



# STAKEHOLDER ENGAGEMENT REPORT

Illinois Statewide Public Transportation Plan

AUGUST 2017



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## I. INTRODUCTION

General public engagement for the Illinois Statewide Public Transportation Plan is intended to provide information that cannot easily be obtained by standard data gathering efforts and to gather input on what the public feels are issues and opportunities. The outreach has a dual purpose, i.e. to collect important data as well as to engage public officials, agency representatives, and residents in promoting the Plan.

The public outreach plan features a broad array of tools and approaches for soliciting stakeholder and public input including:

- Providing a project website
- Interviewing HSTP coordinators and transit agency providers
- Soliciting survey feedback
- Hosting public meetings throughout the state
- Interviewing agency stakeholders
- Receiving input and direction from a steering committee consisting of stakeholders

This report provides the results of each outreach effort and discusses how each is relevant to the project.

## II. HSTP INTERVIEWS

In April 2015, one-on-one interviews were held with each of the 11 Human Service Transportation Providers (HSTP) Regional Coordinators. The HSTP coordinators are responsible for coordination and oversight of the delivery of public and specialized transportation services within their region. They are the staff preparing the Human Services Transportation Plan for their region which defines existing services and identifies transportation needs, specifically the needs of those persons with disabilities, older adults and persons with limited incomes.

## ***A. Interview Questions***

The interview session followed a standardized list of questions to allow for consistency and comparability of information across the state. However, interviewers deviated from the list of questions to gather unique and individual information from each of the interviewees. Each HSTP Coordinator was asked the following questions:

1. What are your job duties as the HSTP Coordinator?
2. What agency employs you?
3. Are you responsible for or involved in grant writing and funding for transportation? If yes, please explain the scope of your responsibilities in grant writing.
4. What is your role in the development and oversight of the Human Services Transportation Plans/Updates?
5. What coordinated transportation goals from the current plans have been implemented/are being implemented?
6. What are the most significant challenges to implementing the coordinated transportation goals in the study?
7. What is your next priority goal for implementation? Why is it a priority?
8. How do you identify unmet transportation demand/need?
9. Who are the transportation operators in the HSTP region who do not serve the general public?
10. What population do these providers serve and what are their ridership numbers?
11. (For HSTP regions that have service providers cross boundaries) How do you work with agencies that have operations in other HSTP regions?
12. What do you perceive are the areas of gaps in transportation services in your region?
13. Are there areas of population and/or employment growth in your region, if so where? (e.g., new industry/employment)
14. Do the future demographic trends in your region point to greater use of public transportation (i.e., aging population, lower incomes, less vehicle ownership, etc.)?
15. What trends have you seen over the past 25 years in your region with regards to transit usage/demand?
16. In your opinion, how does access or lack of access to transit affect the average household's transportation budget in your region?
17. How (or where) do coordinated public transit/human services transportation interact with fixed route public transportation providers in your region (if applicable)?



18. What is the relationship between health care and social service locations and a customer's ability to use public or human service agency transportation to access them?
  - a. *Are connections needed between different health care and social service location centers?*
19. What impacts do you feel that the new federal health care reforms will have on public /human services transportation in your region?
  - a. *In terms of employees of your operating agencies*
  - b. *In terms of an increase in demand for medical trips due to the greater availability/affordability of health care for low-income populations.*
20. Are you involved in the fleet management plan or vehicle replacement schedule?
  - a. *If yes, please explain the process for developing it.*
  - b. *If not, who is responsible for developing said plan in your region?*

## **B. Summary of Comments**

Each HSTP Region brings a unique set of challenges, unmet needs, and gaps in services. Some commonalities do exist, however. The most consistently mentioned future trends for which HSTP Coordinators are planning for include an aging population which will put increasing demands on the network of transportation services, particularly for medical appointments and treatments. In addition to medical appointments, demand is increasing for convenient and affordable transportation options for commuters traveling to and from rural and the nearest urbanized area for employment and periodic appointments. In some areas, interstate travel demand is increasing for employment, although in other regions, employment opportunities are decreasing, reducing the potential for general public riders.

For most regions, the leading challenge to coordinating transportation services is the uncertainty of the Illinois State Budget. Agencies cannot predict future funding cuts and working together is not a priority when funding levels are unknown. In some regions there are also challenges to securing a local match for programs; local government entities are not required to participate.

In order to improve services, coordination and vehicle availability is important. Several regions are in the early stages of coordination and are working to overcome the challenges of vehicle or trip sharing. Multimodal and connector/feeder services and programs are being developed to improve regional and even statewide transportation options including modes of rural bus service, human service agencies, urban bus services, and even rail (where available). The timing of vehicle delivery to replace aging vehicles or to expand service is an issue that has been expressed.

HSTP Coordinator interview summaries are located in the Appendix.

### III. TRANSIT AGENCY INTERVIEWS

The transit agency interview process was conducted to collect important data as well as to provide the opportunity for two-way dialogue and gather insights. The interviews were held over a four month period between March and June 2015.

A particularly difficult task when studying public transit is to identify where people are coming from and where they are going, especially for the majority of systems in Illinois that do not use electronic fare media. Therefore, much of the focus of the transit agency interviews was on gathering data on existing services, rider origin and destinations, coordination efforts and service gaps and needs.

#### ***A. Interview Questions***

The interview session differed based on whether it was an agency providing fixed route services or an agency providing demand response services. Different questions were asked based on the type of services offered.

##### **Fixed Route Systems**

###### **Service area and service specifics:**

- Describe service area, routes, service hours.
- Are there regularly scheduled transfers to any other nearby transit services?
- Do you have any local issues on where buses can/cannot be routed?
- When is the last time you restructured service and why?
- Have you established route-specific performance standards for your system? How you determine whether a new route or existing route is “working” or not?

###### **Fares:**

- How much are your fares?
- Do you offer any discounts/passes to local educational/other institutions?
- Do you anticipate any changes in the fare structure in the future?

###### **Passenger amenities:**

- Bus stop signage: How are bus stops signed? Do you have flag stops?
- How do you determine where shelters are placed?

###### **Technology:**

- What ITS technology do you use to track buses? Announce stops, etc.
  - a. *Does the public have the ability to know when the next bus is arriving?*
- Do you use scheduling software? If not, what type of software/upgrades would make transit and operation planning easier for you?

**Funding:**

- What is your local funding source?

**Riders:**

- What is the general profile of your typical rider?
- Are you doing anything to attract “choice riders? What tools do you need to do this better?
- Is there any local policy to encourage organizations with transit-dependent populations or workers to locate near bus lines? (examples)

**Fleet and facilities:**

- Do you have a fleet management plan or vehicle replacement schedule?
- What are your fleet, facility, and capital needs projected to five-, ten-, and 20-year horizon (if possible)?
- Is your maintenance done in-house?
- What is the location of all facilities?

**Service gaps and needs:**

- Locations not served by transit (unmet demand).
- Hours of service needed (unmet demand).
- Plans for expansion? Into exurban areas?

**Demand Response Systems**

**Service area and service specifics:**

- What is your service area?
- What type of transit service is offered: door to door or curb to curb?
- What are your service hours?
- What is the minimum advance notice for a ride?
- How are return trips scheduled? Are they scheduled with the same advance notice as the pickup, or are they scheduled a) directly with the driver or b) a call to dispatch?
- Are your drivers contracted or are they employees? (if contract, who provides drivers?)
- What and where are your popular destinations? (shopping, health care, government, etc.)
- What are destinations outside your service area that you will take people to?
- Do you have subscription service?
- What is your transfer policy between adjacent transit services and do you have any established locations where people transfer?

- Do you combine trips on your vehicles? If so, which types of trips have the most combined rides?
- Do you assign certain vehicles to certain zones in the county, or do they go everywhere?
- Do any of your trips operate on a fixed schedule that requires no reservations?
- Do you have any demand response trips that operate on a specific schedule?
- What are your peak hours/days of demand?

**Fares:**

- Fare policy. How much, and how are fares collected? (include fare media)
- How do you dispatch? What sort of scheduling software do you use?

**Fleet and facilities:**

- What are your fleet, facility, and capital needs projected to five-, ten-, and 20-year horizon (if possible)?
- What is the location of all facilities? (bus garage, maintenance facility, dispatch)

**Funding:**

- What is your local funding source?

**Agency background:**

- How long has your agency operated the service? What is the primary mission of the agency, and how does this tie in with public transportation?

**Service gaps and needs:**

- What are the locations outside the service area where you will not drop off, but that are often requested as a destination?
- Where/when do you have the most trouble fulfilling service requests? (unmet demand/service gaps)
- What barriers do you have in serving unmet demand in your service area?
- What type of service would you offer if you had sufficient funds?

***B. Summary of Comments***

The results of the interview were incorporated into the *Inventory and Technical Report*. Profile sheets for all services were prepared and included in the report. The profile sheets depicted information on service areas, hours of service, population in service area, ridership, locations served, software, vehicles, funding, destinations, and facilities. Information on service gaps and needs will be incorporated into the Plan.

## IV. STEERING COMMITTEE

A steering committee, composed of representatives of transit agencies and organizations, was established at the beginning of the Plan process to provide oversight and provide direction. A list of Steering Committee members is included in Appendix A-2. The members represent transit stakeholders from all parts of the State.

The first steering committee meeting was held on June 17, 2015 at IDOT offices in Springfield. A presentation on the purpose of the study, the issues raised by the transit agencies in terms of gaps and needs, demographic data, service gaps, a review of transit funding, and next steps was presented. After the presentation, the steering committee members participated in an interactive workshop. Four workshop stations were set up, and directed by a facilitator:

- Goals and Objectives
- Transit Needs and Gaps
- Funding
- Performance Measures

At the Goals and Objectives workstation, a draft vision and goals and objectives for the Plan were created. The vision, goals, and objectives were reviewed by additional stakeholders and the public. A final version is presented in the *Inventory and Technical Report*. Each Steering Committee member was asked to identify service gaps and needs in the State. The result indicates that there are gaps in service availability (i.e. evenings/weekends), in intra-county connectivity, and in origin/destination accessibility.

In the Funding workshop, the facilitator asked questions of the participants in four broad areas: funding constraints, funding utilization, local funding, and service contracts/coordination. Some of the constraints related to a concern that there will be a reduction in the downstate operating assistance program (DOAP) funding; that most agencies have dependent riders and not “choice” riders; there is a large unmet need for a stable, predictable and dedicated source of capital funding, particularly for vehicles; and locally dedicated funding sources need to be identified.

At the workshop for the Performance Measures, the topic centered on how the state would like to incorporate performance measures as part of the Plan. Potential measures were presented and additional measures were added by the steering committee members. There was a wide agreement that the use of the performance measures must compare similar things; flow from the goals and objectives; be supported by accurate, consistent data; make sure that per capita measures are part of the set of measures; and represent both the financial side and the “human side” of public transportation.

A full recap of the workshop station input is provided in the Appendix.

## V. GENERAL PUBLIC ENGAGEMENT

### **A. Project Website**

The Statewide Public Transportation Plan project website provides a portal that the public can go to retrieve information about the project. The website is organized into a series of tabs with each tab providing a page with information about the Plan. The home page summarizes the project background and project purpose. The Getting Involved page provides information on public meetings, surveys and feedback as well as links to other related webpages. It also provides a link to a comment form. The Map/Data form provides information on transit providers in the state and information that was presented at public meetings. The Study Reports tab contains links to existing studies and reports related to transportation within Illinois. The final tab, Contact Us, provides contact information for the IDOT project managers, lists the steering committee members, and contains the Comment Form.

### **B. Survey**

A public survey has been developed as part of the Illinois Statewide Public Transportation Plan to gather additional input. The aim of the survey is to ask respondents how familiar they are with public transportation and whether they use it. If they respond that they use it, they are asked to identify how often they do and describe trip purposes and destinations. The survey also requests background demographic data in order to profile riders and potential riders. The online survey can be accessed through the project website; a few online surveys have been filled out to date. Paper copies were handed out at the public meetings and approximately 20 surveys were returned. Input from the surveys is reflected in the information from each of the public meetings, described in the next section. A copy of the survey is provided in the Appendix.

### **C. Public Meetings**

Nine public meetings were held throughout the state in September and October 2015. The meetings were held in conjunction with other transportation related meetings, generally IDOT's multi-year transportation plan for a particular district. A total of 216 people attended the meetings. See the sign in sheets in the Appendix.

The meetings were organized as workshops, allowing participants to attend at any time during the two or three hour sessions. At each meeting, the public was invited to view maps showing information for each district (refer to the Appendix):

- *Existing Transit Providers*
- *Fixed Routes*
- *Scheduled Demand Response Trips to and from the Service Area*
- *Transit Need Index*
- *Population Density and Employment Concentration*
- *Intercity Bus Routes*
- *Regional Public Transportation Connections*

In addition to the boards, a monitor was set up to show a presentation about the project purpose, goals, and next steps. A second monitor provided a link to the project website.

The meeting was designed to be interactive. Meeting participants were asked to identify on a district map, by using different colored pushpins, where they thought there needed to be transit services based on the origins and destinations of potential transit users. This information has been reflected in the meeting summaries below and will be used to identify gaps and needs in the Plan.

## 1. District 1 Meeting

This meeting was held on October 14, 2015 at the Chicago Metropolitan Agency on Planning (CMAP) offices in Chicago from 1:00 to 4:00 PM. 65 people attended. Four surveys were filled out, mostly by attendees from the fringes of the Chicago suburbs (Grundy, and rural Will County). Respondents had all used transit in the past month, with about half using it on a daily (workday) basis. All had also used transit to travel regionally, rather than just locally. Their reasons for using public transit follow:

- *Personal vehicle is sometimes unavailable (one respondent)*
- *Personal choice (all)*
- *Do not own a vehicle (two)*
- *Efficiency (one)*

The destinations respondents used transit for were: work (all respondents), recreation/ social visits (all), shopping (three), medical appointments (one), and school (one). Respondents would take transit more often if more destinations were accessible; bus stops were more accessible; service ran on weekends, ran for longer hours or ran more frequently; and if gas prices rose. Specific locations cited as hard to access with transit were “church” (because of lack of Sunday service); the cities of Morris, Coal City, Palos Hills, Schaumburg; and the two Chicago airports. Almost all rated the service they received as “good”, meaning that most trips they wanted to take could be accommodated by transit.

Meeting attendees cited Wilmington, Morris, Channahon, New Lenox, Lockport, Romeoville, Plainfield, Naperville, and Wheeling as origins for transit riders. Destinations include Joliet and Manhattan (Will County); Oswego (Kendall County); Lisle (DuPage County) and Nordic Park (Cook County).

Meeting attendees also expressed frustration that coordination between townships in eastern Will County was proceeding slowly, hampering efforts to get “RideWill,” a proposed countywide demand response service, up and running. There is also a need for a senior van service in Northbrook (only have taxi vouchers available now) and for “smart corridors” to be put in place on North Avenue, Roosevelt Road, and Cermak Road, the Elgin-O’Hare expressway (IL Route 390), and Interstate 55. Others suggested that fixed routes should be available between Medinah and Schaumburg; between Elgin and Schaumburg<sup>1</sup>; between Yorkville and Sugar Grove; Yorkville and Aurora; and along Lake-Cook Road to the North Central Metra station at Wheeling or Buffalo Grove.

## **2. District 2 Meeting**

This meeting was held on October 29, 2015 at the Rockford Metropolitan Agency on Planning in Rockford from 4:00 to 6:00 PM. 29 people attended. No surveys were completed.

