant need for rural transportation as towns and villages within the county are separated by 10 miles or more, isolating many residents that do not have dependable personal transportation to reach doctors and medical facilities located in Pontiac. The cities of Pontiac and Fairbury, the only two urban areas that offer significant services are separated by more than 15 miles. As the population continues to age, rural transportation needs will likely increase.

## *McLean County*

McLean County is the most populace county in Region 6. It's estimated 2013 population was 174,647 with more than 121,000 living in the Bloomington-Normal metropolitan area. The county has enjoyed remarkable growth over the recent years because of its geographic location as a transportation center and a local economy that is fairly recession-resistant. The county is home to two national insurance companies (State Farm and Country Financial) as well as being a center for higher education (Illinois State University, Illinois Wesleyan University, Heartland Community College, and Lincoln College-Normal). Median household income was reported at just over \$62,000 in 2012, more than \$5,000 over the state average. However, those living in poverty (14.2 %) has seen recent a recent increase due to population growth. Caucasians make up just over 84 percent of the population while African Americans (7.7 percent), Asian (5.2%) and Hispanic/Latinos (4.7%) also are significant portions of the population. Home ownership rate is healthy but has decreased to 67.3% as more residents opt to live in apartments or some type of multi-family housing. Some of the decrease may involve a high student population that is transient or the difficulty of some residents unable or unwilling to enter the housing market with a rising cost of single-family housing (\$169,000). The county retains a relatively young population base as only 11 percent of its population is age 65 and over. This demographic may be skewed since most students attending local colleges do not become permanent residents. Over 94 percent of the county population has a high school education while more than 42 percent have at least a bachelor's degree. There is an estimated 10,000 military veterans that also reside in the county. Outside of the Bloomington-Normal area, the county remains rural as only a handful of rural communities have consistent and stable populations (Downs, LeRoy, Lexington, Chenoa and McLean). Downs, Lexington and LeRoy have grown in population and size due to their commitment of becoming bedroom communities to Bloomington-Normal and in the case of LeRoy, also to Champaign-Urbana. As the county population becomes more diverse, urban and rural transit needs should be constantly reassessed on a regular basis. McLean County differs little from the other Region 6 counties as work-related transportation as well as medical-related transit will continue to be primary sources for increased ridership. Over the years, populations from other areas have arrived in the urban area for various reasons, including employment opportunities and lifestyle changes. An significant percentage of new and older residents are choosing alternative transit options over personal vehicles.

## **Region 6 By-Laws and Operating Procedure**

The Region 6 Bylaws were updated and adopted in 2014. Following is an overview of those updated Bylaws.

### *Article 1-Purpose*

The McLean County Regional Planning Commission (MCRPC) shall perform and carry out a cooperative, comprehensive and continuing transit planning and programming process for HSTP Region 6 in accordance with the requirements of applicable laws, policies and procedures with the assistance of IDOT. MCRPC shall support and manage the Regional Policy and Technical Committee to oversee and coordinate the process in a manner that will ensure that transportation planning and programming decisions are reflective of the needs of local and state governments and transit operations. MCRPC shall direct and oversee the planning process to ensure accordance with state and federal laws concerning the involvement of appropriate public and private agencies and the general public. MCRPC shall designate a member or member(s) of its staff to serve as Regional Coordinator(s) for the Regional Policy and Technical Committee. The Regional Coordinator(s) shall carry out such tasks as are required to support the activities of the Regional Policy and Technical Committee and support the Region 6 planning process. The coordination activities conducted by MCRPC shall be defined by the terms of the Intergovernmental Agreement for Public Transportation Need Determination and Project Prioritization between the McLean County Regional Planning Commission and Illinois Department of Transportation for the term of service designated. Successive terms as shall be agreed upon between IDOT and MCRPC.

### *Article 2-Planning Activities and Responsibilities*

The Regional Policy and Technical Committee shall develop a Regional Program of Projects (RPOP) to prioritize Section 5310 projects for HSTP Region 6 and recommend those projects to IDOT-DPIT for funding consideration. The RPTC shall also incorporate Section 5311 projects in the RPOP. A Human Services Transportation Plan shall be prepared and maintained by the Regional Coordinator(s) located at MCRPC. The HSTP shall include all elements required by state and federal transportation authorities in addition to elements requested by local government representatives. The Regional Policy and Technical Committee will review and approve the HSTP and any subsequent revisions and updates of the plan on behalf of the constituent counties of Region 6. Additional coordination may be carried out by the MCRPC pursuant to the terms of the Intergovernmental Agreement for Public Transportation Need Determination and Project Prioritization between the McLean County Regional Planning Commission and the Illinois Department of Transportation.

### *Article 3-Regional Policy and Technical Committee Membership, Voting, Proxies and Quorum*

The Regional Policy and Technical Committee shall include representatives of the county boards and constituent counties appointed pursuant to the procedures and practices of each



county. Each representative will have one vote for each member county. The Regional Policy and Technical Committee shall also include 10 members to be selected by the County Transportation Organizations of the constituent counties of Region 6 with each representative having one vote. Each participating county may authorize a County Transportation Organization to conduct activities relating to the HSTP process. County Transportation Organizations include but are not limited to: committees created by county board action to address transportation issues and concerns, transportation committees or working groups instituted by county or regional planning departments or commissions and community transportation committees or organizations authorized by the county to provide representation to the Region 6 Technical Committee. Each County Transportation Organization will designate two representatives to the Regional Policy and Technical Committee. The total membership of the Regional Policy and Technical Committee for each participating county shall consist of one member appointed by the respective County Board as its representative. Two members shall be appointed through the County Transportation Organization as defined in these bylaws. A quorum of the Committee shall consist of a simple majority. The Committee shall elect a Chairperson, Vice Chairperson and Secretary from its membership. The said election shall occur every other year in June or when a vacancy occurs in any of the defined offices. Any member of the Committee may select a designated voting representative to take their place in case of absence. The RPTC may institute procedures for advising the Committee and Regional Coordinator(s) regarding appointment of a permanent or temporary proxy representative.

#### *Article 4-Vacancies and Resignations*

Any resignation by a member of the Regional Policy and Technical Committee appointed by a county board shall be made in writing to the Chair of the RPTC and to the Regional Coordinator(s). In the event of a vacancy or resignation by a member of the Regional Policy and Technical Committee the county represented by that member shall appoint a new member to complete the term of the vacant position. Such appointments to the Regional Policy and Technical Committee are made at the discretion of and pursuant to the procedures of the county represented. Notification of resignation by a member of the Committee appointed by a County Transportation Organization shall be made by the Chair of the County Transportation Organization represented by that member. Any such vacancy or resignation shall be filled through appointment by the relevant County Transportation Organization.

#### *Article 5-Regional Policy and Technical Committee Advisors*

The Kankakee County Transportation Study and the McLean County Regional Planning Commission, the metropolitan planning organizations within Region 6, shall each designate a transportation planner to serve as permanent technical advisors to the Regional Policy and Technical Committee. Regional coordinators may also serve as technical advisors. The technical advisors will be non-voting members. Any metropolitan planning organization contained within a county added to Region 6 by action of the Illinois Department of Transportation shall designate a staff transportation planner to serve as a permanent

technical advisor to the Regional Policy and Technical Committee. The permanent technical advisors may be called upon to attend Regional Policy and Technical Committee meetings. Technical advisors are to be non-voting members.

#### *Article 6-Regional Policy and Technical Committee Responsibilities*

The Regional Policy and Technical Committee and the MCRPC shall jointly share the responsibility for developing and maintaining the transportation plans and programs as required by state and federal law. The Committee shall have the authority to enact operating procedures directing the activities and procedures of HSTP Region 6 and expanding the terms of these Bylaws, provided such operating procedures do not conflict with the terms of these Bylaws, or with the Intergovernmental Agreement between MCRPC and the Illinois Department of Transportation providing for regional coordination for Region 6. Committee members appointed by County Transportation Organizations shall constitute a Technical Subcommittee of the RTPC. The Technical Subcommittee shall develop a Regional Program of Projects (RPOP) to be reviewed by the entire Regional Policy and Technical Committee for endorsement to IDOT. The Technical Subcommittee shall also perform other duties as assigned.

#### *Article 7-Equal Opportunity Assurance*

The intent of Title VI of the 1964 Civil Rights Act (42 USC2000d-1) which states “No person in the United States shall, on the ground of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance” is met. The MCRPC will make it known to the public that the person or person(s) alleging discrimination on the basis of age, race, color or national origin, as it relates to the provision of transportation services and transit-related benefits, may file a complaint with the Federal Transportation Administration (FTA) and/or the United States Department of Transportation (USDOT). All meetings shall be open to the public and conducted in accordance with the Illinois Open Meetings Act.

#### *Article 8-Amendments and Severability*

If any one or more of the provisions of these Bylaws is declared unconstitutional or contrary to law, the validity of the remainder of the Bylaws shall not be affected thereby. These Bylaws are subject to amendment when a majority of all representatives of the Regional Policy and Technical Committee adopt the amendment.

#### *Article 9-Ratificationand Termination*

These Bylaws shall become effective upon approval by the Region 6 Policy and Technical Committee and constituted under the prior Bylaws. These Bylaws shall remain in force

continuously and shall be automatically renewed on each June 30<sup>th</sup> following initial adoption. These Bylaws were adopted by the Regional Policy and Technical Committee on October 20, 2014.

## **Programs Managed through the HSTP Process**

The Region 6 Policy and Technical Committee continues to exercise their function of reviewing applications for funding under federal programs designated for oversight under the HSTP process. Funding applications approved at the regional level are forwarded to IDOT's Section Chief and the IDOT Committee for final disposition.

### *Elderly Individuals and Individuals with Disabilities (Section 5310)*

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly individuals<sup>1</sup> and individuals with disabilities<sup>2</sup>. FTA (then the Urban Mass Transportation Administration, UMTA) apportioned the funds among the states by formula for distribution to local agencies. This practice was made a statutory requirement by the Intermodal Surface Transportation Efficiency Act (ISTEA). In the early years of the program, many non-profit agencies used the vehicles primarily for transportation of their own clients. Funding for the Section 16(b)(2) program, as it was then known, ranged between \$20-35 million annually until the passage of ISTEA in 1992, when it increased to the \$50-60 million range.

ISTEA also introduced the eligibility of public agencies under limited circumstances to facilitate and encourage the coordination of human service transportation. Increasingly, FTA guidance ) encouraged or required coordination of the program with other federal human service transportation programs.