Attendees cited Rockford as an origin for transit riders. Destinations include Freeport (Stephenson County), Beloit (Wisconsin), Oregon (Ogle County) and Belvidere (Boone County); attendees emphasized these locations were unserved by a direct transit link from Rockford.

Attendees also requested that a bulletin board (BBS) be set up by IDOT to facilitate information sharing among agencies. The BBS could also be a way for agencies to dispose of surplus equipment.

## **3. District 3 Meeting**

This meeting was held on September 28, 2015 at the River Valley Metro Mass Transit District in Bourbonnais from 4:00 to 6:00 PM. 17 people attended. One survey was completed. The respondent had not used transit in the past month, but had used a fixed route in the past year. The respondent chose transit as a personal choice to perform social visits, and stated that River Valley Metro had good service. The respondent wished there was a cheaper fare and that weekend service was available on the route he/she took. He/she also wished there was a direct transit link between the cities of Kankakee and Chicago.

## **4. District 4 Meeting**

This meeting was held on October 13, 2015 at the IDOT District 4 in Peoria from 4:30 to 7:00 PM. 18 people attended. Two surveys were completed. The respondents had not used transit locally in the past month, but had used transit elsewhere in the past year. The respondents chose transit as a personal choice to perform social visits, and diverged on their opinion of CityLink. One respondent felt the service was good, the other thought it was poor. The respondents would take transit more often if there were more transit accessible destinations, gas prices were higher, or more frequent service was available. They wished there was a fixed route between the cities of Chillicothe and Peoria. Attendees cited West Peoria and Moline as origins for transit riders. The destination was Peoria (Peoria County). A scheduled demand response trip between Moline and Peoria was proposed.

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<sup>1</sup> This route already exists: Route 554 (Pace)



## 5. District 5 Meeting

This meeting was held on October 7, 2015 at the Illinois Terminal in Champaign from 4:00 to 7:00 PM. 35 people attended. This meeting had the highest attendance of all of the meetings. Five surveys were completed. All of the respondents had experience using transit locally; three respondents had used transit in the last month. Their reasons for using public transit follow:

- *Work (one respondent)*
- *Personal choice (all)*
- *Personal vehicle is sometimes unavailable (one)*

Attendees' destinations were work (four respondents), and recreation/social visits (one). Respondents would take transit more often if more destinations were accessible; service ran on holidays, ran for longer hours or ran more frequently; and if gas prices rose. Specific locations cited as hard to access with transit were outlying areas because of lack of Sunday service, Mahomet, and the University of Illinois Assembly Hall (for night basketball games). Most respondents rated service in Champaign/Urbana to be "excellent"; they can use transit for all of the trips they need to make.

Attendees cited the cities of Bloomington, Urbana, Rantoul and Danville as origins for transit riders. Destinations include Kickapoo State Recreation Area, Westville, Georgetown, and Hoopeston (Vermillion County); Tolono, White Heath, Savoy, and Rantoul (Champaign County); and Normal (McLean County). Fixed routes are proposed between the cities of St. Joseph, Mahomet, Rantoul, Tolono, Tuscola (respectively) and Champaign/Urbana.

## 6. District 6 Meeting

This meeting was held on September 30, 2015 at the Springfield Housing Authority in Springfield from 4:00 to 6:00 PM. Eight people attended. Unlike the other meetings, this was held in conjunction with a public hearing regarding moving bus stops along a Springfield MTD route. One survey was completed. The respondent lived in Jacksonville and worked in Springfield, and would never use transit for any reason.

Other attendees wanted service to the Abraham Lincoln Capital Airport in Springfield, and Sunday service. They cited a universal fare card as something that would remove some barriers to riding Springfield MTD.

## 7. District 7 Meeting

This meeting was held on September 29, 2015 at the Knights of Columbus in Effingham from 4:00 to 6:00 PM. 21 people attended. One survey was completed. The respondent has not used transit in the last year; however he/she has used it elsewhere in the United States in the past. The respondent is pleased with the local transit service on offer in Effingham.

Attendees cited the cities of Flora, Edwardsville, and Belleville as origins for transit riders. Destinations include the cities of Livingston, Highland and New Douglas (Madison County); Waterloo (Monroe County); Hecker and Marissa (St Clair County); and Hord, Iola, Sailor Springs, Greendale, and Camp Travis (Clay County). Attendees were not pleased with the Central Illinois Public Transportation (CIPT) service offered in Clay County, citing the disorganization and lack of effective leadership as problems.

## 8. District 8 Meeting

This meeting was held on October 8, 2015 at the Breese Community Center in Breese from 4:00 to 6:00 PM. 10 people attended. No surveys were completed. Attendees cited the city of Breese as an origin for transit riders, with a destination of Fairview Heights (St Clair County). They proposed a fixed route between these two places.

## 9. District 9 Meeting

This meeting was held on October 22, 2015 at the John A Logan Community College in Carterville from 4:00 to 7:00 PM. 13 people attended. One survey was completed. The respondent has used transit locally (White County) in the last year for school, work, and recreational trips. The respondent rates the local transit service on operated by RIDES in White County as “good”.

The respondent would take transit more often if service in White County ran for longer hours or ran on weekends; and if he/she could get a reservation when needed. Specific locations cited as hard to access with transit were employment locations in Carmi from outlying areas. There is also a need for better service between counties and between transit providers.

Attendees cited Carmi, Fairfield, Mount Vernon, and Carbondale as origins and Murfreesboro (Williamson County) as a destination. They recommended establishing a fixed route between Carbondale and Murfreesboro.<sup>2</sup>

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<sup>2</sup> JMTD operates the Yellow Route between these two communities

## ***D. Listening Tours***

In late April 2015, the Illinois Department of Transportation (IDOT) and Capital Development Board (CDB) launched a statewide listening tour to hear about the infrastructure challenges our residents and businesses face. Thirty-nine meetings were held across the state, with more than 2,730 attendees. An online survey was made available as well, and more than 1,250 responses were received. This dialogue, emphasizing what infrastructure means to quality of life, mobility, and economic growth, was designed to establish priorities and lay the groundwork for a realistic, sustainable plan to bring the state's infrastructure into the 21st century.

A wide spectrum of voices were heard over the course of this listening tour, including those of corporate CEOs, small business owners, school and college officials, local government leaders, agricultural interests, environmentalists, and other citizens. All agreed that infrastructure plays a vital role in their lives and is critical to making Illinois a place where people want to live, work, and do business. The transportation network serves as arteries that connect communities with each other, and those arteries are facing both congestion and deterioration issues. Transportation also impacts the quality of life of our residents and communities by providing options for people to get to all of the places that they want to be. In general, residents, businesses, and local leaders shared these common concerns.

A variety of comments were recorded. Comments that relate to public transportation are as follows:

- **Infrastructure concerns are multimodal.** In addition to roads and bridges, our transit, paratransit, passenger rail, aeronautics, waterways and ports, intermodal, and bicycle and pedestrian facilities play an important part in helping our residents, workers, and goods get to where they need to go. Transit service and access continues to be a challenge throughout the state.
- While northeastern Illinois has the state's most robust transit network, transit also plays an important role in the lives of many throughout the state. In our downstate communities, **transit and paratransit** are critical in helping residents, students, seniors, and veterans get to jobs, hospital appointments, training programs, and civic and cultural amenities. Many spoke about the critical role paratransit serves to many of our most disadvantaged residents who have few or no other transportation options available to them.
- Amtrak **passenger rail** service also provides a critical pipeline between many parts of the state, especially college towns, while Chicago's status as a regional and national rail hub makes the rest of the country accessible to Illinoisans for business and pleasure travel.
- While transit ridership is growing in many areas of the state, concern was expressed over the proposed FY 2016 budget cuts to transit and passenger rail service. Many shared their frustrations regarding **lack of connectivity** - while they would like to bike or take transit to reach their destinations, there are often "last mile challenges" that prevent residents from being able to travel without the use of an automobile.

- Others highlighted the **challenge of adequately funding transit** – transit is currently supported through the General Revenue Fund, meaning it has to compete against social service programs and education every year. Downstate transit providers expressed concern that they would be left behind while resources are devoted to bigger systems or other budgetary needs.

From late April through late May, IDOT made a survey available on its website for those who wanted to provide their feedback online. The agency received 1,259 responses. Responses related to public transportation are as follows:

- **Reliable and accessible public transit** is important to residents across the state, though many aren't satisfied with the status quo and called on providers to performance, frequency of service, and condition of equipment.
- **Access to Transit.** This was the second most popular local concern, with over 400 respondents commenting on the topic. Frequently cited challenges included lack of available bus transit to other communities, lack of Chicago Transit Authority (CTA) rail interconnectivity within the City of Chicago, and lack of available and reliable Metra service. Others expressed concerns over the state of Metra's infrastructure. Many downstate respondents spoke to the importance and lack of Amtrak service.
- **High-Speed Rail.** A handful of respondents (nearly 30) cited the desire for high-speed rail. Of these respondents, many expressed dissatisfaction with current Amtrak service as a factor, as well as the need to get to major downstate hubs more quickly.

## VI. OTHER AGENCY COORDINATION

There are several government agencies that provide federal grants for the various modes of public transportation. There are also many governmental agencies that are not involved with public transportation per se but either provide funding for use of transportation to access agency sponsored services or serve clients who would benefit from public transit in general. It is important to know the roles and needs of each of the direct and non-direct transportation stakeholders in planning for an effective public transit network for the State of Illinois.

The method to understanding these needs used was internet research, conversations with IDOT Office of Planning and Programming (OPP) staff, and conversation with a former researcher at the University of Illinois Chicago's Urban Transportation Center (UIC UTC).

### **A. Federal Transit Administration**

The Federal Transit Administration (FTA) serves as funder, compliance office, and technical assistance agent to state and local governments and transportation providers. The FTA awards federal dollars to its recipients for transit planning, operating, and capital projects. FTA funds help support transit projects in the state of Illinois, primarily through the Illinois Department of Transportation (IDOT) as the fiscal agent. FTA funding is provided for all public transportation modes exclusive of intercity passenger rail but includes heavy rail, bus transit, intercity bus, commuter rail, and paratransit. FTA has ten regional offices throughout the United States through which grants are processed. Illinois is served by FTA Region 5, which also serves Indiana, Minnesota, Michigan, Ohio, and Wisconsin. The Region 5 office is located in Chicago.

### **B. Federal Highway Administration**

The Federal Highway Administration (FHWA) provides federal grant funding for highway projects to state departments of transportation in the same manner that FTA does for transit projects. There are FHWA Division offices in every state, which provide leadership and guidance to State Departments of Transportation in the planning and construction of transportation projects<sup>3</sup>. Illinois's FHWA Division office is located in Springfield.

Some of the grants that FHWA provides include provisions for bicycle and pedestrian projects which can tie in with transit infrastructure at transit stops and air quality improvement through traffic congestion mitigation whose objective also supports transit indirectly by encouraging alternative modes of transportation to the single occupant motor vehicle. Transit is often promoted to road travelers as the most productive mode of transportation over non-motorized modes in reducing congestion and thereby improving air quality.

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<sup>3</sup> <https://www.fhwa.dot.gov/ldiv/> Accessed 10/28/15

### ***C. Federal Railroad Administration***

The Federal Railroad Administration (FRA) provides federal grant funding for intercity passenger rail projects (ie Amtrak). The FRA has 8 regional offices throughout the United States with Illinois falling under FRA Region 4 (excluding Metro St Louis and area south of I-70 to the Illinois-Indiana border)<sup>4</sup>; the Region 4 office is located in Chicago IL. The FRA Region 4 office also governs Indiana, Michigan, Minnesota, and Wisconsin. Amtrak also has a corporate office located in Chicago, IL.

### ***D. Illinois Department on Aging***

The Illinois Department of Aging (DOA) is an Illinois state agency that provides funding to local governments and nonprofit agencies for services that support seniors' independence and wellbeing in their own communities. Such programs typically include funding senior centers where seniors can go for social activities and group meals among other funded projects. Many senior centers provide transportation to and from their facility and to offsite recreational activities. The IL DOA has divided the state in to thirteen PSAs (Planning and Service Areas). Each PSA serves a given geographic area of the state and can include many senior centers or offices from which DOA services are provided.

The IL DOA also provides a free transit benefit to qualifying seniors and persons with disabilities. The DOA administers the program through an application process. Nonprofit organizations serving seniors that also provide public transportation to their community using FTA/IDOT funding are required to participate in their IDOT designated Human Service Transportation Planning Region (HSTP) meetings to coordinate their transportation services with other public transportation providers in their HSTP region. In the more rural areas of the state providing public transportation across jurisdiction boundaries are challenging for providers in terms of fairly allocating costs for cross boundary trips and territorialism among transportation providers.

### ***E. Illinois Department of Children & Family Services***

The Illinois Department of Children & Family Services (DCFS) provides funding and administration of programs that assist orphaned children and children who are living in an unstable homes and promotes child welfare. The state of Illinois is divided in to seven geographic regions; Northern region, Cook County - North region, Cook County - Central region, Cook County - South region, Cook County - Central, Central region, and Southern region. Each region has multiple field offices.

Public transportation is addressed as a DCFS provided resource in several of its programs with the most visible being part of the discharge/transition plans for foster children aging out of the system and going in to an education or training program. These young adults are provided with disbursement funds upon their departure to pursue their education or training of choice and public transit is noted a line item in the voucher request form. There are several other DCFS programs that directly offer transportation to DCFS eligible recipients or reimburse payments spent on transportation in order to access DCFS services. Based on the services that DCFS offers, it can be assumed that some of the transit destinations DCFS clients may need to access would be vocational schools, jobs, public housing, child care centers, DCFS offices, Illinois Department of Human Services offices, military recruitment sites, and alcohol and substance abuse recovery sites.

<sup>4</sup> <https://www.fra.dot.gov/Page/P0239> Accessed 10/28/15

## ***F. Illinois Department of Human Services***

The Illinois Department of Human Services (DHS) serves as the funding pass through agent of federal dollars for programs benefitting disadvantaged populations including low-income, developmentally disabled, and functionally disabled. Some of the services include employment and training for individuals subsiding on TANF (Temporary Assistance for Needy Families) or SNAP (Supplemental Nutrition Assistance Program) disbursements, day programs for the developmentally disabled, and health insurance for uninsured children.

The state is divided into five numbered DHS service areas. Due to the nature of the services provided by DHS certain public transit destinations that could be useful for these clients might be job training sites, medical offices, day programs for the developmentally disabled, grocery stores, and food banks.

## ***G. Illinois Department of Veteran Affairs***

The Illinois Department of Veterans Affairs (DVA) is a state level resource and advocate for veteran benefits and other needed services. The US Department of Veterans Affairs has initiated a program in recent years called Veterans Transportation Service (VTS). This service provides free transportation to veterans and their family members to medical appointments at VA Medical Centers. The VTS vehicles are purchased by the VA medical center and are operated by VTS employed drivers.

Another transportation service offered to veterans for VA medical care is that of the nonprofit organization, Disabled American Veterans (DAV). DAV raises funds to donate vehicles to VA medical facilities, which then operate the vehicles with volunteer drivers who deliver veterans to their VA medical appointments. Although the DAV volunteer transportation service has been of great benefit to veterans and has been in existence much longer than VTS, one challenge this service poses is that volunteer drivers sometimes don't report for their self-assigned trips thus leaving veterans stranded and missing their medical appointments.

The VA does also offer public transit vouchers, taxi vouchers, and mileage reimbursement to veterans needing transportation to their VA affiliated medical appointments. For the two transportation services described in the paragraphs above, in many if not all cases door to door transportation is not offered with veterans needing to meet the VTS or DAV vehicle at designated collection points. When transportation is already an issue for veterans using these transportation services, it can pose a challenge to them to find transportation to these van pickup points, which is where the vouchers and mileage reimbursement can fill the gap. However, if access to a private vehicle is not an option and if there is no public transportation or taxi service in the vicinity of a veteran's residence, which can be the case particularly in rural areas of the state, then it may be difficult at best to access VA medical services at all.