In lieu of purchasing vehicles, acquisition of service in order to promote use of private sector providers and coordination with other human service agencies and public transit providers was made an eligible expense under ISTEA. Other provisions of ISTEA introduced the ability to transfer flexible funds to the program from certain highway programs and the flexibility to transfer funds from the Section 5310 program to the rural and urban formula programs.

The goal of the Section 5310 program was to improve mobility for elderly individuals and individuals with disabilities throughout the country. The Federal Transportation

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<sup>1</sup> Elderly Individual includes, at a minimum, all persons 65 years of age or older. Grantees may use a definition that extends eligibility for service to younger (e.g., 62 and older, 60 and over) persons. FTA C 9070.1F

<sup>2</sup> Individual with a disability means an individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility. 49 U.S.C 5302(a)(5).

Administration (FTA) provides financial assistance for transportation services planned, designed and carried out to meet the special transportation needs in all areas - urbanized, small urban, and rural. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

Federal grant money can be designated to a local recipient in the form of a private non-profit organization. Grant money can also be designated if public transportation services are unavailable, insufficient, or inappropriate; or a governmental authority that is approved by the state to coordinate services for elderly individuals and individuals with disabilities or certifies that there are no non-profit organizations readily available in the area to provide public transportation services. (Wording still applicable?)

Funds for the Section 5310 program are available for capital expenses as defined in Section 5302(a)(1) to support the provision of transportation services to meet the needs of elderly individuals and individuals with disabilities.

#### *Job Access and Reverse Commute (JARC) (Section 5316)*

The Job Access and Reverse Commute (JARC) program was established to serve welfare recipients and low-income families. The purpose of JARC was to assist individuals to successfully transition from welfare to work and reach needed employment support services such as childcare and job training activities. JARC was established as part of TEA-21 (passed in 1998) to address the transportation challenges faced by populations seeking to get and keep jobs.

With the passage of SAFETEA-LU, JARC funding was allocated by a formula to states for areas with populations below 200,000 persons and to designated recipients for areas with populations of 200,000 persons and above. The formula was based on the number of eligible assistance recipients in urbanized and rural areas. The formula-based program was intended to provide an equitable funding distribution to states and communities as well as provide stable and reliable funding in order to implement locally developed and coordinated public transit-human services transportation plans.

The goal of the JARC program was to improve access to transportation services to employment and employment related activities for eligible recipients and low-income individuals<sup>3</sup> throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals in all areas - urbanized, **small urban, and rural**. The program requires coordination of federal assistance programs and services in order to make the most efficient use of federal resources.

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<sup>3</sup> Refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)), including any revision required by that section) for a family of the size involved.

In non-urbanized areas or small urban areas under 200,000 in population the designated recipient is the state agency designated by the chief executive officer of a state to receive and apportion amounts under JARC that are attributable to the state for small urbanized and non-urbanized areas. A grant recipient may be a local government authority, non-profit organization or operator of public transportation services that receives a grant under JARC indirectly through a recipient. 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.)

#### *New Freedom Program (Section 5317)*

The New Freedom Program was authorized in SAFETEA-LU to support new public transportation services and public transportation alternatives beyond those required by the Americans With Disabilities Act<sup>4</sup> (ADA) of 1990.

Individuals who are transportation disadvantaged face different challenges in accessing services depending on whether they live in urban, rural, or suburban areas. The geographic dispersion of transportation disadvantaged populations also creates challenges for human service programs hoping to deliver transportation for their passengers.

It was not until the enactment of SAFETEA-LU that funding was authorized by Congress. Funding was first appropriated for the transportation provision in FY 2006. The New Freedom program was intended to fill the gaps between human service and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce and full participation in the community.

The New Freedom formula grant program provides additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The New Freedom formula grant program seeks to expand the transportation mobility options available to individuals with disabilities beyond the requirements of ADA.

In non-urbanized areas or small urban areas under 200,000 in population the designated recipient is the state agency designated by the chief executive officer of a state to receive and apportion amounts under New Freedom that are attributable to the state for small urbanized and non-urbanized areas. A grant recipient may be a local governmental authority, non-profit organization, or operator of public transportation services that receives a grant under the New Freedom program indirectly through a recipient.

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<sup>4</sup> American with Disabilities Act (ADA): Public Law 336 of the 101<sup>st</sup> Congress, enacted July 16, 1990 (42 U.S.C 12101 et seq.). The ADA prohibits discrimination and ensures equal opportunities for persons with disabilities in employment, State, and local government services, public accommodations, commercial facilities, and transportation.

New Freedom program funds are available for capital and operating expenses that support new transportation services beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

### ***Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) (NEW)***

Map-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) was signed by President Obama on July 6, 2012. It represented the first major highway transportation authorization in seven years since 2005. The purpose of MAP-21 was to create a streamlined, performance-based, multi-modal transportation program. The legislation was meant to address safety improvements, improving infrastructure, reducing traffic congestion and improving overall transportation efficiency. MAP-21 was also written with the intent to improve and refine highway, transit, bicycle, and pedestrian programs and policies established in 1991. Under the act, the Highway Trust Fund remains the funding source for many transportation programs including mass transit. Also, metropolitan and state transportation planning processes are continued and enhanced with more emphasis on performance goals and measures and the need to establish targets for transportation improvements and project selection. The Federal Secretary of Transportation in collaboration with individual states and MPO's within individual states will be responsible for establishing performance measures in implementing respective transportation programs and set targets in support of those measures. MPO's will report to the states while the states report to federal government on the success of implementation. MAP-21 basically super-cedes all previous transportation legislation and programming, effectively replacing 5310, JARC and New Freedom and rolling them into one granting entity.

### ***Consolidated Vehicle Procurement Program (New)***

Through the CVP Program, The Illinois Department of Transportation, Division of Public and Intermodal Transportation (DPIT), makes grants to municipalities, mass transit districts, counties and private or non-profit organizations for ramp and lift-equipped transit vehicles. Funding for these grants comes from various sources, including Federal Transportation Administration's (FTA) Sections, 5309, 5310, 5311, 5316, 5317 and 5339 funding programs as well as state resources. Public transportation providers, especially those extending services to the disabled and elderly are primary candidates for these vehicle grants. Success of applications is judged on the following revised (2014) criteria: level of existing services, equipment utilization, asset maintenance, management capacity and interagency transportation coordination efforts.

## Demographic Characteristics in Region 6

The Region 6 Human Services Transportation process is grounded in local, grassroots assessment of community needs and benefits but also requires these factors be considered at a regional scale. Implicit in the process is the core principle that greater levels of transportation service availability and efficiency can be attained through regional cooperation and pooling resources. To plan for this kind of coordinated effort requires understanding demand in its regional context. This section of the plan considers the demand for service implicit in representation in the rural population of people who are eligible to receive transportation services under the relevant federal program, whether through age, disability status, or economic status. For some, the need to access public transportation may also result from “transit dependency” due to lack of access to other means of transportation.

In order to understand the regional demand for services provided under the three federal programs managed through the HSTP process, it is important to assess the demographic characteristics of the region. In developing the initial plan for Region 6, the Champaign County Regional Planning Commission examined demographic data from Census 2000, focusing on the demographic characteristics of the population of rural portions of Region 6.

It should also be noted that the data discussed and described in graphs and maps is based on definitions of rural and urban populations created through selection of Census block groups, which may exclude from the rural population residents of block groups located at the edge of urban areas in Kankakee and McLean counties. Any analysis assumes that counties that do not include an urban center with a population greater than 50,000 people is entirely rural. Consequently, the total population of persons living in rural areas is higher than calculated and reported in Census 2010. To preserve continuity with the original plan, these assumptions have been retained.

More recent data is available through the American Community Survey (ACS) conducted by the Census Bureau. Unfortunately, the ACS does not include data on some items for Ford, Iroquois or Livingston Counties. In addition, the American Community Survey data is based on population sampling. Census 2010 data on travel and commuting will be based on

### **Defining Transit Dependence:**

#### *Limitations on Driving*

##### **PHYSICAL**

*including permanent disabilities due to age, visual limitations, paralysis, or developmental disabilities, to temporary disabilities such as illnesses or injury*

##### **FINANCIAL**

*lacking means to purchase or rent a personal vehicle, or to insure or maintain a vehicle*

##### **LEGAL**

*ineligible due to age or restriction resulting from prior violation of the law*

##### **SELF-IMPOSED**

*other factors mitigating against vehicle use or ownership (full or partial) determined by the individual and not required by external regulation; may include preferences based on social, practical or philosophical considerations not reflected in other categories*

future iterations of the American Community Survey. However, data on total population and urban and rural population share from the Census itself is based on 100% sampling.

The process of developing and evaluating transit plans requires careful analysis of the transportation needs of various segments of the population and the potential ridership of transit services. In the original plan development process, Champaign County staff used Census data to identify geographic concentrations of population groups who are intended beneficiaries of the federal programs managed through the HSTP process. These groups include:

- Elderly persons and persons with disabilities (Sections 5310 and 5317)
- Persons with income and employment challenges (Section 5316)

Transit analysts have developed several methods of estimation, attempting to improve the information base upon which decisions are made. The Region 6 Policy and Technical Committee also rely on the expertise of participating agencies in identifying and analyzing locations where the need for transportation services is evident and documented. This specialized knowledge and additional information derived from other data sources will be incorporated in future plan updates as available and appropriate.

The five counties of Region 6 remain rural with significant population concentrations in small and mid-sized metropolitan areas. Distance between desired services in both urban and rural settings present significant challenges for public transportation providers. Current trends see an increase in those joining the ranks of living in poverty in Region 6 due to a variety of factors. Of those populations, some cannot afford to purchase or maintain personal vehicles. Others opt to depend on public transportation as a way to travel to and from work, shop for essentials or go about day-to-day activities because public transportation is more feasible. Public transportation providers are also challenged by declining funding all the while attempting to service an increasing client base that is geographically spread and not concentrated in specific areas. Therefore, it is important to examine specific demographics in the Region to better plan for the future. It is likely that clients in need will continue to increase and will have to be served with declining resources.