Each county in Illinois has Veterans Assistance Commissions (VAC), funded by county tax levies, whom are charged with assisting resident veterans in applying for VA benefits. In the more populated counties of the state, VACs provide transportation for veterans with their own vehicles. Other VACs may provide public transit or taxi vouchers while rural VACs are not typically able to offer such vouchers to their resident veterans.

In speaking with a former researcher at UIC Urban Transportation Center it appears that although there have been attempts in the past, there is currently little coordination between public transit providers and veterans organizations in providing or increasing the transportation options to Veterans. Potential public transit stops that veterans would likely utilize would be to VA medical centers, VA community based outpatient centers (CBOCs), county VACs, jobs, and veteran's service organizations such as the VFW.

### ***H. Illinois Department of Commerce & Economic Opportunity***

The Illinois Department of Commerce & Economic Opportunity (DCEO) markets the state's workforce to businesses in and out of state, funds infrastructure development to bring jobs and stimulate economic development, and supports housing assistance and home utility bill assistance programs among other services. All of these services can be especially critical in rural areas of the state where there tend not to be as many job opportunities and household incomes are typically lower. DCEO provides federal and state dollars to support these initiatives. DCEO has two offices in the state, which are located in Springfield and Chicago.

DCEO provides competitive grants to local units of government and nonprofits such as economic development corporations (EDC) and community action agencies (CAA). There exists an Illinois Economic Development Association (IEDA) and an Illinois Association of Community Action Agencies (ICAA) which list all of their respective constituent organizations throughout the state. In many cases, economic development programs are offered as a means to make struggling communities and individuals self-sustaining by providing them with tools and resources. These organizations likely serve employers and individuals who would benefit from public transportation serving places of business, subsidized housing communities, and vocational training.



# STAKEHOLDER ENGAGEMENT REPORT

Illinois Statewide Public Transportation Plan

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## **APPENDIX**

## A-1 HSTP Coordinator Interview Summary

### Human Service Transportation Regions and Coordinators

#### Overview

This document provides an overview of the Human Service Transportation Plan (HSTP) Regions and Coordinator information. Each of the 11 multi-county regions in Illinois have been assigned to an HSTP Coordinator who provides leadership and local oversight to facilitate the implementation of the goals and strategies identified in HSTP regional plans. There are seven HSTP Coordinators covering eleven regions.

#### Regions 1 and 3

Shared HSTP Coordinator is based in Ottawa.

- *Region 1 Counties: Jo Daviess, Stephenson, Winnebago, and Boone.*
- *Region 3 Counties: Ogle, Lee, DeKalb, Bureau, Putnam, La Salle, Kendall, and Grundy.*

#### Region 2

HSTP Coordinator is based in Rock Island.

- *Region 2 Counties: Carroll, Whiteside, Henry, Rock Island, and Mercer.*

#### Regions 4 and 7

Shared HSTP Coordinator is based in Macomb.

- *Region 4 Counties: Henderson, Warren, Hancock, McDonough, Schuyler, Adams, Brown, and Pike.*
- *Region 7 Counties: Mason, Cass, Scott, Morgan, Menard, Sangamon, Christian, and Logan.*

#### Region 5

HSTP Coordinator is based in Peoria.

- *Region 5 Counties: Knox, Fulton, Stark, Peoria, Marshall, Woodford, and Tazewell.*

#### Region 6

HSTP Coordinators are based in Bloomington.

- *Region 6 Counties: McLean, Livingston, Ford, Kankakee, and Iroquois.*

#### Region 8

HSTP Coordinator is based in Urbana.

- *Region 8 Counties: De Witt, Macon, Shelby, Piatt, Moultrie, Champaign, Douglas, Coles, Cumberland, Vermilion, Edgar, and Clark.*

## Regions 9, 10, and 11

Shared HSTP Coordinator is based in Salem.

- *Region 9 Counties: Calhoun, Greene, Jersey, Macoupin, Montgomery, Fayette, Marion, Clinton, Bond, and Madison Counties.*
- *Region 10 Counties: Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope, and Hardin Counties.*
- *Region 11 Counties: Monroe, St. Clair, Randolph, Washington, Jefferson, Perry, Franklin, Jackson, Williamson, Union, Johnson, Alexander, Pulaski, and Massac Counties.*

## HSTP Regional Coordinator Interview Methodology

In April 2015, RLS & Associates, Inc. (RLS) interviewed each of the HSTP Regional Coordinators during a face-to-face session. The interview session followed a standardized list of questions to allow for consistency and comparability of information across the state. However, interviewers deviated from the list of questions to gather unique and individual information from each of the interviewees. Interview sessions were kept to a brief schedule to accommodate the coordinator's commitment to attend the IDOT Conference that was also occurring on the days when interviews were conducted.

## HSTP Regional Coordinator Interview Summaries

The following paragraphs are arranged to summarize the unique characteristics of each region and the coordinators' unique job duties. In addition to the responsibilities explained in each summary, all of the coordinators share the following basic responsibilities:

- *Section 5310 Compliance Reviews;*
- *Annual Consolidated Vehicle Procurement (CVP) Grant Application Reviews and Scoring;*
- *Hosting Stakeholder Meetings; and,*
- *Continually Updating the HSTPs for the Region(s) (and yearly report cards).*

Across all regions, coordinated transportation grant writing is left up to the individual local and regional agencies. The coordinators will provide technical assistance if it is needed, but their primary transportation grant-related duties are to review the grant applications and score them based on the new scoring criteria.

## Regions 1 & 3 HSTP Coordinator Interview

### Overview

Jacob Matsen from the North Central Illinois Council of Governments (NCICG) is the full-time Human Service Transportation Plan (HSTP) Coordinator for Regions 1 and 3. A unique aspect of Jacob's job is his work with the Centers for Independent Living on Disability Awareness Training. This work came from his Region 3 advisory committee. He also creates Geographic Information Systems (GIS) maps and provides a high level of technical assistance to any of the providers in either of his two regions. Another unique

aspect of Jacob's job duties is his on-site visits. He regularly visits the transportation providers in both regions at least once a year to keep open communication flowing. Both Region 1 and Region 3 completed their HSTP update in October 2014.

Some of this Coordinator's other duties include oversight of the Region 3 Advisory Committee which meets three to four times per year on top of the six regularly scheduled meetings.

### **Status of Coordinated Transportation Goals and Strategies**

The Coordinator is working on mapping dialysis trips provided throughout Region 3. Once presented to the Advisory Board, the Board will provide direction on what the HSTP Coordinator's next steps will be accomplish the goal of improving transportation services for dialysis appointments. The Coordinator is also working on the Disability Awareness/Sensitivity Training as well as developing new connections to the rail system (Black Hawk) (multimodal approach).

Looking ahead, the Coordinator will be working to update the October 2014 HSTPs for Regions 1 and 3. He will work with his Advisory Board, hold general public meetings, face-to-face stakeholder interviews, surveys, and an on-the-road blitz to gather and/or update the unmet transportation needs/gaps in both regions. Through the process of updating the plans, he intends to encourage more public and human service transportation providers to work together to create more specific/concrete goals that are more quantitative in nature and have a timeline associated (short/mid/long term).

The most significant challenge to coordinated transportation in Regions 1 and 3 is operating under the uncertainty of the Illinois State Budget. Agencies do not know how much funding is going to be cut, so working together is not a priority if funding levels are unknown. Along with the unknown of the Illinois State Budget, a perceived gap in services for Regions 1 and 3 is local match. Planned projects are lacking the local funds to proceed beyond the initial concept development stage. Winnebago County went through the primer process but the project was not completed. The areas outside of Rockford in Winnebago County do not currently have public transportation services.

### **Future Trends**

Chrysler has a plant in Boone County (Region 1) which is starting to build back up after the recession. Overall, employment transportation in both regions is low. However, it is possible that the new plant will generate demand for employment-related transportation opportunities as well as general transportation demand for individuals and families who move into the area because of new employment.

Also in the future, the HSTP Coordinator believes transportation demand from older adults will increase significantly his two regions. The percentages of the population who are age 65 and over in some of the counties in Regions 1 and 3 are the highest in the State. Currently, students and medical patients are the most frequent transportation users in Region 3; while Region 1 provides more medical trips.

The HSTP Coordinator has noticed a slight increase in Medicaid transportation but it is unclear if the increase is because of the new health care reform or the aging population. Limited coordinated transportation is taking place between health care providers and social service agencies. The amount of coordination is dependent on the agency's policies. Some agencies have good relationships with health care providers while some health care providers only utilize public transit. More connections are needed between health care and social service locations especially for dialysis patients.

### **Transportation Providers (Non-General Public)**

The following lists include the non-general public transportation providers serving Regions 1 and 3.

- **Region 1 Plan 2014:**

- *Barbara Olson Center of Hope (serving the disabled population of Boone, Ogle, and Winnebago Counties)*
- *Booker Washington Center (serving the public, seniors, teens of Rockford)*
- *Kreider Services, Inc. (serving the disabled population of Jo Daviess, Lee, Ogle, and Whiteside Counties)*
- *Lifescape Community Services, Inc. (serving the seniors of Boone, Lee, Ogle, and Winnebago Counties)*
- *Malcolm Eaton Enterprises (serving the disabled population of Stephenson County)*
- *MOSAIC - Rockford (serving the disabled population of Rockford)*
- *Provena St. Joseph Center (serving the seniors of Stephenson County)*
- *Rock River Training Corporation (serving the public and job seekers of Boone, Stephenson, and Winnebago Counties)*
- *Rolling Hills Progress (serving the disabled population of Carroll County)*
- *Senior Resource Center (serving the seniors of Jo Daviess and Stephenson Counties)*
- *Sinnissippi Centers, Inc. (serving the disabled population of Carroll, Lee, Ogle, and Whiteside Counties)*

- **Region 3 Plan 2014:**

- *Bureau County Senior Center (serving the seniors of Bureau County)*
- *Fox Valley Older Adult Services (serving the seniors of north LaSalle, western Kane and Kendall, and southern DeKalb Counties)*
- *Hub City Senior Center (serving the seniors Ogle County),*
- *Illinois Valley Adult Day Center (serving the seniors of Bureau and LaSalle Counties)*
- *Illinois Valley Community Hospital (serving the public of LaSalle and Bureau Counties)*

- *Kreider Services, Inc. (serving the disabled population of Jo Daviess, Lee, Ogle, and Whiteside Counties)*
- *Lee County Council on Aging (serving the seniors of Lee County)*
- *Mendota Area Senior Services (seniors of LaSalle County)*
- *Open Door Rehabilitation Services (serving the disabled population of DeKalb, Kendall, and LaSalle Counties)*
- *Oswego Senior Center (serving the seniors of Oswego)*
- *OSF St. Elizabeth's Hospital (serving the public of LaSalle, eastern Bureau, western Grundy, southeast Lee, and southern DeKalb Counties)*
- *Ottawa Friendship House (serving the disabled population of Ottawa)*
- *Putnam County Achievement Services (serving the seniors of Putnam County)*
- *Rock River Center, Inc. (serving the senior and disabled populations of Ogle County)*
- *Senior Services Associates (serving the seniors of Kane, Kendall, and McHenry Counties)*
- *Sinnissippi Centers, Inc. (serving the disabled population of Carroll, Lee, Ogle, and Whiteside Counties)*
- *St. Margaret's Hospital (serving the public of Bureau and LaSalle Counties and surrounding areas)*
- *St. Mary's Hospital (serving the public of Streator and surrounding areas)*
- *Streator Unlimited, Inc. (serving the developmentally disabled population of Streator)*
- *Village of Progress (serving the disabled population of Ogle County)*

## **Region 2 HSTP Coordinator Interview**

### **Overview**

On April 1, 2015, RLS & Associates (RLS) sat down with Ms. Lindsey Whitson from the Bi-State Regional Commission. Ms. Whitson is the HSTP Coordinator for Region 2 in Illinois, which includes Henry, Mercer, and Whiteside Counties. The area also includes Muscatine and Scott Counties in Iowa. The Quad Cities Metropolitan Planning Organization spans both states and includes portions of Rock Island and Scott Counties.

In addition to her basic duties, the Coordinator also hosts quarterly HSTP meetings and assists the Bi-State Regional Commission with the Iowa Transportation Improvement Plan and grant writing for non-transportation related projects.

She is the sole Coordinator involved in updating and writing the HSTP for Region 2. Her duties for the planning process include facilitating public meetings and presentations, gathering HSTP data, and writing the HSTP. Currently, Region 2 is in the process of updating the HSTP with a draft being available in June 2015. Some service providers within Region 2 have service areas that overlap into other HSTP regions. If an agency

provides services that cross boundaries (multiple counties and/or regions), it is that agency's responsibility to attend the appropriate HSTP meetings for each of the regions within which they provide service. Regions 3, 4, and 5 directly border HSTP Region 2.

### **Status of Coordinated Transportation Goals and Strategies**

Increased geographic coverage and affordability for the transit-dependent consumer are important goals for the coordinator and general public and transportation providers. Providing access to the appropriate medical facilities is also an important goal for Region 2.

The main challenge for achieving these goals is lack of funding. More connections are needed between rural areas and medical facilities, but the systems that could provide these services are finding difficulty in expanding their range of services because it does not fit within the agency budget.

A geographic challenge also exists for Region 2. Many Illinois residents are employed in Iowa, but the transportation into Iowa is very limited. Trips are provided using only smaller vehicles to avoid triggering Federal Motor Carrier Safety Administration regulations. More transportation across the state border is needed for employment purposes.

### **Future Trends**

The coordinator estimated that the population of Region 2 would most likely stay stagnant over the next 10 to 20 years. The Rock Island Metropolitan Area was the only exception; this area is expected to continue growing but not at an alarming pace. Even without significant changes to population, as the current population continues to age, increased need for transportation options is expected, especially to medical appointments. All other goals within the HSTP are expected to stay similar, as they have yet to be achieved and the challenges faced are not showing signs of disappearing.

Another demographic shift seen in the Iowa counties served by the Bi-State Regional Commission is a large increase in the Hispanic population. This could affect Illinois in that this group may begin seeking employment in Illinois as well as Iowa, and the current unmet need for consistent and convenient transportation across state lines will increase.

### **Transportation Providers (General Public)**

The following lists include the public transportation providers serving Region 2.

- *Bettendorf Transit System (fixed route, transfers to Rock Island Metro)*
- *Davenport CitiBus (fixed route, transfers to Rock Island Metro)*
- *Rock Island County Metropolitan Mass Transit District*
- *The Loop Riverfront Circulator (fixed route through Bettendorf, Davenport, Moline, and Rock Island)*
- *Henry County Public Transportation (rural demand response in Henry, Stark, and*

*western Bureau Counties)*

- *RIM Rural Transit (rural demand response in Rock Island and Mercer Counties)*
- *Whiteside County Public Transportation (rural demand response)*

### **Transportation Providers (Private or Client Specific)**

The following lists include the non-general public transportation providers serving Region 2.

- *Henry County Senior Citizens, Inc. (serving Geneseo and Kewanee seniors)*
- *Geneseo Good Samaritan Center (serving residents only)*
- *Geneseo Senior Center (serving Henry County seniors and those with disabilities)*
- *Hillcrest Home (serving residents only)*
- *Kewanee Care Home (serving residents only)*
- *Liberty Village (serving residents only)*
- *Heritage Woods (serving residents only)*
- *Alternatives for the Older Adult (serving Henry, Mercer, and Rock Island County seniors)*
- *Amber Ridge Assisted Living (serving residents only)*
- *American Cancer Society (serving Rock Island ambulatory cancer patients)*
- *ARC of Rock Island County (agency clients only)*
- *Bethany for Children and Families (serving Henry, Mercer, and Rock Island County family and children services clients)*
- *Forest Hill Health and Rehab Center (serving residents only)*
- *Friendship Manor (serving residents only)*
- *Intouch Day Care Center (serving adult day services clients only)*
- *Lighthouse Homecare, LLC (serving Quad Cities homecare, doctor's appointment, and pet care trips)*
- *Lucky Enterprises, Inc. (serving Rock Island, Scott, Muscatine, Henry, Cedar, Whiteside, and Carroll Counties private general public transportation)*
- *MetroLink (serving ADA paratransit for Metropolitan Rock Island County)*
- *QC Chauffeurs (serving private general public transportation)*
- *Rock Island County Health Department (serving Rock Island County children and pregnant women)*
- *Rock Island County Senior Center (serving Rock Island and Mercer County seniors and those with disabilities)*
- *Trinity Medical Center (serving Express Medicare service)*
- *Trinity Visiting Nurse and Homecare Association (serving Henry, Mercer, Rock Island,*



*Whiteside, Muscatine, and Scott County clients receiving homemaker services from the agency)*

- *Exceptional Care and Training Center (serving mentally disabled residents only)*
- *Self-Help Enterprises (serving eligible disabled clients only)*
- *Tri-County Opportunities Council (serving Whiteside, Lee, Carroll, Ogle, Bureau, LaSalle, Marshall, Putnam, and Stark County income-eligible individuals)*
- *Whiteside County Senior Center (serving Whiteside seniors or eligible contract clients)*
- *Winning Wheels (serving rehabilitation clients only)*
- *Services for Seniors (serving Davenport, Bettendorf, Moline, and Rock Island seniors only)*
- *Visiting Angels (serving Rock Island, Henry, Mercer, Muscatine, Scott, and Clinton County elderly and disabled only)*

## **Regions 4 & 7 HSTP Coordinator Interview**

### **Overview**

Mr. White from the Western Illinois Regional Council (WIRC) is the HSTP Coordinator for Regions 4 and 7. A unique aspect of his job is his work with the Community Action Commission writing housing rehabilitation specifications. coordinator is also in the initial stages of updating the Region 4 HSTP, which was last published in 2008. The Region 7 HSTP will be updated following the completion of the Region 4 Plan.

### **Status of Coordinated Transportation Goals and Strategies**

The Coordinator will identify unmet transportation needs by hosting quarterly meetings, conducting agency surveys, and talking to agencies over the phone when they call to discuss their needs. Another way the Coordinator identifies transportation needs is through the CVP grant application process. He identifies trends in unmet needs when reviewing applications.

The Coordinator pointed out a few of the gaps in transportation services in Regions 4 and 7, as follows:

- *Adams County (Region 4) is in the primer process to evaluate public transportation feasibility in the county. Currently the rural part of the county does not have public transportation service.*
- *Christian County (Region 7) has applied for a Section 5311 grant for rural public transportation after going through the primer process.*
- *Henderson County (Region 4) does not have public transportation has not yet demonstrated an interest in initiating it.*
- *Other gaps in transportation services include, lack of vehicles, short operating hours, lack of funding, and long distance medical trips (Quad Cities, Iowa City, Peoria, and Danville).*

## **Future Trends**

Springfield's population is increasing slightly while the population in the other areas of both regions is declining. Similar to most of Illinois, there appears to be an increasingly important role for public transportation on the horizon as the population of both regions is beginning to age and transportation demand is starting to increase.

## **Transportation Providers (Non-General Public)**

The following lists include the non-general public transportation providers serving Regions 4 and 7.

- **Region 7 Plan 2008:**

- *Cass County Council on Aging (serving seniors)*
- *Cass County Mental Health*
- *Iglesia del Nazareno*
- *Senior Citizens of Christian County (serving seniors)*
- *Central Illinois Economic Development Corporation*
- *Menard County Senior Transport (serving seniors)*
- *Barton W. Stone Home*
- *Pathway Service Unlimited, Inc.*
- *Capital Retirement Village*
- *The Hope School*
- *Senior Services of Central Illinois (serving seniors)*
- *Mental Health Centers of Central Illinois*

- **Region 4 Plan 2008:**

- *Adams County Council for Senior Citizens (serving seniors)*
- *Adams County Mental Health Center*
- *Lamoine Valley Special Recreation Association (serving Macomb County)*
- *Mental Health Centers of Western Illinois*
- *MOSAIC (serving Macomb County)*
- *Schuyler County Mental Health Association*
- *Transitions of Western Illinois*

## **Region 5 HSTP Coordinator Interview**

### **Overview**

Ms. Jill Goforth from the Tri-County Regional Planning Commission is the HSTP Coordinator for Region 5, which includes Stark, Knox, Fulton, Peoria, Tazewell, Woodford, and Marshall Counties.

Coordinating the HSTP is half of Ms. Goforth's role at the Tri-County Regional Planning Commission. In addition to her basic Coordinator duties, she also hosts bi-monthly HSTP meetings. These meetings seek to identify common areas of interest, such as marketing, where agencies can come together and find a solution to common problems or issues and build trust and communication. Currently, Region 5 is in the process of updating their plan with a draft being available in June 2015. Some service providers within Region 5 have service areas crossing into other HSTP regions.

### **Status of Coordinated Transportation Goals and Strategies**

Increasing the region's overall accessibility in terms of vehicles, sidewalks, and facilities is an important goal to Region 5 stakeholders. Another important goal is increasing access to public transportation. Knox County does not provide public transportation. Even in counties where public transportation is provided, many trip destinations are in the urban area of Peoria and the connections from rural areas to Peoria are lacking and do not meet the needs of the commuters.

The main challenges for achieving the coordinated transportation goals is lack of funding and lack of trust between area transportation providers. Vehicle sharing is encouraged in the region but many providers are afraid of allowing other agencies to use their vehicles or transport their clients. This is a common fear in the initial stages of coordinated transportation which can be overcome by speaking to peer agencies that share vehicles, and developing well defined vehicle sharing agreements that meet the needs of both parties.

Other barriers to achieving transportation goals include capacity issues, and the difficulty of obtaining funding for rural public transit. Knox County is considering implementation of new transportation programs, but the primer process required by IDOT for a new system to receive this funding is lengthy and complex. Navigating the process has proven difficult.

### **Future Trends**

The area directly north of Peoria has experienced a large amount of growth both in employment opportunities and population in recent years, and the HSTP Coordinator expects the growth trend to continue. Dunlap and Germantown Hills have experienced population growth as well. Other changing demographics in the region include a major increase in the elderly population, a decrease in the population ages 20 to 35, and an increase in the Hispanic population within Peoria. Increased access to medical transportation is expected to be a major focus in the near future. New medical facilities have recently opened in Peoria, but in an area that is currently not served by public transit. A pre-existing problem with medical transportation has been with medical

professionals scheduling appointments during times outside of transit providers' operating hours, or without enough notice to avoid capacity constraints. Adding transportation options to the new medical facilities in Peoria and working more with medical providers to schedule appointments with available transportation in mind will be the main facets of achieving this goal.

Another issue which will be addressed in the near future is the expansion of public transportation options to fill the gaps in the network of services in the region. Recently, the defined urban area of Peoria expanded, but the transit system did not expand its service area boundaries. Because rural public transit does not serve the residents within this new expanded urban area, and the Peoria public transit system does not serve this area, individuals living in this area who used to use the rural public service now find themselves with no public transportation options. Knox County also does not have public transportation outside of Galesburg, meaning all of the surrounding rural areas of the county do not have access to public transportation.

### **Transportation Providers (General Public)**

The following lists include the non-general public transportation providers serving Region 5.

- *City of East Peoria (fixed route and paratransit services)*
- *City of Galesburg Handivan Paratransit (paratransit services)*
- *Galesburg Transit Corporation (fixed route services)*
- *Greater Peoria Mass Transit District, or CityLink/CityLift (fixed route and paratransit services)*
- *Fulton County Rural Transit (rural demand response service)*
- *Pekin Municipal Bus Service (fixed route and paratransit services)*
- *Peoria County, or CountyLink (rural demand response)*
- *We Care, Inc. (rural demand response for Tazewell and Woodford Counties)*
- *Marshall-Stark Transportation (rural demand response for Marshall and Stark Counties)*

### **Transportation Providers (Private or Client Specific)**

The following lists include the non-general public transportation providers serving Region 5.

- *Association for the Developmentally Disabled of Woodford County (serving agency clients and contract service only)*
- *Apostolic Christian Services (serving residents only)*
- *Center for Prevention of Abuse (serving clients only)*
- *Central Illinois Agency on Aging, Inc. (serving Fulton, Peoria, Tazewell, Stark, Marshall, and Woodford County seniors only)*
- *Chillicothe Township (limited transportation to township residents)*

- *Community Mental Health Center of Fulton and McDonough (serving clients only)*
- *Fulton-Schuyler Chapter American Red Cross (serving senior medical appointments only)*
- *Limestone Township (limited transportation to township residents)*
- *The Peoria Area Blind People's Center (serving clients only)*
- *VNA Community Services (serving seniors only)*
- *Heartline and Heart House (serving clients only)*
- *KCCD (serving developmentally disabled only)*
- *PARC (serving developmentally disabled only)*
- *Snyder Village (serving clients and residents only)*
- *Southside Office of Concern (serving clients only)*
- *Tazewell County Resource Center (serving clients only)*
- *Warren Achievement Center (serving senior and disabled service, with general public service based on availability)*
- *Knox County Nursing Home (serving residents only)*

## **Region 6 HSTP Coordinator Interview**

### **Overview**

Rick Nolan from the McLean County Regional Planning Commission (MCRPC) along with Jennifer Sicks share the HSTP role for Region 6. Both conduct Consolidated Vehicle Procurement (CVP) grant application reviews on a yearly basis, continually update the HSTP for Region 6 (yearly report cards), and conduct 5310 compliance reviews. Mr. Nolan hosts the quarterly HSTP meetings while also helping the MCRPC with some of its other plans (Transportation Improvement Plan, Long Range Transportation Plan, Bloomington-Normal HSTP, etc.). Ms. Sicks is involved with the quarterly HSTP meetings while also hosting county specific transportation meeting on a bi-monthly basis. Currently, Region 6 is in the process of updating the HSTP with a draft being available in June 2015.

### **Status of Coordinated Transportation Goals and Strategies**

Community outreach and awareness is a goal that MCRPC has worked on with the general public and transportation providers in Region 6. The coordinators are working with their transportation providers to discuss unmet transportation services.

Another primary goal of the current HSTP is to work with the Veterans Administration (VA). MCRPC has found that coordination efforts with the VA can be a significant challenge. There is very limited cooperation between transportation providers and the VA, however, the coordinators will continue to work to find a common ground for coordinated transportation that is mutually beneficial.

Another challenge that Region 6 is facing are volunteer driver programs. MCRPC would like to see a state policy or guideline for insurance requirements for volunteer driver programs. Coordination between volunteer and non-volunteer transportation programs has been minimal in Region 6 as agencies are not certain of the insurance requirements. The final challenge facing Region 6 is the loss of 5317 (New Freedom) and 5316 (JARC) funds. Region 6 has seen a drop in operating funds due to the consolidation of 5317 and 5316 into 5310 and 5307 or 5311, respectively.

Region 6 is developing a plan for coordinated fare payments with a region-wide pass. The pass would allow passengers to switch between transportation providers and not have to worry about multiple fare payment options. The other goal currently being addressed is getting transportation for veterans and medical trips secured, and paid, in a timely manner. These goals were identified based on gaps and needs for transportation services in the area which were discussed at the quarterly and bi-monthly meetings.

One identified gap in transportation services in Region 6 is long distance medical trips (Indianapolis, Chicago, Peoria, Danville (VA Medical Center)). Some people in Region 6 are having trouble securing long distance medical trips for specialized medical appointments. Another key issue and priority for transportation services in Region 6 is the timeliness of vehicle delivery. Transportation providers would like to have a better timeline for delivery of CVP grant vehicles. The lack of a timeline has caused confusion among providers and HSTP coordinators.

### **Future Trends**

The coordinators indicated that the population of Region 6 is expected to decline slightly over the next 10 to 20 years. Even with the slight decline in population, the Coordinators felt that an increase in transportation usage would occur. As a trend in Illinois, the older adult population is increasing in Region 6 and their dependence on public and social service transportation will also increase.

The major employer in the area, Mitsubishi, has had a decline in employment and does not show signs of increasing employment in the near future. The new high speed rail might facilitate new population and economic growth, but only a small area of Region 6 will have the high speed rail pass.

With the new health care regulations, Medicaid and managed care organizations (MCOs) have changed or been created. The transition has caused complications in scheduling. More confusion along with more unknown transportation providers appearing due to the way Medicaid is managed in Illinois. As of the time of interview, the coordinators indicated that the amount of medical transportation trip demand was stable and has not increased or decreased in recent years.

## **Transportation Providers (Non-General Public)**

The following lists include the non-general public transportation providers serving Region 6.

- *Developmental Services Center (serving disabled clients in Champaign and Ford Counties)*
- *Duane Dean Behavioral Health Center (serving substance abuse clients in Kankakee County)*
- *Futures Unlimited, Inc. (serving developmental disabled, mental illness, autism, seizure disorders, drug and alcohol abuse disorders, traumatic brain injuries clients in Livingston County)*
- *Gibson City Area Telecare Services, Inc. (serving seniors and people with disabilities in Champaign and Ford Counties)*
- *Good Shepherd Manor (serving developmental disabled men in Momence)*
- *Morris Hospital (serving hospital patients in and around Morris)*
- *Mosaic in Pontiac (serving clients)*
- *Veterans' Assistance Commission of Grundy County (serving veterans in Grundy County)*
- *Volunteer Services of Iroquois County (serving seniors 60 and over in Iroquois County)*
- *East Central Illinois Community Action Agency (serving head start students in Ford, Iroquois, and Vermillion Counties)*
- *Illinois Central School Bus (serving school children in Dwight County)*

## **Region 8 HSTP Coordinator**

### **Overview**

Ms. Eileen Sierra-Brown from the Champaign County Regional Planning Commission, which has an intergovernmental agreement with IDOT to manage the HSTP process for Region 8, is the HSTP Coordinator for this region, which includes Champaign, Vermillion, Clark, Coles, Cumberland, DeWitt, Douglas, Edgar, Macon, Moultrie, Piatt and Shelby Counties.

The Champaign County Regional Planning Commission also houses Metropolitan Planning Organizations. The coordinator's role is almost solely to be the HSTP Coordinator, but she also assists as needed with MPO activities such as preparing the RTP, TIP, WTP. She also hosts quarterly HSTP meetings and writes community and discretionary grant applications, such as for Section 5310, 5316, and 5317. The coordinator was also the unofficial PCOM for a period of time, and wrote the Section 5311 and CVP grant applications for providers in the region.

The coordinator is the sole coordinator involved in updating and writing the HSTP for Region 8. Currently Region 8 is in the process of updating the HSTP plan with a draft being available in June 2015.