### ***Region 6 by the Numbers***

Region 6 encompasses close to 4,506 square miles. According to Census 2010, the total population of the Region was 263,670 people for an average of 52,734 people per county. The average population of persons 65 and over for all five counties combined was 16.28 percent. Persons 18 and under made up almost a quarter of the population (22.76 percent). The population of women and men was relatively even, with women being the majority gender at 50.6 percent. Region 6 population by race was Caucasian (85.16 percent), Black or African American (6.08 percent), Hispanic or Latino (5.54 percent) and Asian (1.72). Pacific Islanders and others identified as mixed race made up the rest of the population. English remained the primary language for most households, however, close to six percent



of all households canvassed reported speaking another language besides English in the home. In all five counties, just over 88 percent of residents reported completing high school, while another 17.8 percent had obtained a bachelor's degree or higher which was significantly below the state average of 33 percent. Average travel time to work was a reasonable 22 minutes for the five counties. Just over 72 percent of Region 6 residents owned their own home. Median household income averaged out to \$52,550 which was below the state average of \$56,797. Somewhat alarming was the percentage of residents in Region 6 reporting as living below the poverty level which was just over 13 percent. However, this was still below the state average of 14.1 percent. According to the 2010 Census, there were 24,995 military veterans living in Region 6 communities averaging out to almost 5,000 per county.

### ***Socio-Economics of Region 6***

Although solid poverty statistics for Region 6 are somewhat limited to Kankakee and McLean Counties, it is safe to assume they are somewhat representative of all counties within the Region. In 2010, just over 17 percent (17.2) of females in Kankakee County and 15.4 percent of females in McLean County were reported as living in poverty. It is quite possible that students could be included in the numbers since both counties have significant college populations. However, when examining other socio-economics in both counties, women tend to be the gender most affected by poverty versus men. According to the 2010 Census, men living in poverty in Kankakee County was 15.6 percent and 12.9 in McLean County. Child poverty (18 years and younger) appeared to be more concentrated in Kankakee County where 23.1 percent of those living in poverty were age 18 and under compared to 11.7 percent in McLean County. In both counties, minority populations lived at or under the poverty level more than Caucasians as African Americans and Hispanics or Latinos were a combined 72.6 percent of the total population living in poverty in Kankakee County. In McLean County, the figure was 55.1 percent. Of the total single-family households in both counties, Kankakee County residents reported 39.3 percent living in poverty while in McLean County, the number was reported at 28.2 percent of all single-family households living in poverty. Another 24 percent that lived in poverty in Kankakee County lived outside of a single-family arrangement while in McLean County that figure was reported at 36.8 percent. Those working part-time or not at all (ages 16 to 64) and considered poverty-stricken was 44.4 percent in Kankakee County and 60.2 percent in McLean County. Those with disabilities and living in poverty was reported at 22.5 percent in Kankakee County and 17.3 percent in McLean. Of those living in poverty, 28.6 percent did not have a high school diploma or equivalent while in McLean County the percentage was 27.2 percent.

### ***Military Veterans***

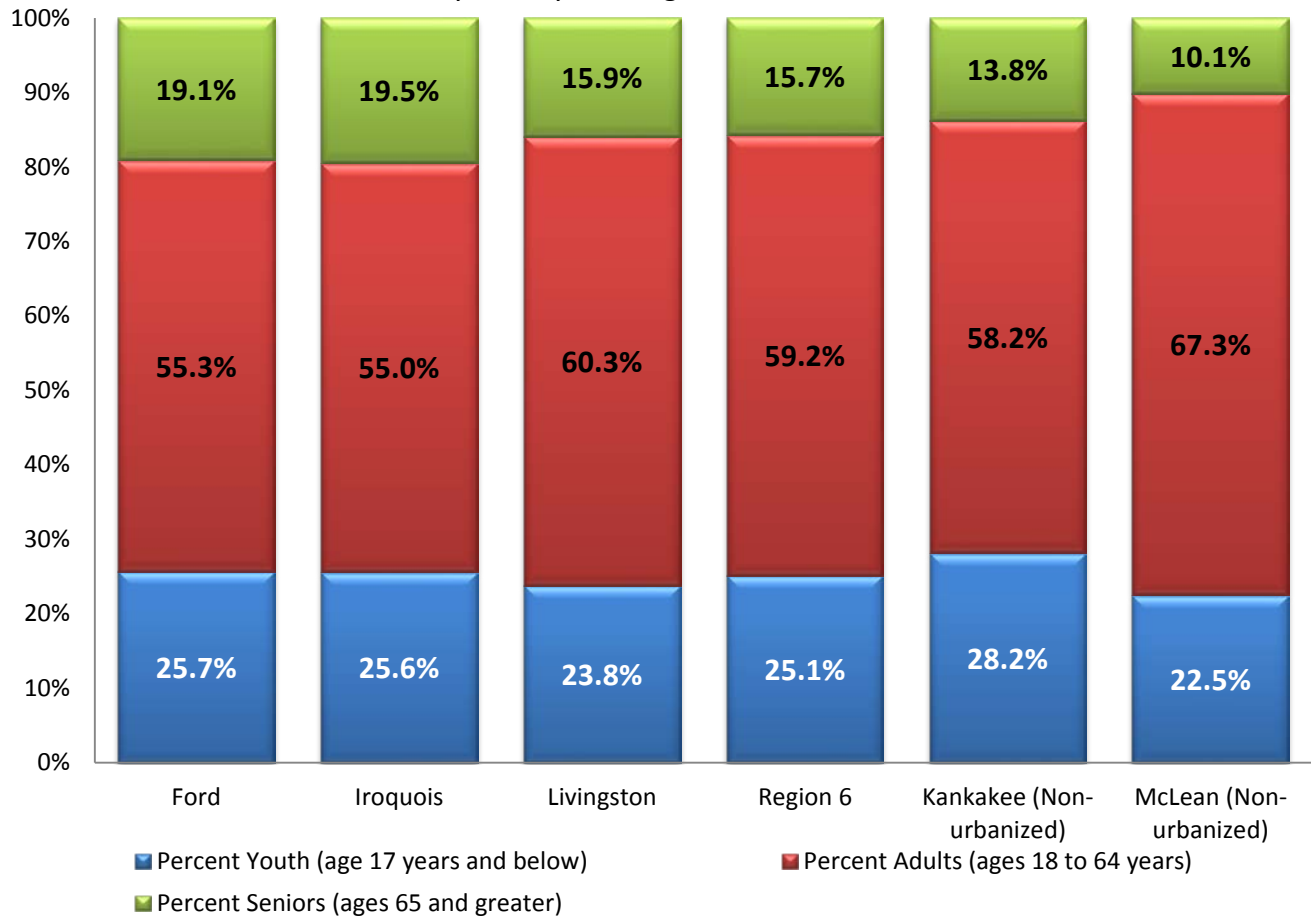
During this planning period, a special effort will be made to compile information and improve transportation options for military veterans within Region 6. It is therefore important to understand the demographics of military veterans living within Region 6. According to the latest statistics available through the American Community Survey in 2013, close to 9.7 percent (22,160) of the 18 and over Region 6 population were military veterans or currently serving in the armed forces. Of this amount, the majority lived in McLean, Kankakee, and Iroquois Counties (18,631). Ford County has the highest percentage of military veterans making up their population at 10.8 percent. Of military veterans living in Region 6, just over 95 percent were male as opposed to female. Close to 12 percent of military veterans in Region 6 belonged to a racial minority. Median household income for veterans in the Region was just below \$37,000 per year and 73.9 of veterans reported they were currently employed. This figure also included military veterans that were disabled. The survey indicated that poverty among the veterans population in Region 6 was 6.5 percent. As might be expected, disability among veterans in Region 6 was significant at 27.5 percent. Of this percentage, just over one disability case in ten was reported as service-related. Of those reporting themselves as military veterans in the Region, 37.5 percent served during the Viet Nam War, 19.5 percent from the Gulf conflicts and 13.4 percent identified themselves as Korean War veterans. The rest (29.6) were World War II veterans or others that served stateside. It is apparent that a significant number of veterans in Region 6 are age 60 and above. This population will continue to age and not be working due to retirement or other considerations.

### ***Population by Age***

As illustrated in Chart 1, the Census 2010 data for the Region 6, rural population consisted of 25.2% of persons 17 years or younger, 59.2% of persons aged 18 through 64, and 16.0% of persons aged 65 and older. Chart 1 also illustrates the percentage of older residents found in the more rural counties in the region.