## **Status of Coordinated Transportation Goals and Strategies**

Major hubs for medical, education, employment, and shopping trips are in Champaign, Macon, and Vermillion Counties but people living in rural areas of other counties find difficulty in accessing these areas with the current transportation structure available to them. Other gaps in services experienced by the region are limited service hours, and lack of on-demand service. Most public transportation entities in the region only run during regular business hours, and many don't provide weekend service. Many agencies also ask for 24-hour advance notice when scheduling a trip, and most of the region experiences very limited taxi service.

More transportation is also needed to St. Louis and Indianapolis for medical trips. Currently, not many of the agencies participating in the HSTP are Medicaid providers, due to the excessive amount of time it takes for these agencies to receive reimbursement for these trips.

Another important goal is increasing uniformity in data collection and compliance among participating agencies. For example, the term "unmet need" and how to track unmet need is interpreted differently by different agencies. To combat this, the coordinator created an Unmet Needs Form which all of the participating agencies complete. The form provides a definition for all agencies to follow. Reviews of systems receiving Section 5310 funds are performed by the coordinator to ensure compliance with Federal and State regulations. The main challenges for achieving coordinated transportation goals are the limitations of funding and service options and lack of appropriate marketing. Section 5310 funds are only used for capital purchases in Illinois even though the federal grant program allows the use of these funds for operating expenses as well. These funds could allow providers to possibly extend their service hours or help solve capacity issues. Any transportation provider receiving federal funds cannot use the funds in the provision of charter service, and the coordinator believes the definition of "charter service" to be limiting when trying to create transportation options. Another issue is that while many agencies provide meaningful transportation to either the public or targeted groups, the public is generally unaware of the services provided to them.

## **Future Trends**

The Champaign-Urbana area experienced a large amount of growth both in employment opportunities and population in recent years, and Ms. Sierra-Brown expects this trend to continue. Kraft, AT & T, and major trucking hubs are major employers located in Champaign County. Tuscola in Douglas County will see a new Cronus fertilizer plant which will bring new employment opportunities, and which could spur small population growth. Danville has experienced a population decrease in recent years, while the rest of the region is expected to remain stagnant.



Increased access to medical transportation is expected to be a major focus in the near future, especially to cities like Indianapolis and St. Louis. More trains will travel to St. Louis and will pass through Region 8, so creating connections to these additional trips will be important. The Coordinator also expects an increase in veterans' transportation options to be at the forefront of future planning activities.

### **Transportation Providers (General Public)**

The following lists include the general public transportation providers serving Region 8.

- *Champaign-Urbana Mass Transit District (fixed route and paratransit services for Champaign)*
- *CRIS Rural Mass Transit District (demand response service)*
- *East Central Illinois Public Transit (fixed route and paratransit services for Clark and Edgar Counties)*
- *Dial-A-Ride (fixed route and paratransit services for Cole County)*
- *Rides Mass Transit District (rural demand response service)*
- *SHOWBUS Public Transportation (fixed route and paratransit services)*
- *Central Illinois Public Transit (rural demand response)*
- *Decatur Public Transit System (fixed route service for the City of Decatur)*
- *Piatt County Public Transportation (rural demand response)*
- *Danville Mass Transit District (fixed route service for the City of Danville)*

### **Transportation Providers (Private or Client Specific)**

The following lists include the non-general public transportation providers serving Region 8.

- *Champaign County Nursing Home (serving residents only)*
- *Developmental Services Center (serving clients only)*
- *Champaign-Urbana Rehabilitation Center (serving clients only)*
- *Rantoul Recreation Department (serving seniors only)*
- *Pace Inc. (serving disabled only)*
- *Carle Hospital (serving patients only)*
- *Circle of Friends Adult Day Center (serving clients only)*
- *Community Service Center of Northern Champaign County (serving clients only)*
- *Disability resources and Educational Services (serving clients only)*
- *Mental Health Center of Champaign County (serving patients only)*
- *Swann Special Care Center (serving clients only)*
- *The Pavilion Behavioral Health System (serving patients only)*

- *Rantoul UC Express – A Precious Cargo Carrier (serving clients only)*
- *American Cancer Society (serving clients only)*
- *American Legion Post 88 (serving veterans only)*
- *CCAR Industries, Inc. (serving disabled only)*
- *LifeLinks Mental Health (serving patients only)*
- *Charleston Transitional Facility (serving clients only)*
- *Coles County Council on Aging (serving seniors only)*
- *Faith in Action/RSVP (serving seniors only)*
- *CEFS Economic Opportunity Corporation (serving clients only)*
- *Faith in Action of Edgar (serving clients only)*
- *Decatur-Macon County Opportunities Corporation (serving clients only)*
- *Macon Resources (serving clients only)*
- *Easter Seals (serving clients only)*
- *Decatur Mental Health Center (serving patients only)*
- *CHELP Inc. (serving clients only)*
- *St. Mary's Hospital Center for Seniors (serving seniors only)*
- *Veteran's Assistance Commission (serving veterans only)*
- *Catholic Charities (serving clients only)*
- *Moultrie County Beacon (serving disabled only)*
- *Piatt County Senior Citizens Transportation Program (serving seniors only)*
- *Faith in Action of Piatt (serving seniors only)*
- *Hoopston Multi-Agency Service Center (serving clients only)*
- *Crosspoint Human Services (serving clients only)*
- *Human Resource Center for Edgar and Clark Counties (serving clients only)*
- *Provena Hospitals (serving patients only)*
- *Shelby County Community Services (serving clients only)*

## **Regions 9, 10, and 11 HSTP Coordinator**

### **Overview**

Ms. Terri Finn from the South Central Illinois Regional Planning and Development Commission is the HSTP Coordinator for Regions 9, 10, and 11. Her area includes the entire southern portion of Illinois.

- **Region 9** includes Calhoun, Greene, Jersey, Macoupin, Montgomery, Fayette, Marion, Clinton, Bond, and Madison Counties.
- **Region 10** includes Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope, and Hardin Counties.

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

At the South Central Illinois Regional Planning and Development Commission, Ms. Finn is the mobility manager for all three regions, and this includes coordinating the HSTPs. Beyond the standard coordinator duties, as the mobility manager, she coordinates individual trips with area providers. She also writes the grant proposal for the National Mobility Management Grant and assists in writing Federal coordination grant proposals (Sections 5316 and 5317). Ms. Finn is the coordinator involved in updating and writing the HSTP for all three regions, but she receives assistance and support from a subcommittee. Her HSTP update duties include public meetings and presentations, gathering HSTP data, and writing the HSTP. Currently all regions are in the process of updating the HSTPs with drafts being available in June 2015.

### **Status of Coordinated Transportation Goals and Strategies**

When reviewing the CVP applications, Ms. Finn asks many questions about services provided and coordinated efforts applied to ensure that those receiving funding are truly coordinating services. Increasing preventive medical treatment transportation is an important goal to all three regions. Another important goal is obtaining scheduling and dispatching software for public transit agencies.

The main challenges for achieving these goals is lack of funding and lack of trust between area transportation providers. The coordinator finds challenges in building communication between providers. Coordination between providers has been slowly improving. Another barrier to success in coordination is that many transportation systems in the regions have strict boundary lines which they are not able to cross. The southeastern part of the state is mostly rural, and more frequent and convenient connections to urban hubs across the state are needed.

### **Future Trends**

The Metro East region (part of the St. Louis Metropolitan Statistical Area) continues to grow, and is expected to continue on this path. Carbondale in Jackson County has experienced economic and population growth as well in recent years. Many housing developments and medical facilities have recently become available along the Route 13 corridor.

Increased access to medical transportation, and preventive medical transportation especially, is expected to be a major focus in the near future. Employment transportation is also expected to increase. Public providers in these regions have begun working with employers to provide more affordable transportation to work. The use of public transportation for employment has shown slow growth but if efforts are continued, it is expected this growth will continue as well.

### **Transportation Providers (General Public)**

The following lists include the non-general public transportation providers serving Regions 9, 10, and 11.

- *Bond County Transit (rural demand response service)*
- *Central Illinois Public Transit (rural demand response service in Montgomery, Fayette, Clay, Douglas, Effingham, Moultrie, and Shelby Counties)*
- *Macoupin County Public Transportation (deviated route and demand response services)*
- *Madison County/ACT (fixed route, deviated route, and paratransit services)*
- *South Central Transit (deviated route, demand response, and intercity services to Clinton, Marion, Washington, Jefferson, Perry, Franklin, St. Clair, Jackson, and Williamson Counties)*
- *Rides Mass Transit District (deviated route and demand response services to Jasper, Crawford, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope, Hardin, and Williamson Counties)*
- *Jackson County Mass Transit District (rural demand response)*
- *Monroe/Randolph Mass Transit District (rural demand response)*
- *Shawnee Mass Transit District (fixed route and rural demand response for Johnson, Union, Massac, Alexander, and Pulaski Counties)*
- *St. Clair County Transit District (fixed route, rail, and demand response services)*

### **Transportation Providers (Private or Client Specific)**

The following lists include the non-general public transportation providers serving Regions 9, 10, and 11.

- *Bethany Place (serving clients only)*
- *Beverly Farm Foundation (serving clients only)*
- *Challenge Unlimited (serving clients only)*
- *Community Link of Clinton County (serving disabled only)*
- *Epilepsy Foundation of Greater Southern Illinois (serving clients only)*
- *FAYCO (serving clients only)*
- *Foundation for Autism Services - Today and Tomorrow (serving clients only)*
- *Illinois Center for Autism (serving developmentally disabled clients only)*
- *Illinois Valley Rehabilitation Center (serving clients only)*
- *Illinois Valley Senior Citizens (serving seniors only)*
- *Jarvis Township Senior Center (serving seniors only)*
- *Macoupin Center for Developmentally Disabled (serving developmentally disabled only)*

- *Main Street Community Center (serving senior and disabled only)*
- *Residential Options (serving clients only)*
- *Senior Services Plus (serving clients only)*
- *Village of Glen Carbon (serving senior and disabled only)*
- *ARC Community Support Systems (serving developmentally disabled only)*
- *Charleston Transitional Facility (serving developmentally disabled only)*
- *CILA Corporation (serving developmentally disabled only)*
- *Clay County Rehabilitation Center (serving developmentally disabled only)*
- *Senior Services of Effingham County (seniors only)*
- *Lawrence-Crawford Association for Exceptional Citizens (serving developmentally disabled only)*
- *Trade Industries (serving clients only)*
- *Human Service Center for South Metro East (serving developmentally disabled only)*
- *Five Star Industries, Inc. (serving developmentally disabled only)*
- *Franklin County Senior Services, Inc. (serving seniors only)*
- *Gold Plate Program of Perry County (serving seniors only)*
- *Human Support Services (serving developmentally disabled and mentally impaired only)*
- *Rotary Club of O'Fallon (serving senior and disabled only)*
- *Senior Adult Services (serving seniors only)*
- *Senior Services of Southern St. Clair County (serving seniors only)*
- *St. Clair Associated Vocational Enterprises, Inc. (serving clients only)*
- *Touchette Regional Hospital (serving low income, senior, and disabled only)*
- *Washington County Senior Services, Inc. (serving seniors only)*

## Summary

Each HSTP Region brings a unique set of challenges, unmet needs, and gaps in services. Some commonalities do exist, however. The most consistently mentioned future trends for which HSTP Coordinators are planning are listed below:

- Rural transportation providers are preparing for an aging population which will put increasing demands on the network of transportation services, particularly transportation for medical appointments and treatments (both health maintenance and life-sustaining treatments).
- Demand is increasing for convenient and affordable transportation options for commuters traveling to/from rural and the nearest urbanized area for employment and periodic appointments. In some areas, interstate travel demand is increasing for employment.

Commonly mentioned challenges, unmet needs, and gaps in transportation were as follows:

- For most regions, the leading challenge to coordinating transportation services is the uncertainty of the Illinois State Budget. Agencies cannot predict future funding cuts and working together is not a priority when funding levels are unknown.
- In some regions there are challenges to securing local match because agencies are hesitant to make coordination a priority when there is no clearly defined financial incentive.
- Several regions are in the early stages of coordination and working to overcome the challenges of vehicle or trip sharing.

Multimodal and connector/feeder services and programs are being developed to improve regional and even statewide transportation options including modes of rural bus service, human service agencies, urban bus services, and even rail.

## A-2 Steering Committee Members

MEMBER	ORGANIZATION
Gena McCullough	Bi-State Regional Commission
Martin Menninger	Chicago Metropolitan Agency for Planning
Rita Morocoima-Black	Champaign Urbana Urbanized Area Transportation Study
Andrew Johnson	Connect Transit
Bill Jung	Rides Mass Transit District
Laura Calderon	Illinois Public Transportation Association
Jessica Hector-Hsu	Regional Transportation Authority
Rick McVinnie	Rockford Mass Transit District
Edward Heflin	Rural Transit Assistance Center
Laura Dick	SHOWBUS Public Transportation
Terri Finn	South Central Illinois Regional Planning & Development Commission

## A-3 Steering Committee Input

### June 17, 2015 - Workshop Report Station 1 - Goals and Objectives

The workshop started out by discussing the Statewide Public Transportation Plan Overall Goal:

***“Increase resident and visitor mobility through greater transportation choices and connectivity.”***

#### Vision Statement

From that overall goal, the following Vision Statement was created:

***“The Vision of the Statewide Public Transportation Plan is the establishment of Illinois as the nation’s leading state in mobility, access and connectivity.”***

#### Goals and Objectives

The following goals and objectives were identified for the Plan:

**Goal 1:** Improve mobility for all Illinoisans

Objectives:

- Provide transit service in all areas where viable levels of demand exist
- Extend service hours to evening and weekends as necessary
- Improve connectivity between service areas
- Improve multimodal connectivity (Amtrak, intercity bus)
- Empower citizens to advocate for transit
- Educate local leaders on the benefits of and demand for public transportation

**Goal 2:** Increase local funding for public transit

Objectives:

- Identify new public/private funding sources
- Better leverage existing resources
- Prepare an action plan to generate interest in funding public transit
- Educate elected officials on funding solutions for transit
- Market the benefits of funding public transit



**Goal 3:** Increase the use of information technology in providing transit services

Objectives:

- Facilitate the investigation of real-time apps for service providers
- Facilitate joint purchasing and common platforms between agencies
- Encourage the use of scheduling software to improve efficiency
- Identify the need for signal-priority systems for fixed route systems
- Revise federal requirements on funding to allow for technology purchases

**Goal 4:** Promote economic vitality

Objectives:

- Improve access to employment centers
- Improve access to education centers
- Promote and increase the number of contracted transit services with employers and educational centers
- Advise local leaders as to the economic development benefits associated with public transit

**Goal 5:** Maintain, support and improve transit infrastructure, rolling stock, and facilities

Objectives:

- Identify needed capital improvement projects
- Facilitate the development of more intermodal facilities
- Explore and encourage a sustainable source of capital funding

**Goal 6:** Improve coordination of services

Objectives:

- Facilitate improved coordination of services between adjacent providers
- Use technical and qualitative analyses to identify linkage points and opportunities for service efficiencies
- Coordinate with private transit providers to include them into spectrum of services

**Goal 7:** Enhance the popular image of public transit

Objectives:

- Identify the benefits of transit including environmental benefits, health benefits, financial benefits
- Work with identified groups to advocate for and promote public transportation
- Develop marketing campaigns to promote the use of transit
- Public guidance on where and how local providers can obtain financial, technical and other forms of resources for marketing assistance
- Offer training for consumers

June 17, 2015 Workshop Report : Station 2 - Service Gaps

SERVICE GAP TYPE	CHIEF CONSTRAINT(S)	POTENTIAL SOLUTION(S)	BENEFITS OF CLOSING GAPS
<p>Gap in Service Availability (times/days offered)</p>	<p><b>Resources.</b> Driver and vehicle time is money, and funding is a constant concern. Further, moves to shift-work are not feasible in rural areas, as many drivers are very far from home over the course of their working day.</p> <p><b>Safety/Security.</b> In many rural areas, night-time service is made problematic due to isolation and environmental factors. For instance, a lack of streetlights/ambient light makes the alighting process (esp. for ADA passengers) difficult and accident-inviting; door-to-door service in remote areas can also require lengthy journeys to and from passenger dwellings – in inclement conditions such lengthy driver absences create a number of potential problems</p>	<p>Increased/earmarked funding for evening/weekend services, either from government sources, service contracts, or premium “at or near cost” user fees</p> <p>Design solutions on vehicles (LED lift and stairwell lighting, etc.)</p> <p>Reduced ‘service types’ during weekend and off-hour service (e.g., door-to-door service becomes only curb-to-curb)</p>	<p>Meeting large amounts of latent demand</p> <p>Reinforcing rider habits and perceptions of transit as a convenient, attractive &amp; indispensable resource</p> <p>Enhanced local economic development</p> <p>Significant lifestyle benefits for transit-dependent populations as well as caregivers</p>
<p>Gap in Intra-county Connectivity (between rural areas and urbanized areas)</p>	<p><b>Coordination.</b> In counties with both rural and urban providers, few imperatives or incentives exist to induce rural and urban providers to prioritize coordination efforts over other pressing tasks</p> <p><b>Political economy.</b> Urbanized systems are unwilling to meet demand outside of their levy area, while many rural communities do not see public transit as something that would justify additional taxpayer costs</p> <p><b>Regulatory constraints.</b> Strict guidelines exist for whether particular funds may be used for rural service vs. rural service, et al. Navigating these distinctions presents an administrative burden and discourages integrated service planning</p>	<p>Rural areas are where transit-dependent populations (seniors, individuals with disabilities, 1 or 0 auto households) are most rapidly rising to prominence. Strategic outreach to make rural residents, organizations and government leaders aware of this fact is the first step to creating demand for more resources and greater coordination between rural and urban systems</p> <p>IDOT should press FTA for clarification and resolution to the problem of non-integrative uses of funds</p>	<p>Service meaningfully expanded for Illinois’ most transit-dependent residents.</p> <p>Better healthcare outcomes (i.e., more access to preventative medicine)</p> <p>Increased jobs access</p> <p>Enhanced local economic development</p> <p>Increased safety as higher-risk drivers are given a non-driving mobility option</p> <p>Community and lifestyle benefits as longtime residents enjoy increased potential to age in place</p>

SERVICE GAP TYPE	CHIEF CONSTRAINT(S)	POTENTIAL SOLUTION(S)	BENEFITS OF CLOSING GAPS
Gaps in Inter-county travel	<p><b>Coordination.</b> Across county lines, and across both rural and urban providers, few imperatives or incentives exist to prioritize coordination efforts over other pressing tasks</p> <p><b>Intra-County Planning Obstacles.</b> In many places, intra-county service gaps result in lack of transit accessibility to larger-geography transportation infrastructure (e.g., bus terminals, train stations, airports, etc.).</p> <p><b>Lack of Infrastructure.</b> Even assuming ideal levels of inter-agency coordination, a lack of physical and IT infrastructure stands in the way of practical inter-service connectivity. Even simple gains in transfer area buildouts, dispatching integration, etc. would make a large difference.</p>	<p>Strategic outreach to residents, organizations and government leaders is the first step to creating demand for more resources and greater coordination between adjacent systems across the State</p> <p>A special, prioritized funding/project category could be created for service expansions that would provide access to major points of access to larger-geography transportation modes</p> <p>Cataloguing of State-owned land could provide a number of convenient candidate sites for transfer “rest stop” construction</p> <p>Additional remarks expressed some concern over liability issues and stressed the values of hospitals, public buildings, and willing commercial locations (e.g. Wal-marts, etc.) as additional possible transfer points, especially considering the services and amenities provided by those locations</p>	<p>Service meaningfully expanded for Illinois’ most transit-dependent residents.</p> <p>Reinforcing rider habits and perceptions of transit as a convenient, attractive &amp; indispensable resource</p> <p>Enhanced economic development in areas across the State</p> <p>Increased safety as higher-risk drivers are given a non-driving mobility option</p> <p>Community and lifestyle benefits as longtime residents enjoy increased potential to age in place</p>
Gaps in Origin/Destination Accessibility	<p><b>Intra-County Planning Obstacles.</b> In many places, intra-county service gaps result in lack of transit accessibility to large trip-demand drivers (hospitals, downtowns, social service centers, etc.)</p> <p><b>Inter-County Planning Obstacles.</b> In many places, inter-county service gaps result in lack of transit accessibility to essential regional and statewide trip-demand drivers (universities, regionally significant commerce centers, tourist attractions, etc.)</p> <p><b>Unarticulated Demand.</b> In some cases, latent demand for public transportation access to key destinations exists but is not communicated to or identified by transportation planners.</p>	<p>Address Intra-County Planning Obstacles</p> <p>Address Inter-County Planning Obstacles</p> <p>Increased/earmarked funding for essential destination services, either from government sources, service contracts, or premium user fees</p> <p>Outreach to local and regional inter-agency groups, boards, etc., to periodically survey suggestions for reallocation and/or expansion of service</p>	<p>Service meaningfully expanded for Illinois’ most transit-dependent residents.</p> <p>Reinforcing rider habits and perceptions of transit as a convenient, attractive &amp; indispensable resource</p> <p>Enhanced economic development in areas across the State, particularly in regionally significant Downtowns and university-centers</p> <p>Increased safety as higher-risk drivers are given a non-driving mobility option</p> <p>Community and lifestyle benefits as longtime residents enjoy increased potential to age in place</p> <p>Significant lifestyle benefits for transit-dependent populations as well as caregivers</p> <p>Increased jobs access</p>

## June 17, 2015 - Workshop Report

### Station 3 - Funding

Using the handout as a basis for the conversation, the facilitator asked questions of the participants in four broad areas: (1) funding constraints; (2) funding utilization; (3) local funding; and (4) service contracts/coordination. Additionally, comments were made related to, but not directly associated with these four topics. These comments are summarized under “other” comments.

#### Constraints

- While DOAP would generally be regarded as “stable” funding, current discussions to significantly reduce DOAP would result in a breaking of trust with the public. Reductions in DOAP = reductions in service, thereby breaking a commitment made by transit agencies to serve the public.
- There has been a tremendous pressure on rural transit systems to grow/expand given that DOAP became available for many downstate rural providers only recently. The “use it or lose it” philosophy, combined with some policy push from IDOT to create core general public (not human service) transportation, meant that many systems expanded to scales that were not supported by existing capital funding.
- Any discussion of funding must recognize the fact that most rural systems do not have “choice” riders; the ridership base is a highly dependent population.
- Some robust discussion about the DOAP program; the importance of this program cannot be understated and it was felt that governmental support for public transportation was a legitimate use public funds. One participant expressed dismay that salary levels at CTA (in comparison to similar positions at other urban transit agencies) hinder efforts to build political support for transit funding.
- Education will be a critical component of any effort to create a dedicated capital funding source.
- Any effort to enhance state or local funding will require a substantial public education campaign.
- Revenue bonds are useful, but not predictable. These funds have not been made available every year.
- It is important to have enough capital funding so that there is a replacement of vehicles on a consistent basis.

#### Funding Utilization

- The ability to fully leverage apportioned Federal and state revenues appears to vary from transit system to transit system:
  - No issues were cited in one group on the ability to fully utilize available funding
  - Other groups cited this as a specific issue (not being able to fully leverage available funding due to lack of local match)

- There is a huge unmet need for a stable, predictable, and dedicated source of transit capital funding, particularly for vehicles. It is thought that creation of such of a fund was possible, even in the current financial climate, as long as there is a good plan detailing needs.
- It is not thought that Illinois transit systems are too dependent upon federal and state funding. This viewpoint was predicated on the position that any governmentally-sponsored activity (e.g., prisons, universities) are similarly dependent upon such funding.
- One participant suggested that state monies would be better used if, on a priority basis, to match all allocated federal funds; leveraging federal dollars should be a priority.
- Efficiencies should be incorporated into any distribution strategy. Standards for keeping rolling stock in a state of good repair (which ultimately reduces costs) should be considered. The state should limit capital investment to fuel-efficient vehicles.
- One potential allocation methodology that would recognize differences between urban and rural operators would be a ridership-based and needs-based formula.
- Incentives should be built into any formula that encouraged more efficient operations.

A different funding approach may be required for “new starts” (e.g., new rural transit operations). These entities may require seed monies and heavier investments in capital. Perhaps some type of three-year or five-year funding plan before the system is treated on par with other transit systems.

#### Local Funding

- The ability of rural counties to contribute financially to local transit systems is limited. If local commitment were to be enhanced in the statewide plan, perhaps some type of sliding scale could be created.
- One urban program notes that with no locally dedicated funding source, they have been unable (in some years) to draw down their full allotment of state funds.

Local governments and mass transit districts should be provided more options for generating funds for transit purposes.

#### Service Contracts

- Policy makers must be made aware that while the primer process has facilitated coordination, in the southern sections of the state in particular, there remains a significant separate human services transportation sector that also seeks funding for vehicles through the CVP/Section 5310 program.
- Greater levels of coordination between human services/public transportation, in some cases, is hindered due to the additional requirements (safety/regulatory) imposed on public transit agencies. This often makes purchase of service more expensive than direct service delivery.

### Other

- There are opportunities to establish greater levels of coordination with urbanized areas, but funding requirements (silos) make the process more difficult.
- The statewide plan should segregate urban and rural areas from a policy/fund distribution standpoint.
- It would be beneficial if DOAP was funded from a dedicated source, rather than the current General Revenue Fund (supported by sales taxes). There is too much political pressure to re-direct these types of revenues to other purposes.
- Funding must be made available to support intermodal connectivity.
- While the PowerPoint presentation showed little or declining population growth, a participant felt that some of this loss was attributable to populations shifts from rural farm to small cities.
- Any new funding should be distributed according to a formula so that local transit systems can project anticipated levels of funding.

## June 17, 2015 - Workshop Report

### Station 4 - Performance Measures

Using a handout as a basis for the conversation, each session talked about how the State would like to incorporate performance measures as part of the Statewide Public Transportation Plan. It was clearly discussed that agency metrics and state metrics might differ considerably, but the goal would be to find measures that work for the purposes of the state that are able to be reported based on data the agency would have reason to collect for their own purposes - finding that overlap.

All workshop participants were encouraged to take the handout home with them and get any comments they had to the Office of Planning and Programming. The handout has been modified to include the input received at the meeting. Several additional measures were raised by steering committee members, including:

- Service Coverage
- Revenue vs Capital Need
- Mode Share
- Asset Condition
- Sponsored Rides vs Non-sponsored Rides
- Transfers per Trip

Some measure of coordination with neighboring transit services. There was wide agreement that the use of performance measures must:

- Compare similar things ("apples to apples" comparisons)
- Flow from the goals and objectives
- Be supported by accurate, consistent data
- Make sure that per capita measures (expenditures per capita, service hours per capita, trips per capita) are part of the set of measures

Represent not only the financial side of things but also the "human" side of the benefits of transit. Other comments included:

- Data is often tough to collect in rural areas. Perhaps the state could encourage adoption of technology
- Performance measures can be used to help "make the case" for transit at the state level

Transit needs to have standard measures that are regularly reported - other modes do, and by not having them transit is at a disadvantage in the debate.

## A-4 Survey Example

\* 1. Where do you live?

Community

County

Zip Code

2. Are you employed or regularly do volunteer work?

Yes

No

3. Where are you employed or volunteer?

Place of Business

Community

County

4. What best describes your employment or volunteer schedule?

Days

Evenings/Nights

Overnight

It varies

5. What days are you generally scheduled to work or volunteer?

Weekdays

Weekends

Both

6. Do you have access to a vehicle?

Yes

No



7. Do you have a disability that prevents you from driving?

- Yes
- No

8. Have you used transit in the past 12 months?

- Yes
- No

9. Where did you last use transit?

- Locally
- Elsewhere in Illinois
- Elsewhere in the United States
- Elsewhere outside the United States

10. How often did you use transit locally in the past month?

- One day
- Four days (about once a week)
- Eight days (about twice a week)
- 15 days (about three times a week)
- 20 days (five days a week)
- More than 20 days
- I haven't used transit locally in the past month

11. Did you make any trips outside your county using transit in the past month?

- Yes
- No

12. Did you ride a fixed route (did not have to call ahead for a ride) or a demand response route (had to call ahead for a ride)?

- Fixed route
- Demand Response route
- Both

13. What is your reason for using public transit? (can choose more than one answer)

- Do not own a vehicle
- Unreliable personal vehicle
- Personal vehicle is sometimes unavailable
- Restricted from driving (e.g. DUI, health condition, disability, age)
- Personal Choice
- Other (please specify)

14. What is your destination when using transit? (can choose more than one answer)

- Shopping
- Medical Appointments
- School
- Work
- Recreation/Social visits
- Other (please specify)

15. What was the last exact location you took transit to? (please include community)

16. How would you rate the service you receive from your local transit provider?

- Excellent. I can rely on the transit provider for all of the trips I need to make
- Good. I can rely on the transit provider for the most important trips I need to make.
- Fair. I can rely on the transit provider for only some of the trips I need to make.
- Poor. I can rarely or never make a trip I need using transit.

17. What would most likely make you use transit more often? (pick up to three)

- Didn't have to make a reservation
- Could get a reservation when I needed it
- Cheaper fare
- Safer access to a bus stop
- More destinations accessible by transit
- More frequent service
- Longer hours
- Weekend service
- Higher gas prices
- Nothing would make me ride transit
- Other (please specify)

18. Where would you like to go using transit that you can't right now (location and town)?

19. Are you White, Black or African-American, American Indian or Alaskan Native, Asian, Native Hawaiian or other Pacific islander, or some other race?