## Chart 1 Distribution of Population by Age Group

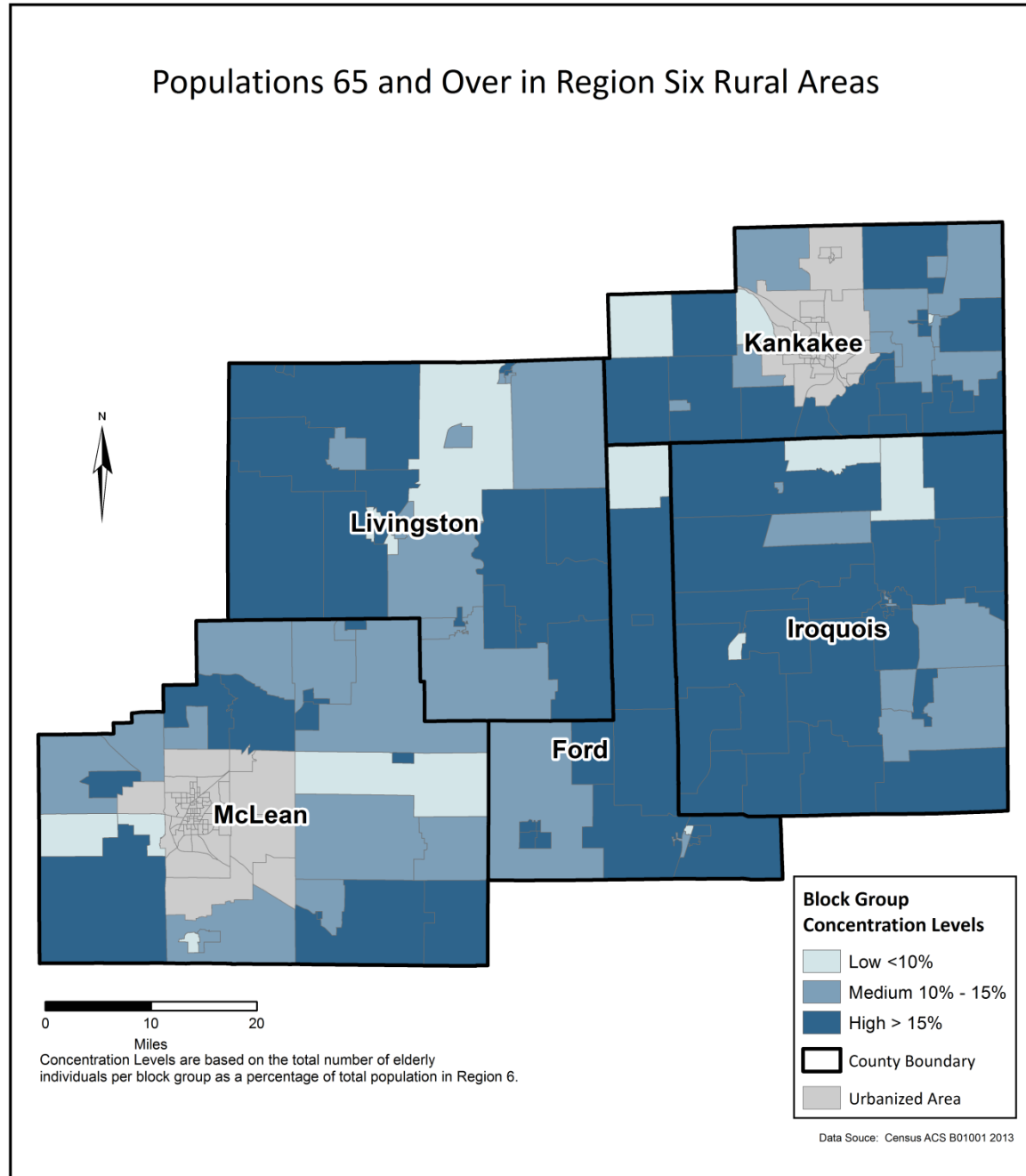
By County and Region, Census 2010



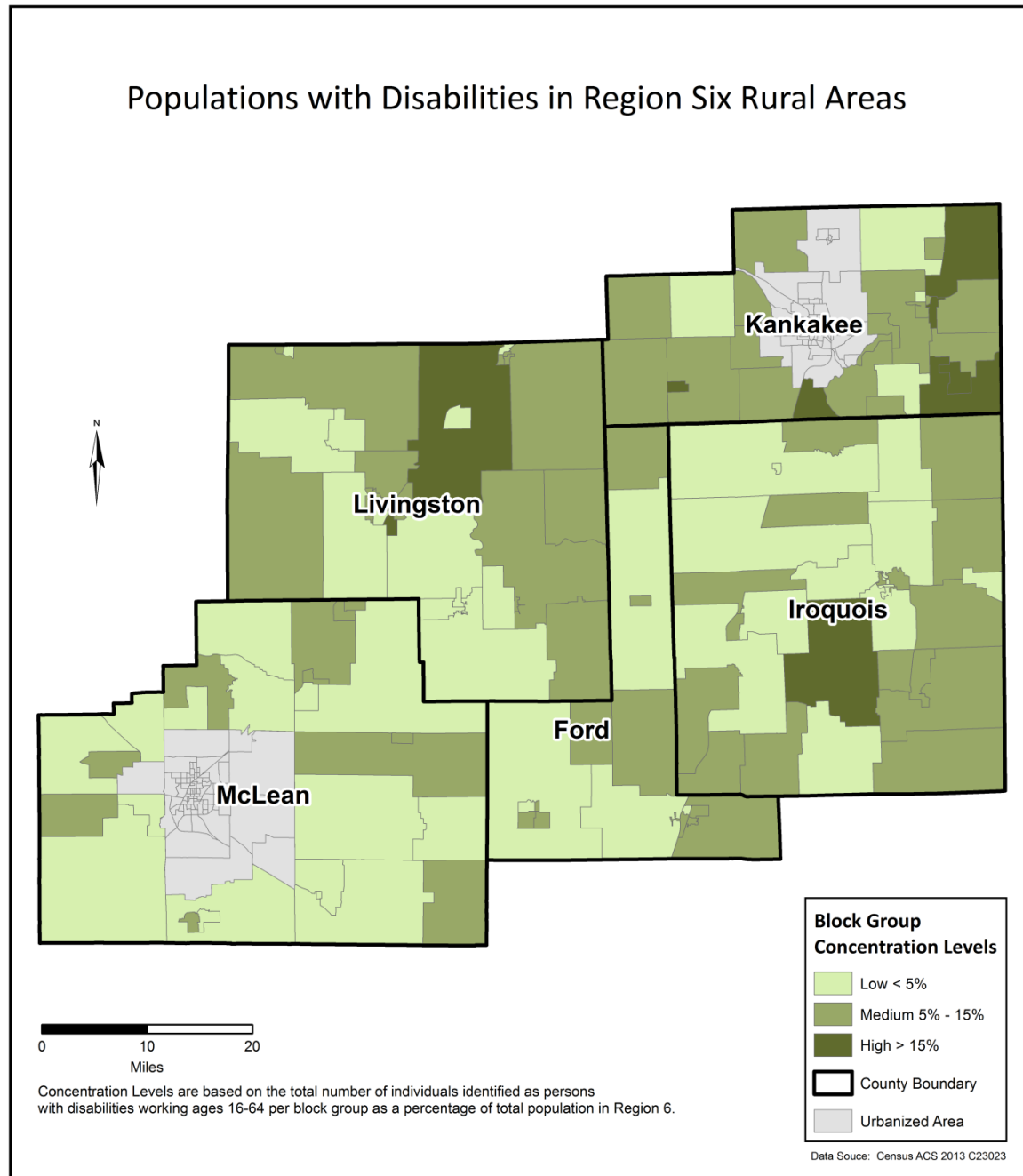
The evidence regarding Region 6 is consistent with state and national demographic norms, in which rural areas are likely to have higher percentages of older residents. In Census 2010, predominantly rural counties in Region 6 have a noticeably older population, even as contrasted to the rural portions of more urbanized counties. This demographic pattern, combined with the nationwide trend towards an overall aging of the population, indicates the importance of sustaining and improving transportation programs directed towards the particular needs of older residents.

The map illustrates the concentration of elderly persons by block group within Region 6 and as a function of the total rural population of Region 6.

## Populations 65 and Over in Region Six Rural Areas



## Populations with Disabilities in Region Six Rural Areas



### *Population of Persons with Disabilities*

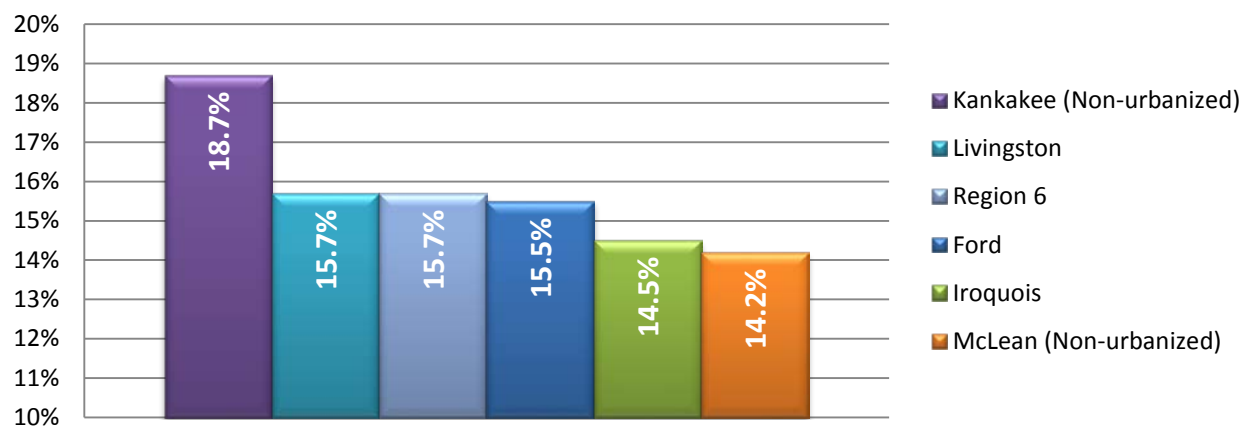
Data from the 2013 Census/American Community Survey provides some guidance on the population share of persons with one or more disabilities. This data is derived from answers to two questions on the long-form version of the Census questionnaire. For the purpose of the analysis in the Region 6 Plan, persons were classified as having a disability if any of the following conditions were true :

- the respondent was 16 years old or over and had a going outside the home disability; or
- the respondent was 16 to 64 years old and had an employment disability.

It is important to note that the use of this data to derive information on the rural population of persons with disabilities may produce results at odds with locally-derived information. This is the consequence of extrapolating from data which is based on questions that can produce a range of responses; specifically, the conditions noted above and used to define the population of persons with disabilities may generate overlapping results. Eventually, the Policy and Technical Committee expect to rely on data developed at the county level to inform future assessments of demand.

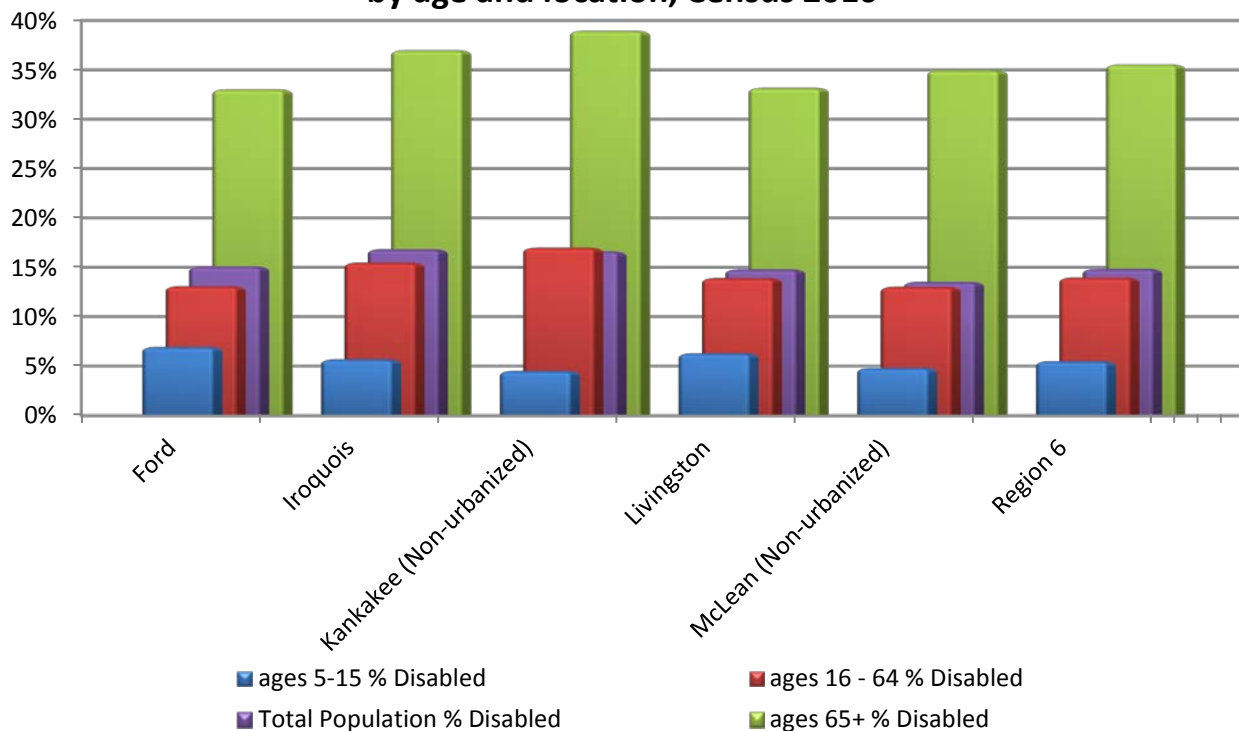
As illustrated in Chart 2, persons with disabilities represent between 14.2 % to 18.7 % of the population for the rural portions of counties in Region 6 with a regional average slightly below 16 percent. Although the data suggests that persons with disabilities represent a larger percentage of the population in more rural counties this finding is to some extent a statistical consequence of removing population data for urbanized areas from the analysis. However, the need to address the transportation needs of rural residents with disabilities is unmistakable.

**Chart 2**  
**Persons with Disabilities in Rural Areas**  
(as percentage of population)

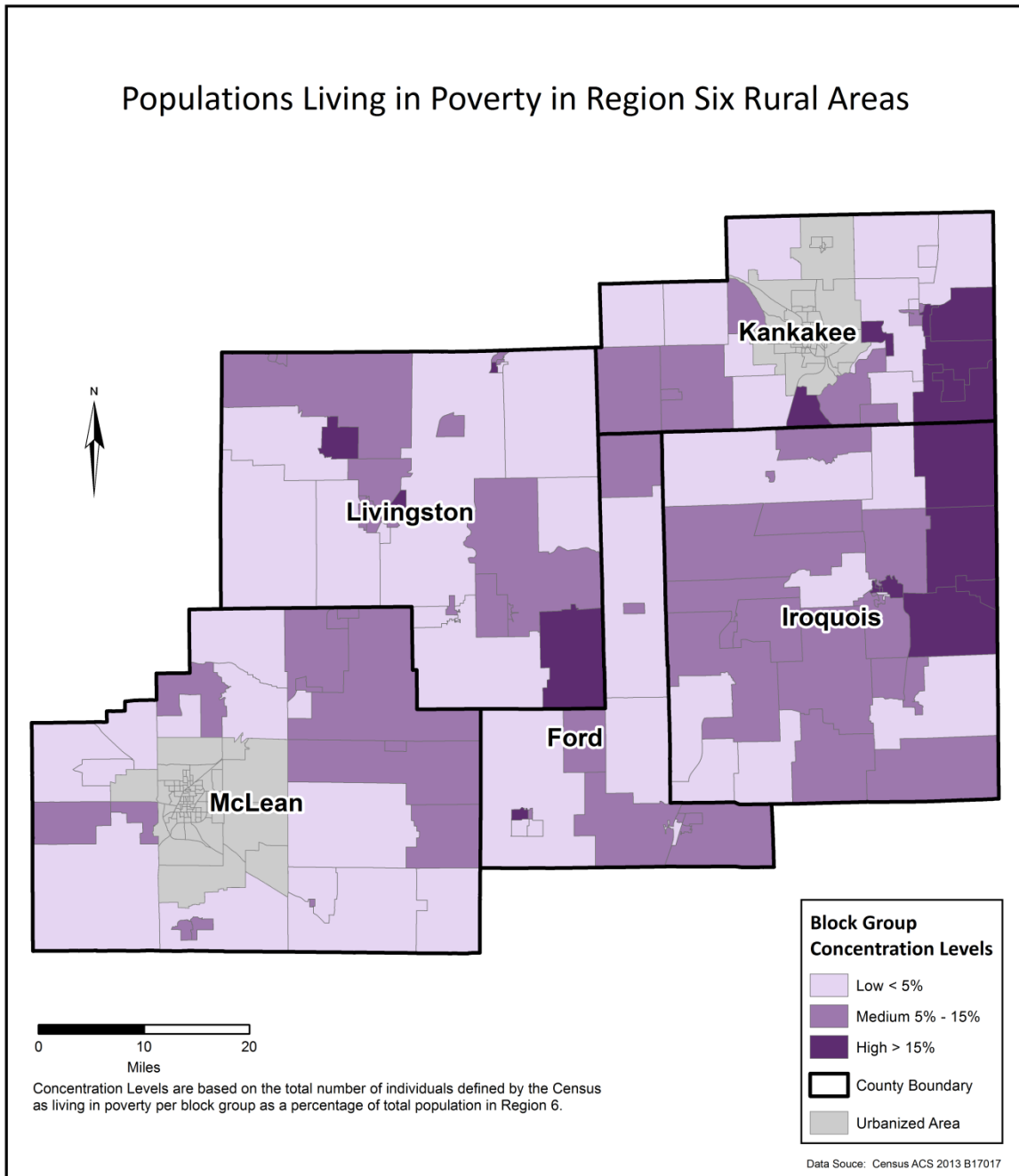


An examination of the Census data regarding the population notes that the incidence of disability rises dramatically in the population aged 65 and older. As illustrated in chart below, almost thirty-five percent of the area's senior population has at least one disability. This demonstrates the urgency of supporting programs that not only address the mobility needs of older residents, but that do so with adequate provisions to provide transportation that meets whatever additional support they may require.

**Chart 3 - Incidence of Disability  
by age and location, Census 2010**



## Populations Living in Poverty in Region Six Rural Areas



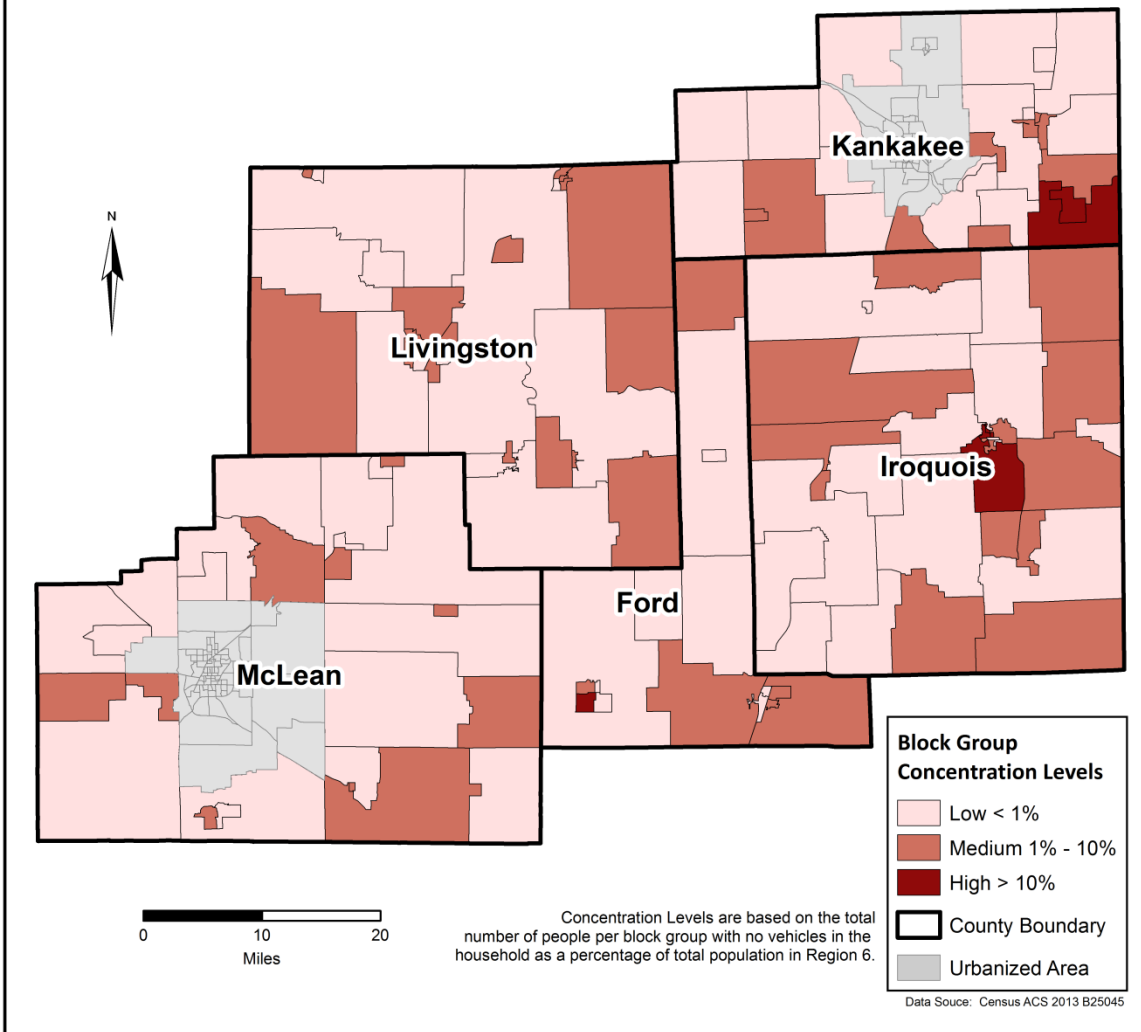


### ***Populations Living Below the Poverty Level***

According to information from the 2013 ACS, nearly 13 percent of the population in Region 6 were living below the poverty level. Among people age 18 or below the incidence of poverty was somewhat lower at just under 12 percent. Ford County had the lowest percentage of residents living in poverty among the five counties. Concentrations of population defined as living in poverty are shown on the map on page 26.

Changes in local, state and national economic conditions continue to have an effect on poverty numbers. Agencies and organizations which provides service to people living in poverty have themselves experienced extraordinary challenges in maintaining programs and services at a time when their efforts are in increasing demand.

## Geographic Concentration of Households with Zero Vehicles in Region Six Rural Areas



### ***Zero-Vehicle Households***

Households without vehicles decreased significantly from 2000 Census figures. Improvements were realized in all five counties where high concentrations of households without vehicles improved to medium concentrations and medium concentrations improved to low concentrations of households without a single vehicle. The highest concentration of households without vehicles were in southeast Kankakee County, east central Iroquois County and southwestern Ford County. The map on page 28 graphically illustrates the concentration of households with zero vehicles within Region 6 as a percentage of the total rural population.