- White
- Black or African-American
- American Indian or Alaskan Native
- Asian
- Native Hawaiian or other Pacific Islander
- From multiple races

Some other race (please specify)

20. How many people currently live in your household?



# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip		Representing (Check box and identify)	
SCOTT HENNING	1611 Nelson Rd City: Woodstock	, IL Zip 60098	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: McHenry County DOT
M. A. Sullivan	City: Chicago	, IL Zip 60606	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: AFS
Samuel Knight	1321 Rock Run Dr. City: Crest Hill	, IL Zip 60903	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: William Gray Center Tooling
Mike Healy	100 W. Randolph City: Chicago	, IL Zip 60601	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: IDOT - DPIT
Steve Bahnsen	City: Chicago	, IL Zip 60616	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization:
Jon Madoux	City: Chicago	, IL Zip 60607	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: CMAP

Date: 10/14/2015

Meeting Location: 1115 Tower

Page \_\_\_\_ of \_\_\_\_

Name (Please Print)	Address, City & Zip	Representing (Check box and identify)
omas Rickert	41W011 Burlington Road City: St. Charles, IL Zip 60193	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: Kane County
E STENSON	600 WINGATESTER RD City: LIBERTYVILLE, IL Zip 60048	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: LAKE COUNTY
Cappeller	505 N Lakeshore 902 City: Chicago, IL Zip 60611	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
by Louper	123 N. Wacker Ste 900 City: Chicago, IL Zip 60606	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
Mellem	16111 Nelson Rd City: Woodstock, IL Zip 60098	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: MCDOT
ID MAR	400 S Elm City: La Grange, IL Zip 60525	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:



# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip		Representing (Check box and identify)
Tabitha Boshears	2415 W. Jefferson St	City: Joliet, IL Zip 60435	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Will-Grundy Center for Independent Living
Kristen Andersen	547 W. Jackson SEast	City: Chicago, IL Zip 60601	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: Metra
Martin Menninger	233 S Wacker	City: , IL Zip 60606	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: CMAP
John Dorevoli	City:	, IL Zip	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: FHWA
John Lopez	421 N. County Farm	City: Wilmeton, IL Zip	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: DuPage County
Anna Trigg	City:	, IL Zip	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: LAKE County



# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip	Representing (Check box and identify)
Holly Ostick	2335 Wacker Drive Suite 800 City: Chicago, IL Zip 60675	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: CMAP
Bob Ismay	411 W. Lake, Suite 1000 City: Chicago, IL Zip	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: ERM, Northbrook
TIM CAZESIMICHESI	1 Baxter Pkwy City: Deerfield, IL Zip 60015	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: That of the Cooks
Peter Fahrenwald	RTA City: , IL Zip	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
PAT BARKER	ROBINSON ENGINEERING 17000 South Park City: South Holland, IL Zip 60473	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: ROBINSON ENGINEERING
Bill Hayes	Cook County City: , IL Zip	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:



# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip	Representing (Check box and identify)
Gina M Trimarco	222 S. Riverside Plaza Suite 610 Chicago, IL 60606	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Tran Systems
	City: _____, IL Zip _____	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
	City: _____, IL Zip _____	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
	City: _____, IL Zip _____	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
	City: _____, IL Zip _____	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
	City: _____, IL Zip _____	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:

Date: \_\_\_/\_\_\_/2015 Meeting Location: \_\_\_\_\_





Illinois Department of Transportation

# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip		Representing (Check box and identify)	
PETER SZABO	<del>                    </del>	City: ARLINGTON HTS 60005	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/>	Name of Business Affiliation or Organization: VILLAGE OF A. H.
Mike Walczak	1600 E. GOLF RD	, IL Zip 60016	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: NWMC
Andy Hynes	400 S. EYLE ST	, IL Zip 60540	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/>	Name of Business Affiliation or Organization: City of Naperville, IL
David Polina	Streamwood	, IL Zip 60107	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: Blue Darius
Mark Peterson	414 S. Na-wa-ta Ave	, IL Zip 60056	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: ndst's
	City:	, IL Zip	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization:

Date: 03/21/2015

Meeting Location: District 1 Office

Page \_\_\_ of \_\_\_



# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip	Representing (Check box and identify)
STEVE FRERICKS	120 W CENTER COURT City: SCHLAUMBURG, IL Zip 60155	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: CLIFTON & ASSOCIATES LLC
JOHN LUKOWSKI	1 S WACEE DRIVE City: CHICAGO, IL Zip 60606	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: HNTB CORP.
RICH BABICA	1800 SOUTH STREET City: GENEVA, IL Zip 60103	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: CITY OF GENEVA
Jennifer Beelen	41 W 11 Burlington Road City: St Charles, IL Zip 60175	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Kane Co
THOMAS RICKERT	41 W 11 Burlington Road City: St. Charles, IL Zip 60175	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: KANE COUNTY
	City: _____, IL Zip _____	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: _____



Illinois Department  
of Transportation

# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip		Representing (Check box and identify)	
Gress Spoths	Village of Peotone City: Peotone, IL Zip: 60451		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/>	Name of Business Affiliation or Organization: Village
JARROD	4970 VARSITY DR. City: LISLE, IL Zip: 60448		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/>	Name of Business Affiliation or Organization: PATRICK ENGINEERING
DICK FUAYA	130 E. Randolph City: Chicago, IL Zip: 60601		Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: Bowman, Barnett & Assoc
Tony Speciale	10 Municipal Drive City: Sugar Grove, IL Zip:		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: Village of Sugar Grove
Kevin Little	10500 E Waukegan City: Naperville, IL Zip:		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/>	Name of Business Affiliation or Organization: Vulcan Materials
Jim Ciawicki	325 May Drive City: Willamabrook, IL Zip: 60567		Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/>	Name of Business Affiliation or Organization: Village of McLeac

Date: \_\_\_/\_\_\_/2015

Meeting Location: \_\_\_\_\_

Page \_\_\_ of \_\_\_



# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip	Representing (Check box and identify)
Kevin J. Weller	21701 TORRENCE AVE City: SARK VILLAGE, IL Zip 60411	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: SARK VILLAGE
Brandon Tonorelli	1 Plaza Drive City: Woodridge, IL Zip 60157	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: VIL. of Woodridge
Michael Vasak	4470 Varsity Drive City: Lisle, IL Zip 60448	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Patrick Engineering
MIKE EINHORN	City: CRESTE, IL Zip 60417	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
Bill McKenna	201 South Blvd City: Oak Park, IL Zip 60302	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: Village of Oak Park
Dan Jedrzyak	120 W. Center City: Schaumburg, IL Zip 60195	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Chestain & Associates

Date: \_\_\_/\_\_\_/2015

Meeting Location: \_\_\_\_\_

Page \_\_\_ of \_\_\_



Illinois Department  
of Transportation

# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip		Representing (Check box and identify)	
Alan Wanderski	1900 Hassell Rd	, IL Zip 60669	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/>	Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Hoffman Estates
ROD CRAIG	144102	, IL Zip	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/>	Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
NATALIE P. KANNY	Village Harmon Park	, IL Zip	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/>	Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: VILLAGE OF SOUTH BARRINGTON
John Labatte	30 S. Barrington Rd	, IL Zip	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/>	Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
John Ferrard	300 Plaza Circle	, IL Zip 60660	Self <input type="checkbox"/> Business <input type="checkbox"/>	Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Village of Mundelein
Doug Awak	44 E. Downer Pl.	, IL Zip 60507	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/>	Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: City of Aurora
Doug Awak	City: Zion	, IL Zip	Self <input checked="" type="checkbox"/> Business <input type="checkbox"/>	Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:

Date: \_\_\_/\_\_\_/2015

Meeting Location: \_\_\_\_\_

Page \_\_\_ of \_\_\_



Illinois Department of Transportation

# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip	Representing (Check box and identify)
MAX BOSSO	4101 E. MISSISSIPPI AVE. City: ELWOOD, IL Zip 60525	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: ELWOOD
Nancy Schumm	111 Old Barrington City: , IL Zip 60010	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Village of North Barrington
Greg Ruddy	150 W. Jefferson St City: Joliet, IL Zip 60438	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: City of Joliet
James Bernickl	1350 Willow Rd. City: Winnetka, IL Zip 60093	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input checked="" type="checkbox"/> Name of Business Affiliation or Organization: Village of Winnetka
Nick Schilling	4970 Varsity Dr. City: Lisle, IL Zip 60148	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: PATRICK ENGINEERING
Mike Hanley	1900 Ham Road City: Hoffman Estates, IL Zip 60195	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: VILLAGE OF HOFFMAN ESTATES

Date: \_\_\_/\_\_\_/2015 Meeting Location: \_\_\_\_\_



# Open House Sign In Sheet

Name (Please Print)	Address, City & Zip	Representing (Check box and identify)
Vic Pides	745 McLintock Dr. City: Burr Ridge, IL Zip 60527	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Cullinan Properties
William Loftus	9575 W Higgins Road City: Rosemont, IL Zip 60018	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Christopher B. Burke Engineering / Village of Rosemont
Jan Sauer	23 Hidden Brook Dr City: N. Farmington, IL Zip 60018	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Village of N. Farmington
Joshua McClusky	City: Chicago, IL Zip 60619	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: IDOT
JW Fairman, Jr	21801 Torrence City: Oak Village, IL Zip 60193	Self <input type="checkbox"/> Business <input type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization:
Karyn Podes	2101 Schaumburg Ct City: Schaumburg, IL Zip 60193	Self <input type="checkbox"/> Business <input checked="" type="checkbox"/> Affiliation <input type="checkbox"/> Name of Business Affiliation or Organization: Village of Schaumburg

Date: \_\_\_/\_\_\_/2015 Meeting Location: \_\_\_\_\_



**Project:** Multi-Year Program  
**Type of Meeting:** Public Open House  
**Location:** RMAP Design Center - Rockford

**Date:** Oct 29, 2015

**Attendance**

Name	Address & Organization
DEBBIE BOLIN	MACHESNEY PARK VILLAGE
Scott Christensen	Wine Co Rd
Wynne Vlt	WINE CO Hwy Dept
Thomas Bona	Economic Development District of N. Illinois
John Donovan	FHWA
Jon Paul Diipha	RMAP
Mark DeLile	IDOT - Springfield
Jeremy Carter	City of Rockford
STEVE ERNST	RMAP - RETIRED
FRANK PATTON	GREAT LAKES BASIN RAILROAD
BOB WALBERG	Register Star
Isaac Guerrero	
Herbert Johnson Jr.	RMTD
Gen Mauer	City of Rockford
Robert Parker	Visitor
Betsy Parker	Visitor
PATRICIA DIDUETT	VILLAGE OF ROCKFORD
<del>W</del>	
Curtis Code	Ogle County
Mike Henly	IDOT
TIM HANSON	CITY OF ROCKFORD
Paula Hughes	RMTD
MARK R. RICE	McClure Eng.
Jon-Paul Kehler	FHWA





Project: Multi-Year Program
Type of Meeting: Public Open House
Location: RMAP Design Center - Rockford

Date: Oct 29, 2015

Attendance

Table with 2 columns: Name and Address & Organization. Handwritten entries include Michael Hired, Ross Monk, Matthew Vitner, Reggie Parker, and Bill Olson, along with their respective addresses and organizations like Quigg Engineering and Parsons.



Purpose of Meeting: FY 2016-21 Proposed Multi-Modal Transportation Improvement Program Date: September 28, 2015

Location: River Valley Metro Mass Transit/Bourbonnais, IL

NAME (PLEASE PRINT)	BUSINESS REPRESENTING OR YOURSELF	STREET ADDRESS	CITY OR VILLAGE	TELEPHONE NO.
<u>TIM NUGENT</u>	<u>VILLAGE OF MANTENO</u> <small>PRECISEMENT</small>	<u>98 E. THIRD</u>	<u>MANTENO</u>	<u>815 929-4800</u>
<u>MICHAEL WOOD</u>	<u>Village of Bourbonnais</u> <small>CPA</small>	<u>600 MAIN RD</u>	<u>BOURBONNAIS</u>	<u>815-937-3570</u>
<u>DAVID TYSON</u>	<u>TEI</u> <small>TRANSPORTATION ENGINEERING</small>	<u>367 S. SCHUYLER</u>	<u>KANKAKEE</u>	<u>815-932-7406</u>
<u>MIKE VAN MILL</u>	<u>KANKAKEE COUNTY</u> <small>EXEC DIR KETS</small>	<u>189 E COVER ST</u>	<u>K3</u>	<u>815 937-2940</u>
<u>KEPHE HUNTLEY</u>	<u>BOURBONNAIS PLAN</u> <small>PLANNING &amp; ZONING, KEADP</small>	<u>---</u>	<u>DuRUS</u>	



Public Meeting Attendance Sheet

Purpose of Meeting: FY 2016-21 Proposed Multi-Modal Transportation Improvement Program

Date: September 28, 2015

Location: River Valley Metro Mass Transit/Bourbonnais, IL

NAME (PLEASE PRINT)	BUSINESS REPRESENTING OR YOURSELF	STREET ADDRESS	CITY OR VILLAGE	TELEPHONE NO.
Griff Olson	<small>PLANNING DEPT</small> Kankakee County	184 E. Court St.	Kankakee	815-937-5544
Paul Selva	<small>MAYOR</small> City of Bourbonnais	600 Main NW	Bourbonnais	815-936-5984
Lee Frost	<small>NEWS PAPER</small> Daily Journal	8 Darwin Spinn	Kankakee	815-937-3364
Karen Haave	<small>NEWS PAPER</small> Farmers Weekly		Will County	karenhaave@comcast.net



**Illinois Department of Transportation**

**Public Meeting Attendance Sheet**

Purpose of Meeting: FY 2016-21 Proposed Multi-Modal Transportation Improvement Program

Date: September 28, 2015

Location: River Valley Metro Mass Transit/Bourbonnais, IL

NAME (PLEASE PRINT)	BUSINESS REPRESENTING OR YOURSELF	STREET ADDRESS	CITY OR VILLAGE	TELEPHONE NO.
NICOLE GEERGE	OP/P			
GINA TRIMARCO	TRANSYSTEMS			
DAVID PHILLIPS	TRANSYSTEMS			
DAVE BROSIAK	INDY DISTRICTS			
TOM MAGOLAN				
LAU PUKSVITZ				
RYAN LINDENMIER				
JULIE WIELGORLAN				

Printed 9/15/2015

B66S 2909 (11/01/12)

**Sign-in Sheet**

District Headquarters – 6<sup>th</sup> Floor Training Rm.

**Multi-Year Program Outreach Meeting**

Tuesday, October 13, 2015

**Please Print**

	Name	Address	Phone No.
1.	LEENA PIZANAN	Box 168 CONTACT	671-3019
2.	Mike Kost	15914 N. Bringham Dr. Channahon, IL	274-6625
3.	David Snesrud	325 W Knoll Crest Dr. Peoria IL 61614	563-271-0236
4.	DEBBY CREW	408 N. SECOND ST. CHILLICOTHE IL 61523	309-397-2723
5.	Bob Magliola/Parsons	10 S. Riverside Plaza, Suite 400 Chicago IL 60606	312-930-5192
6.	KAREN J SHARP	1 DUP	217 557 4145
7.	KEN COLTER	MIWEST ENGINEER	309 222 8600
8.	John Power	Corridor 67 Inc. 133 W. Morton, Jacksonville, FL	217-493-2821
9.	KIM PIERCE (MARC)	510 N Pearl St Ste 300 Macomb IL 61455	307-837-4684
10.	Michael Tuman	<del>232 E. Jackson St</del> Macomb, IL 61401	309-833-2558
11.	Mark Rothert	324 Main St. Peoria, IL	309-672-6959
12.	MARCA WILSON	1504 3rd Ave. Rock Island, IL	309-793-6300
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

**Sign-in Sheet**

District Headquarters – 6<sup>th</sup> Floor Training Rm.

**Multi-Year Program Outreach Meeting**

Thursday, September 27, 2012

**Please Print**

	Name	Address	Phone No.
21.	William Roberts	1635 N. Kirkwood Peoria, IL	309-221-9515
22.	KEVIN MYERS	2796 VS HWY 51 GUNTON IL	217-921-3143
23.	Joseph Waters - Macomb Area Chamber	214 N. Lafayette St, Macomb IL 61455	309-837-4855
24.	Eric Mire - Macomb Engr.	714 E-JACKSON ST Macomb	309 333 8028
25.	Maggie Martino	Peri-County RPC	
26.			
27.			
28.			
29.			
30.			
31.			
32.			
33.			
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35.			
36.			
37.			
38.			
39.			
40.			

**Sign-in Sheet**

District Headquarters – 6<sup>th</sup> Floor Training Rm.