To the extent that households with access to a vehicle are located in remote portions of the regions rural areas, residents in those households may represent concentrations of high transit dependency.

### **Coordination and Implementation**

Region 6 Committees have sought to engage involvement and participation from a broad range of entities which serve the people intended to benefit from the federal public transportation programs. These include, but are not limited to, social service agencies at the state, regional, county and local levels, advocacy groups, transportation service providers, and institutions active in areas with critical interest in rural issues such as health care providers, faith-based groups and economic development boards. Numerous agencies and institutions have participated throughout the process while others have joined the discussion as the impact of rural transportation services and the role of the HSTP process became more understood. New participants have joined the regional coordination effort as a result of the work done by the County Transportation Organizations. Regional partners in the HSTP coordination process are identified below.

### ***Agency Participants***

#### **LIFE Center for Independent Living**

LIFE-CIL in Pontiac and Bloomington serves Region 6 communities in promoting self-determination and equal opportunity for people with disabilities. The agency addresses local concerns and priorities and engages in advocacy for its constituents and provides peer support, information and referral and independent living skills training for clients. LIFE-CIL provides information on specific client needs, aids in identifying barriers for its clients in the community and is a source of information about transportation options for its clients. **The organization has two offices within Region 6, one in Pontiac at 318 West Madison Street and another in Bloomington located at 2201 Eastland Drive, Suite 1.**

## East Central Illinois Area Agency on Aging

The mission of the ECIAAA is to develop and coordinate a network of services for older persons and their caregivers within their region. Central to its mission is the provision and support of information and assistance services. In cooperation with the Illinois Aging Services and other associations on aging, ECIAAA works with the IAS and other aging agencies in the implementation of a state-wide information and referral data base named the Enhanced Service Program (formerly known as the Elder Service Program). The ESP is designed for staff in all aging agencies to have access to a comprehensive list of services throughout the state. This empowers seniors, the disabled and their caregivers to make informed decisions wherever they may be. The ECIAAA serves a sixteen county area that includes all five counties within Region 6. ECIAAA offices are located in Bloomington at 1003 Maple Hill Road in Bloomington.

Other participating agencies and organizations are identified below, as partners in service contracts with SHOWBUS.

### ***Service Providers***

A number of service providers operate in Region 6, some which provide public transit service, and others who serve limited populations, agency or institutional clients or schools.

### ***Public Transportation***

## SHOW BUS

SHOW BUS has been providing public rural transportation in central Illinois since 1979. Services are available to all residents of rural DeWitt, Ford, Iroquois, Kankakee, Livingston, Macon and McLean Counties. The agency provides limited stop service and door-to-door service. For door-to-door service, the schedule has a general geographic area indicated. Rides for any purpose are available. The agency also provides limited Special Service Routes. SHOW BUS also assists in providing non-emergency medical transportation including emergency room and hospital discharge or medical appointments. Service contracts and voucher programs are also available through SHOW BUS. The agency is governed by an Advisory Council and Board of Directors. County-based transportation committees comprised of community partners provide critical input in the evaluation of transportation services and planning to meet the current and future needs of their respective areas. Kankakee and McLean Counties provide critical technical support and oversight as federal and state funding grantees. The agency is located in Chenoa off of Illinois Route 24 East.

### Connect Transit -- Bloomington-Normal

Recently rebranded, Connect Transit services the Bloomington-Normal metropolitan urban area. The agency's mission is to provide independence through transportation and provide a public transportation service that is safe, affordable, reliable, accessible and valued. Previously known as the Bloomington-Normal Public Transit System from 1972, Connect Transit provides fixed route service for all citizens of Bloomington-Normal. Ordinary operating hours vary due to routes. The earliest routes begin service at 6:40 a.m. and end at 9:30 p.m. seven days a week. Connect also provides special services for the disabled. The special services buses are available on a demand/response door-to-door service from 6:00 a.m. to 10:00 p.m., Monday through Saturday. Connect Transit also offers fixed route service for Illinois State University students during the school year until 1:00 a.m. Demand response service is also available upon request. The agency has approximately 55 vehicles in its service fleet. The agency is located at 351 Wylie Drive in Normal.

### River Valley Metro Mass Transit

River Valley Metro Mass Transit District was formed in September of 1998. Mass transit district members are: Kankakee County, City of Kankakee, and the villages of Aroma Park, Bourbonnais, Bradley, Manteno and Manteno Township. Normal hours of operation are Monday through Friday 5:00 a.m. to 10:30 p.m., Saturday 7:00 a.m. to 10:30 p.m. and Sundays and holidays 8:00 a.m. to 5:00 p.m. A medical center route was added in the year 2000. To alleviate the ridership load of students traveling to and from Kankakee Community College and other locations, the District added another route for peak Monday through Friday hours from 8:00 a.m. to 5:00 p.m. in July 2013. This service has assisted more clients to getting to KCC and other popular destinations. The District also provides ADA service called Metro Plus. It is a shared-ride, public transportation service for people with disabilities. In order to access Metro Plus, individuals must have a disability that prevents them from riding fixed route buses. An application must be completed to access the service and clients must meet ADA qualifications. Metro Plus trips are all within the urbanized area of Kankakee County. The service operates the same hours as the fixed route service.

### ***Human Services Transportation***

#### Duane Dean Behavioral Health Center

The center provides comprehensive treatment and intervention services to adults who suffer from addiction. Duane Dean operates three core programs: Women and Children Wellness which is designed to address gender-specific barriers that may impede a woman's road to recovery and an improved quality of life; opioid maintenance therapy which is administered under medical supervision and is **combined with counseling as**

an out-patient service; and the criminal justice program that assesses and treats adults who are 18 years and older who have been mandated by the courts to seek treatment. Services include outreach, assessment, screenings, individual and group counseling, parent training childcare and transportation. The transportation service provides curb-to-curb fixed route service to Duane Dean clients from 7:00 a.m. to 3:30 p.m. Drivers use agency-owned vehicles and personal vehicles. The center also utilizes pre-purchased passes for transit. No fare is charged for transit services. Duane Dean is located at 700 East Court in Kankakee.

#### Futures Unlimited, Inc.

Futures Unlimited serves children and adults with developmental disabilities , mental illness, autism, seizure disorders, drug and alcohol abuse, traumatic brain injuries and a number of other conditions making independent living challenging. Futures began operations in the mid-1960's when a group of Livingston County parents initiated an effort to establish work and training opportunities for adults with a variety of physical, developmental and mental disabilities. In July of 1970, the Pontiac Chamber of Commerce organized a Board of Directors and the agency was officially established. Futures operates a curb-to-curb fixed route and demand response transportation program utilizing agency vehicles from 7:00 a.m. to 7:00 p.m. on weekdays. No reservations are required and fare is determined based on the program the client is enrolled in as well as the location. Futures is located at 210 Torrance Avenue in Pontiac.

#### Gibson City Area Telecare Services, Inc.

Gibson City Area Telecare Services, Inc. (Telecare) provides transportation for senior citizens and individuals with disabilities in Champaign and Ford Counties. A curb-to-curb demand/response service utilizing agency vehicles operated by staff and volunteers runs weekdays from 8:00 a.m. to 4:00 p.m. Reservations should be made one or two days in advance of the desired service. Clients are allowed to travel with their own personal care attendants. Telecare does charge a fare for its services and no discounts are provided. Donations are accepted and a recommended amount is suggested by Telecare staff for trips in and outside of Gibson City. The agency is located at 215 East Third Street in Gibson City.

#### Good Shepherd Manor

The mission of Good Shepherd Manor is to serve the needs of men with intellectual and developmental disabilities who are not capable of earning their own livelihood or meeting basic personal needs in a non-structured environment. The agency also seeks to serve the needs of persons with disabilities when the family is no longer able or present to provide for them in a home environment atmosphere. Good Shepherd offers academic and vocational stimulation to prevent regression and to develop skills. A work center provides jobs in a workshop setting for local industry. Transportation is provided for residents by use of agency vehicles and trained drivers supported by Illinois Department

of Transportation programs. Good Shepherd Manor is located at 4129 North State Route 1-17 in Momence.

#### Mosaic (Pontiac)

MOSAIC is a faith-based organization serving people with intellectual disabilities. Created in 1982 as part of Martin Luther Homes, the agency promotes community integrated living arrangements within Livingston County. MOSAIC has been involved in constructing a total of six CILA homes located in Pontiac and Dwight in Livingston County. These living arrangements assist clients in becoming independent in home management, vocational skills, community mobility, transportation and recreation activities. The agency also provides in-home daycare services for people of retirement age or those that are unable to take advantage of regular agency services due to poor health or physical disability. A partnership for these services has been developed with Futures Unlimited, Inc. MOSAIC also provides supported living services and host/foster care services for adults with intellectual disabilities. The agency also advocates for public awareness on disability issues and various mentoring. The agency provides for transit for its clients through a demand/response service using agency vehicles, 24 hours per day, seven days a week. No fare is charged and no donations area accepted. MOSAIC is located at 725 West Madison Street in Pontiac.

#### Volunteer Services of Iroquois County

Volunteer Services is a non-profit organization dedicated to senior citizens age 60 plus in Iroquois County. Assistance includes answering inquiries about senior services eligibility, client needs assessments and assistance with senior programs such as Circuit Breakers, Senior Citizens Tax Freeze, Medicare Part D and other related senior health issues. The Volunteer Services senior van schedules 12 trips a month from seven areas within Iroquois County with reservations made through volunteer dispatchers. Client donations are accepted but not required for service. The agency is housed at 1001 East Grant Street, Room 111 in Watseka.

#### YWCA of McLean County

YWCA of McLean County provides various gap public transportation service for various constituencies within McLean County. YWCA Medivan provides safe and convenient door-to-door transportation for wheelchair-bound clients that are unable to use public city transportation or other rural transit options. Medivan can be used for those that are ambulatory but require door-to-door service. Vehicles with hydraulic lifts or ramps are available. Cost of the Medivan service is \$25 (one way) and is payable by cash or check at pick-up. Pre-approval is required for public aid riders. The service is available Monday through Friday, 8:00 a.m. to 5:00 p.m. and Saturdays by appointment. The organization also provides a Wheels-To-Work program for metropolitan Bloomington-Normal residents on Sundays from 6:00 a.m. to midnight. Cost of the service is \$1 per person. Wheels-To-Work rides must be made in advance by

contacting the YWCA. The agency also provides light home care services including light housekeeping, laundry, meal preparation, short-term caregiver relief, medication reminders and companion services. The YWCA is located at 1201 North Hershey Road in Bloomington.

### ***Student Transportation***

#### **Illinois Central School Bus**

Illinois Central School Bus is a for-profit school bus company serving a wide area of north-central Illinois and Gary, Indiana. Transportation in Region 6 is provided by contractual shuttle in Dwight. This is a fixed route with curb-to-curb service.

### ***Implementation***

The efforts of the Region 6 Committees to date have resulted in many instances of successful coordination, some involving cooperation between participating agencies and others creating enhanced transportation options throughout the region. Of particular note are the partnerships and cooperative efforts put in place to provide or improve services threatened by the impact of future economic challenges of public and private agencies and advocacy groups. This pattern of coordination is expected to continue within the Region and state in the face of apparent fiscal pressures.

Illustrating the success is the role of SHOW BUS in the Region. Serving all the counties in the Region, SHOW BUS is the principal rural provider in the five-county area. SHOW BUS also works with Managed Care Organizations (MCO's) within the Region. In dealing with agency closures and program interruptions, the Illinois Department of Transportation has often turned to SHOW BUS to help in alleviating service gaps. In all counties served, SHOW BUS bills Illinois Department of Healthcare and Family Services, Department of Children and Family Services and Department of Human Services as requested by clients. All insurance billings are accepted in all counties.

In addition, SHOW BUS has entered into service contracts with county and regional partners as listed below, with special circumstances noted. SHOWBUS accepts payment and works with Medicaid serviced agencies and clients in all counties it serves. It also has developmental services contracts with Ford and Iroquois Counties.

#### **Ford County:**

Community Resource and Counseling Center  
Developmental Service Center

#### **Iroquois County:**

ARC of Iroquois County  
Developmental Service Center  
Iroquois Mental Health Center



## Options

### Kankakee County:

- Good Shepherd
- Kankakee County Public Health Department
- Options
- Thresholds (service and vehicle contracts)

### Livingston County:

- Boys and Girls Club
- City of Pontiac
- Futures (suspended due to budget cuts-may be reinstated)
- Meadows Mennonite (vehicle contract)
- St. James Hospital
- United Way of Pontiac

### McLean County:

- Advocate-BroMenn
- Meadows-Mennonite
- United Way of McLean County

### DeWitt County (in HSTP Region 8)

- DeWitt County Human Resource Center (service and vehicle contracts)

## ***Recognition***

In November 2009, the Region 6 HSTP Committees were honored to be presented the 2009 Advancing Community Access Award, by the Life Center for Independent Living representing DeWitt, Ford, Livingston and McLean counties. The award recognizes the work of the committees in advancing accessible transportation options for people with disabilities living in rural communities.

## **Planning and Purpose**

### *Areas of Special Focus*

In addition to the service gaps and issues defined in the 2008 Region 6 plan and in the course of its work in 2009 and 2010, the Region 6 Committees have identified areas of concern requiring further investigation and planning.

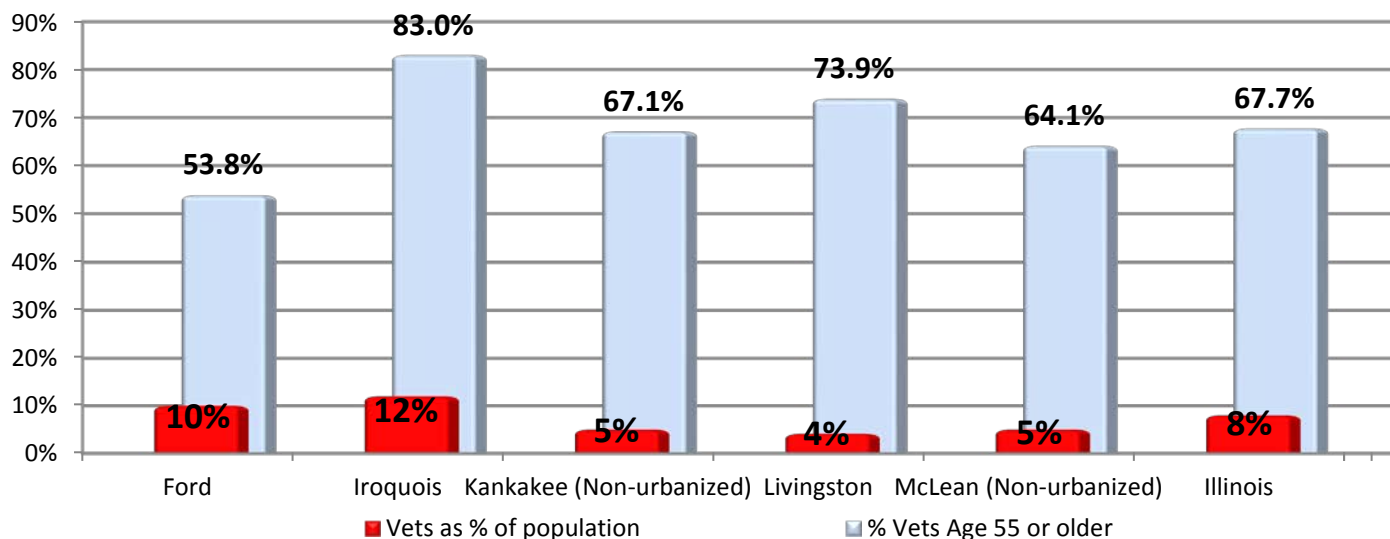
## Veterans Services

Transportation issues confronting area veterans became a central area of concern for the Region 6 Committee thanks to the participation and education on the challenges facing veterans provided by the Grundy County Veterans Assistance Commission, a former Region 6 member. The Committee concluded that ongoing and concentrated attention should be given to the transportation needs of veterans in Region 6, particularly with respect to ensuring access to medical services and other benefits through the Veterans Administration.

In Region 6, veterans comprise a significant percentage of the adult population. Two of the five counties in the Region have a higher percentage of veterans than the statewide average. Notably, a substantial percentage of the veterans living in Region 6 are considered seniors. Therefore, veterans are more likely to have need of the services provided under HSTP programs. The Committee has emphasized its ongoing commitment to providing proper and adequate transportation services to veterans, particularly in connection with facilitating access to the benefits due them through the Veterans Administration and other agencies. Toward this end, the Region 6 Policy and Technical Committee will seek continued and expanded partnerships with Veterans' Assistance Commissions, veterans' advocacy groups, and the Veterans Administration.

**Chart 4**  
**Veterans in Region 6**

American Community Survey, 2009 - 2013



## **Veterans Agencies and Contacts in Region 6**

There are several agencies and contacts within Region 6 that are current and prospective partners on transportation coordination for military veterans. A list of those contacts are below. The Region 6 Policy and Technical Committee will be making a concerted effort in the next planning period to establish relationships with these organizations.

### ***Iroquois County Veterans Assistance***

Jennifer Ingram

[jingram@co.iroquois.il.us](mailto:jingram@co.iroquois.il.us)

(815) 432-2721

(815) 432-2721 (fax)

1001 East Grant Room, 112A

Watseka, Illinois 60970

### ***Kankakee County Veterans Assistance Commission***

Veterans Assistance Center

[vac@k3county.net](mailto:vac@k3county.net)

(815) 937-8489

(815) 937-3655

135 North Schuyler Avenue

Kankakee, Illinois 60901

### ***McLean County Veterans Assistance Commission***

Jerry Vogler

[jerry.vogler@mcleancountyil.gov](mailto:jerry.vogler@mcleancountyil.gov)

(309) 888-5140

200 West Front Street

Bloomington, Illinois 61701

### ***Livingston County Veterans Assistance***

Tom Bailey

(815) 844-7378

(815) 844-1178 (fax)

211 East Madison Street, Suite 3

Pontiac, Illinois 61764

### ***Kankakee County DAV-Chapter 34***

(815) 530-3864

P.O. Box 421

Aroma Park, Illinois 60910

NOTE: (meetings are third Thursday of each month at 7:00 p.m. and held at 700 Main Street NW, Bourbonnais, IL (815) 530-3864

*McLean County DAV-Chapter 60*

(309) 874-2717

206 South East Street

Bloomington, Illinois 61754

NOTE: (meetings are fourth Wednesday of each month at 5:30 p.m. and held at 2505 Fox Creek Road, Bloomington, IL (309) 874-2717

***Edward Hines Hospital and VTS Mobility Management***

Philip Walton, Jr.

phillip.walton@va.gov

(708) 202-7964 (office)

(708) 878-1474 (cell contact)

(708) 202-2399 (fax)

5000 S. 5<sup>th</sup> Avenue

Hines, IL 60141

### Statewide Compliance with Accessibility Standards

The LIFE Center for Independent Living (LIFE-CIL) has focused the attention of the Committee on issues arising under the requirements of the Americans with Disabilities Act (ADA), and the Illinois Accessibility Code which in some circumstances, mandates stricter standards than those promulgated under ADA. LIFE-CIL staff has been invaluable in soliciting aid from state agencies, including the office of the Attorney General to guide decision-making regarding accessibility issues in Region 6. This guidance also applies to the activities of the Region 6 Committee, such as the conduct of meetings, hearings and presentations, provision of qualified interpreters and assistive devices and the use of accessibility standards in communications. Implementation of and compliance with these standards is an ongoing and vital aspect of the Region 6 HSTP Policy and Technical Committee.

LIFE-CIL has been front and center calling attention to issues regarding provider and agency compliance and that such should be a consideration at the state level. The Region 6 Committee will continue to further discussion with state agencies on methods to achieve statewide awareness and compliance.

### **Purpose of Illinois Accessibility Code (New)**

The purpose of the Illinois Accessibility Code is to implement the Environmental Barriers ACT (EBA) (410 ILCS 25) as amended to date. It also replaced the former version of the Code in place before May 1, 1988. The IAC is intended to ensure that the built environment, including all spaces and elements of all applicable buildings and facilities in

the State of Illinois are so designed, constructed and/or altered to assure the safety and welfare of all members of society and to be readily accessible to, and usable by, environmentally-limited persons.

The Code is also intended to resolve areas of difference between the federal accessibility standards, Americans with Disabilities Act Accessibility Guidelines (ADAAG), which are applicable to buildings and facilities covered by the Americans with Disabilities Act (ADA), and the Illinois Accessibility Standards (IAS), which are applicable to buildings and facilities in the State of Illinois covered by the EBA. The drafters of this Code compared and adopted the stricter of the state or federal accessible design standards. The Code has the force of a building code and as such, is the law in the State of Illinois.

#### Integration with Urban Area Plans

As coordination of transportation services advances in Region 6, the Policy and Technical Committee is committed to establishing strong communication between the rural and urban HSTP's. Kankakee and Bloomington – Normal are examples of such areas where both components are present. Many service providers and social service agencies participating in the Region 6 coordination process are also active in the urban centers in the region. In order to provide the best possible results in coordinated service it is vital the relationship between rural and urban systems and users be understood and reflected in regional and urban plans.

## Goals, Objectives, Strategies

The Region 6 HSTP Committee is dedicated to coordinated planning for rural transportation. Transportation planning is a grassroots effort, grounded in the knowledge and experience of local agencies, providers and the public. In Region 6, the activities in support of implementing the regional plan begin at the local level through the efforts of the County Transportation Organizations (CTOs) designated by each county as the participating body in the regional committees. Although the CTO's vary in structure and management they are all committed to providing local involvement and input in transportation issues for transit riders and the general public. The purpose of formulating goals and objectives is to determine what direction planning efforts should take, independent of timeframe and individual projects.

- ❖ A goal is defined as a purpose or condition that will be brought about by implementing the Human Services Transportation Plan.
- ❖ Objectives are contributing elements of goals that help organize the implementation of the plan into measurable and manageable parts.
- ❖ Strategies are suggested activities to meet objectives and in turn achieve goals.

Beginning with the first iteration of the plan in 2008, the Committee engaged in extensive discussions of appropriate goals for rural transit in Region 6, both for transit providers and for clients of social service and government agencies whose constituencies rely on public transportation services and agency-based transportation services. Throughout 2009 and again in 2015, the Committee re-examined the goals and evaluated areas of successful implementation as well as areas needing further planning and implementation. This assessment is reflected in the goals, objectives and strategies which follow.

Goal 1: Establish and maintain regional connections between public transportation, human service agencies and the general public.

Objective 1: Support and expand the activities of county-based transportation organizations.

Strategies:

- Develop (or support existing) county transportation organizations that provide resources for county-based public involvement through the HSTP process.
- Increase interaction with all government entities and media outlets.
- Continue to extend invitations to relevant agencies not yet involved in the HSTP process and its programs.
- Encourage a county-based meeting on a quarterly basis or more frequently, to review local and current transportation options and unmet needs.

Metrics: track the number of communications to government and media; contacts with relevant agencies; records of county committee meetings.

Objective 2: Continue coordination of Region 6

Strategies:

- Ongoing data collection from agency, government and public sources, including web-based data.
- Continued Region 6 staff coordination.
- Development of universally-accessible web-based information resource exchange maintained by the MCRPC.

Metrics: ongoing availability of web information resources.

Objective 3: Increase awareness and ridership of transportation services.

Strategies:

- Make transportation information available through community resources and local media.
- Ensure that information is accessible under standards in applicable codes and acts (Illinois Accessibility Code and Americans With Disabilities Act), and all other relevant statutes and regulations.
- Ensure that information is distributed using technologies available to make communication accessible for everyone.
- Increase communication between agencies and the general public through all available channels.
- Encourage agencies to maintain a transportation referral file with referrals available through multiple means of communication.
- Encourage agencies with websites to include links to other transportation and service providers.
- Actively develop a regional directory providing information on transportation services.

Metrics: inventory of accessible data resources; creation of a regional directory.

Objective 4: Continually promote and market transportation options.

Strategies:

- Utilize regional committee resources and staff to inform the public.
- Inform media of current transportation resources, projects, and coordination.
- Post notices where potential riders congregate.
- Actively promote transportation services at special events in all Region 6 counties and communities.
- Develop new and innovative market and media strategies that include benchmarks.

Metrics: number of rider notices posted; number of marketing and media strategies implemented.

## Goal 2: Improve existing transportation services.

Objective 1: Provide accessible service to all individuals with disabilities using appropriate equipment to any location.

Strategies:

- Maintain or increase the number of accessible vehicles in each county of operation.
- Advocate for vehicles that exceed the minimum requirements set by ADA.
- Advocate for accessible routes that meet the Illinois Accessibility Code.
- Keep a record of vehicles requested through the IDOT CVP and a record of the vehicles awarded.
- Document service within Region 6 that meets the standards of the Illinois Accessibility Code.

Metrics: Number of accessible vehicles available; number of routes meeting IAC Guidelines, inventory of CVP applications and awards.

Objective 2: Make potential riders comfortable utilizing transit by providing information and guidance to potential riders.

Strategies:

- Encourage transportation providers in teaching two training programs per year on how to use various transportation systems.
- Actively promote the use of buddy programs for new riders.
- Develop personalized service plans as appropriate.

Metric: Document distribution of information to potential riders; number of training events provided annually.

Objective 3: Open access to existing fleet.

Strategies:

- Facilitate vehicle sharing agreements.
- Advocate for expedited reassignment of unused vehicles.
- Develop and maintain a database of vehicles underutilized in Region 6.

Metrics: database of vehicles shared or reassigned; data collection regarding underutilized vehicles.

Objective 4: Identify existing and potential Medicaid providers and actively explore other project support options.

Strategies:

- Research Medicaid transportation needs within the Region.
- Evaluate other reimbursable payment options if available.
- Advocate for timely reimbursement for services.
- Encourage Medicaid transportation providers to attend respective county board meetings within their counties of service.
- Develop a list of Medicaid transportation providers.



Metric: See Goal 2, Objective 1.

Objective 5: Minimize maintenance time.

Strategies:

- Explore sharing of regular maintenance functions.
- Encourage use and resource support of/for Regional Maintenance Center(s).
- Maintain a safe and reliable fleet of vehicles.

Metric: See Goal 2, Objective 1.

Objective 6: Recruit and retain paid drivers.

Strategies:

- Develop customer appreciation opportunities to recognize good drivers.
- Research all funding streams that allow for payment of a competitive wage.
- Provide management for drivers to remove problem riders.

Metrics: create a “thank you” system that is measurable (i.e. cards, certificate, etc.), look at funding streams in other jurisdictions and report, include as part of future driver training.

Objective 7: Encourage coordination with volunteer driver program.

Strategies:

- Work closely with organizational boards to identify potential volunteer drivers.
- Support volunteer programs to provide additional transportation availability consistent with safety and security of passengers and volunteers.

Metrics: assist in developing volunteer driver recruitment when applicable, work toward adopting volunteer driver programs that promote overall road safety (i.e., insurance coverage, competent drivers, etc.)

Objective 8: Coordinate group training sessions.

Strategies:

- Encourage use of resources provided by the Rural Transit Assistance Center (RTAC) and other applicable training outlets.
- Support universal driver training.
- Support the scheduling of regional RTAC core training at least every other year or as necessary.

Metrics: work aggressively with all transit providers in Region to work towards two driver training sessions per year for each provider.

Objective 9: Provide the proper level of assistance to passengers.

Strategies:

- Twice a year, the Region 6 meeting will include a session(s) on passenger assistance updates.
- Passenger assistance updates may include information and concerns from county-based meetings.
- Other items may include: updates on new technologies or presentation(s) on legalities in public transportation.

Metric: tracking of passenger assistance sessions and updates.

### Goal 3: Expand transportation services.

Objective 1: Extend service in underserved areas and populations. Identify areas and populations needing service but underrepresented at county and regional-based meetings. Also encourage expansion to meet added transportation needs as funds become available for service in underserved areas and to underserved populations.

Strategies:

- Expand service area for pick-ups and/or drop-offs.
- Add destinations.
- Monitor transit use levels, allowing for trial service as available resources dictate.
- Encourage documentation of service gaps on a county level using the County Transportation Organizations and Committees.
- Create partnerships with employers and community agencies that benefit from rural transit.
- Monitor transit use levels.

Metric: number of square miles and number of destinations served.

Objective 2: Expand days and hours of service with special emphasis on addressing current gaps in service, including the addition of expanded weekend services.

Emphasize areas that are already receiving transportation services and already are represented by advocates.

Strategies:

- Identify areas and populations that need service but are represented at county and regional-based meetings.
- Encourage documentation of service gaps on a county level using the County Transportation Organizations and Committee.
- Create partnerships with employers and community agencies that benefit from rural transit.
- Monitor transit use levels.

Metric: document transit use.

Objective 3: Encourage intermodal linkages, emphasizing those linkages which are outside of Region 6.

Strategy:

- Review routes and schedules of agencies within the Region for intermodal connection opportunities.

Metric: number of intermodal trips beyond Region 6.

Goal 4: Advocate for stable transportation funding while maintaining service and/or decreasing costs.

Objective 1: Identify all funds expended on transportation.

Strategies:

- Encourage agencies to report funding amounts and sources.
- Monitor use of programs funded under the HSTP.

Metric: document funding and fund source.

Objective 2: Increase available revenue resources.

Strategies:

- Identify and advocate for additional funding sources.
- Explore private funding options and/or company sponsored routes.
- Educate potential financial partners about the need for adequate funding.
- Support legislation that adequately funds coordinated transportation.

Metric: inventory additional funding.

Objective 3: Decrease costs of providing transportation.

Strategies:

- Investigate methods and feasibility of cost reduction approaches.
- Explore legal constraints of sharing resources.
- Develop joint asset and commodities acquisition arrangements.
- Facilitate vehicle sharing agreements if possible.
- Provide a purchase of service option.
- Encourage use of appropriate equipment for various routes.

Metric: inventory vehicle sharing agreements.

Objective 4: Strongly advocate for insurance that allows for transportation of additional interests groups.

Strategies:

- Research group insurance options.
- Develop joint operational procedures.
- Advocate for a consistent policy on insurance coverage statewide.

Metric: inventory use of group insurance, documentation of joint operational procedures.

Objective 5: Reduce duplication of routes as possible.

Strategies:

- Define and address barriers to route coordination.
- Coordinate routes among agencies.
- Facilitate shared transfer points
- Research software options that may be utilized by multiple providers.
- Urge multi-agency coordination to avoid duplication of services.

Metric: document coordinated routes and shared transfer points.

### **Progress in Plan Implementation**

The Region 6 Committee will undertake an annual review of the implementation of the plan. From the review the regional coordinator(s) will issue a report on the status of implementation of the plan goals, incorporating recommendations from the Region 6 Committees regarding further steps for implementation, or revision of the plan at intervals within a three-year update cycle. Implementation status information will also be obtained from participating agencies and service providers, pursuant to reporting requirements established in grant and funding programs. The status reports, as approved by the Policy and Technical Committee will be incorporated as appendices to the plan.

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