**Multi-Year Program Outreach Meeting**

**Please Print**

Thursday, September 27, 2012

	<b>Name</b>	<b>Address</b>	<b>Phone No.</b>
41.	Steve Tait	Journal Stgy	
42.			
43.			
44.			
45.			
46.			
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CURRENT MULTI-YEAR PROGRAM (FY 2016-2021) AND PROPOSED MULTI-YEAR PROGRAM  
 "PLANNING TOMORROW'S TRANSPORTATION"

OCTOBER 7, 2015 - CHAMPAIGN, IL

NAME (PLEASE PRINT)	BUSINESS REPRESENTING OR YOURSELF	STREET ADDRESS	CITY OR VILLAGE	TELEPHONE NO.
Michelle Gonzalez	Scott Bennett.	45 E. University, SR206	Champaign	355-5252
Annie F Adams		1004 Swabash	URBANA	
Tyler Cravens	Congressman Davis			
Chris Piper				
Bonnie Kempfer	VARSITY STAIRING + CORSTEN CO.	P.O. Box 3055	CHAMPAIGN	
Jeff Engstrom	City of Urbana	400 E vine St	URBANA	
Jayne DeLuce	Visit Champaign County	108 S. Neil	Champaign	351.4133
Bill Gray	CITY OF URBANA	706 S. GLOVER	U	384-2357

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CURRENT MULTI-YEAR PROGRAM (FY 2016-2021) AND PROPOSED MULTI-YEAR PROGRAM  
 "PLANNING TOMORROW'S TRANSPORTATION"

OCTOBER 7, 2015 - CHAMPAIGN, IL

NAME (PLEASE PRINT)	BUSINESS REPRESENTING OR YOURSELF	STREET ADDRESS	CITY OR VILLAGE	TELEPHONE NO.
DAVE CLARK	CITY OF CHAMPAIGN	702 EDGEBACK	CHAMPAIGN	217-403-4700
STAN HANSEL	CRAWFORD, MURPHY & TILLY	2756 W. WASHINGTON	SPRINGFIELD, IL	217-787-8050
Scott Bennett	State Senate	45 E University #200	Champaign	217-355-5252
BJ HACKLER	Village St Joseph	401 S 3rd	St Joseph	217 493 7244
Charles Hartz	Congressman Shimkus	201 N Hamilton, Springfield	Springfield	217 446-0664
Chris Sokolowski	City of Champaign	702 E York Dr	Champaign	217-403-4700
Lon Dixon	Crawford, Murphy Tilly	2750 W. Washington	Springfield, IL	217 7878050
Sason Frericks	Farnsworth Group	2211 W. Bradley Ave	Champaign, IL	217-352-7408
JANE SULLIVAN	CHAMPAIGN URBANA MTD	1101 E University	CHAMPAIGN- URBANA IL	217 3848188

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 "PLANNING TOMORROW'S TRANSPORTATION"

OCTOBER 7, 2015 - CHAMPAIGN, IL

NAME (PLEASE PRINT)	BUSINESS REPRESENTING OR YOURSELF	STREET ADDRESS	CITY OR VILLAGE	TELEPHONE NO.
Jay Rank	UMTA	1101 E. University	Urbana	217-384-8188
Tony Herhold	CU MTD	1101 E. University	Urbana	217-384-3128
Mike Healy	IDOT - DPIT	100 W. Randolph	Chicago, IL	312-743-2184
Randy Fouts	CUMTD	1101 E. Univ.	URBANA, IL	217-384-8188
LISA Beith	Danville Mass	101 N. Jackson	Danville	217-431-0653
Tracey Higgins	MTD	1101 East University	Urbana	217-384-8188
T.L. CALDWELL	IDOT-URBAN			
Logan Cronk	Vermilion Advantage	15 WALNUT ST.	Danville	217-442-6228
Bob Jennings	Village of Oakwood	106 S Scott St. PO BOX 5	Oakwood	217-354-4255

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CURRENT MULTI-YEAR PROGRAM (FY 2016-2021) AND PROPOSED MULTI-YEAR PROGRAM  
 "PLANNING TOMORROW'S TRANSPORTATION"

OCTOBER 7, 2015 - CHAMPAIGN, IL

NAME (PLEASE PRINT)	BUSINESS REPRESENTING OR YOURSELF	STREET ADDRESS	CITY OR VILLAGE	TELEPHONE NO.
Karen Stuy	IDOT			217 557 4148
Kimera Seward	CUMTIS	1101 E University Ave	Urbana	217-384-8188
Bob Carter	VILLAGE OF DAYTON	106 S. SOFT	DAYTON OHIO	353-4085
Jeff Otte	Myself	707 W Elm	Urbana	847 922 5041
Jim McGuire	Country Champaign Area	2006 Copeland Rd Champaign	Champaign	217 649 7691
GENE BROWN	NORMAN	11 Uptown Circle Normal	Normal	309 454-9574
Kelayne Abrich	Normal	"	"	309-454-9736
Ellen Hedrick	Fuhrman	1800 S. Oak Champaign	Champaign	217-240-8191
Rita Moscorina-Blay	CUVATS	1770 E. Washington St. Urbana	Urbana	217-328-3313

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SPRINGFIELD MASS TRANSIT DISTRICT

### PLEASE SIGN IN

Name	Address	Contact (email/phone)
Janice Smith	401 E Jefferson Ave	670-1911-OR-381-3460
JIM OIYON	7 HOMEWOOD CT	JOEYH2608@GMAIL.COM
Sarah Durbin	SILC	sdurbin@silcofillinois.org
Ron Howell	1210 2 Washington	-
Shawn Reese	SMTD	
Mike Lopez	Village Justice President 2901- Leonard St Spfld, IL 62704	
Linda Wheeland		
James A. Fauten	SMTD operator	

9/30/2015



# Illinois Department of Transportation

Public Information / Input Meeting  
Multi-Year Program  
Effingham Knights of Columbus Hall

September 29, 2015

(PLEASE PRINT)

NAME	ADDRESS	REPRESENTING
1. Tom Rauch	111 W. Elm Tontopolis IL	Highway Comm Tontopolis Twp
2. Wayne Cannon	121 SOLIVE ST ELMO	
3. Dawn Schabbing		EFFINGHAM Daily News
4. Jeremy Heuerman	201 E. Jefferson, Effingham, IL	City of Effingham
5. Jim ZACHA	408 S. 3rd ALTAMONT, IL	
6. Tom Lyndall	1605 Douglas, Charleston	
7. TOM GALPWEILL		IDOT- URBAN
8. Hank Barries	101 N 4th St Suite 303	Congressman Shimkus.
9. Tom Jenison	609 S. 9th St. Effingham	Cromwell Radio
10. Derrick Helmbacher	PO BOX 571 Shumway IL 62401	Village of Shumway
11. Kyle McClister		State St
12. Wayne Mueller	3337 E 900th Ave Altamont, IL 62741	



# Illinois Department of Transportation

Public Information / Input Meeting  
Multi-Year Program  
Effingham Knights of Columbus Hall

September 29, 2015

(PLEASE PRINT)

NAME	ADDRESS	REPRESENTING
13. Kim S Ruedenauer	1738 So. Wall St. Ft.	
14. Marti Bolander	502 F Morgan St	City of Newton
15. Robert Hasland	2201 North Wiltonburg St. Sides	Civil Design Inc
16. Terri Finn	120 S. Delmar, Salem 62881	HSTP/SGIRPDC
17. Nathan Nohren	400 West Jefferson Ave, Suite A 62401	Farnsworth Group, Inc.
18. Cliff Cavell	1713 Co Rd 25th Greenwood, IL	Self
19. Bradley Jennings	16319 Brigwood Drive	SpringArm
20. Charles Sempke	16053 E. 1495th - Teutopolis	Teutopolis Unit 50 School
21. David E Wornat	9808 Whitetail Ct Fingda.	Fayette Car Wash
22.		
23.		
24.		

October 8, 2015 – FY 2017-2022 MYP Open House – Breese, IL

NAME	REPRESENTING	TELEPHONE NUMBER	E-MAIL
TIFFANY BRASE	IDOT	618-346-3174	tiffany.brasc@illinois.gov
Frank Opfer	IDOT	618-346-3175	francis.opfer@illinois.gov
JOE CORAY	IDOT	618-346-3149	Joseph.Coray@illinois.gov
Alex Pellock	IDOT	618-346-3163	Alex.Pellock@illinois.gov
Brad Hummert	HMG Engineers	618-594-3711	BHummert@HMGEngineers.com
Charles Lemigson	C.C.B (Clinton Co Board)	618-322-5376	
Chris Schmidt	IDOT	217-836-1285	Christopher.Schmidt@Illinois.gov
Bob Fix	Clinton County	618-973-3150	rfix2001@yahoo.com
Dan Winkeler	Village of Bartelso	618-765-2182	
Wale Ueber / <del>Sen. Kyle McCarter</del>	Senator Kyle McCarter	618-402-3363	mate@kylemccarter.com



John A. Logan College  
 Carterville, IL  
 Rooms F118/F119

ATTENDANCE SHEET  
 Multi-Year Program Public Outreach Meeting  
 October 22, 2015 4 PM - 7 PM

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
1	Nathan McKenna	1100 Main St. Mt. Vernon IL 62864	618-242-6802
2	NICHOLE SPUR EGGERS	4206 WILKINSON PL JKT3 MOUNTAIN VIEW	618-244-9212
3	Sheila Niederhofer	1614 E. McLeod St., Centralia, IL	618-532-8076
4	Vicki Cliff	" " " "	" " " "
5	T.L. CALDWELL	DOT - IRRSA BLDG SPRINGFIELD	
6	GREG SMOTHERS	Williamson Co. Hwy. Dept.	618-998-2145
7	Maurice Mann	SHAWNEE MO	618-658-8384
8	Camille	Grade Egypt OP+DG / SIMPO	618 997 7351
9	Mark and Audrey	City of Mt. Vernon	618-242-6802
10	John Hartman	Boister / W.L. EA	618-527-9282
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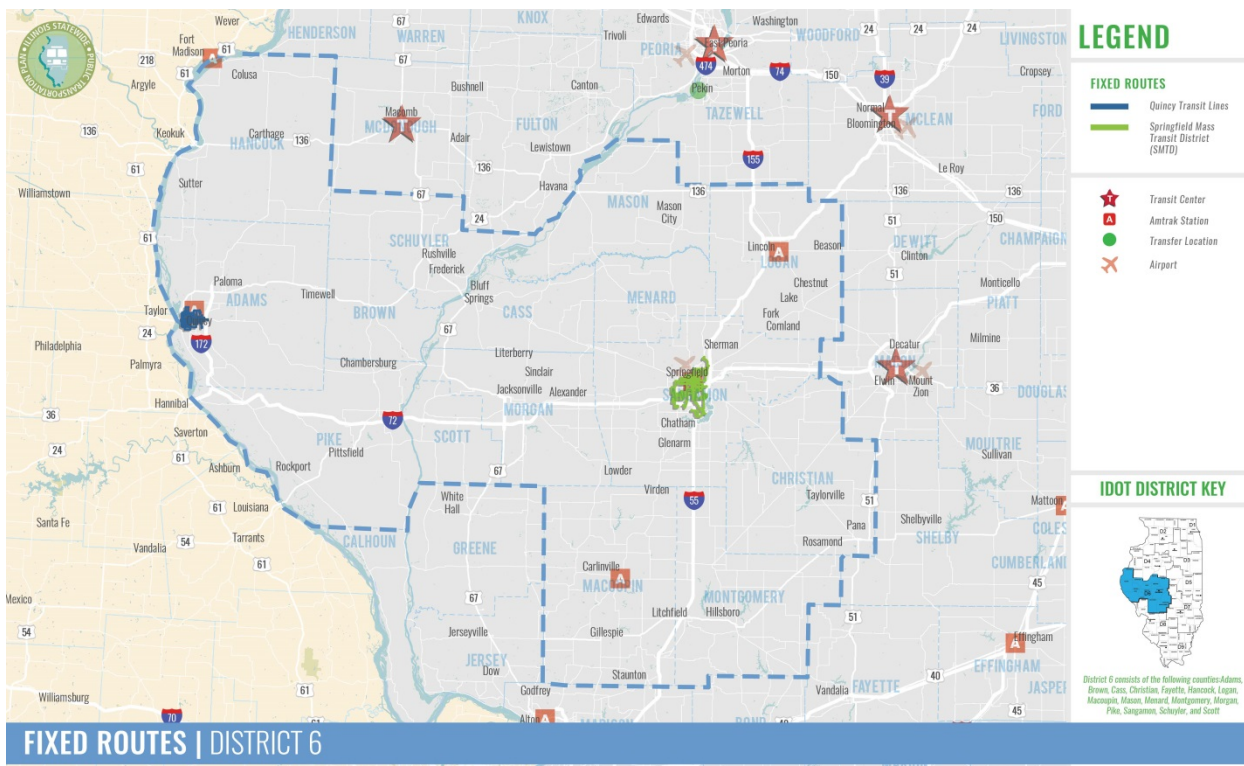
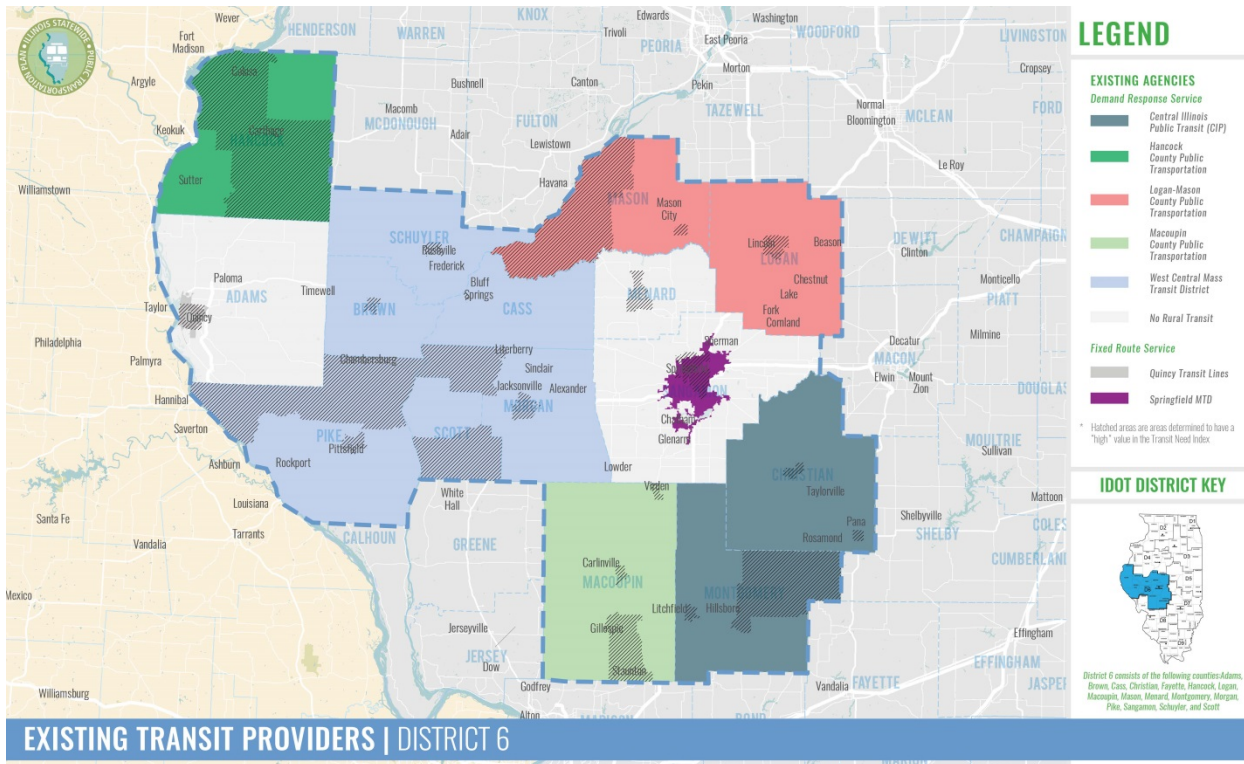


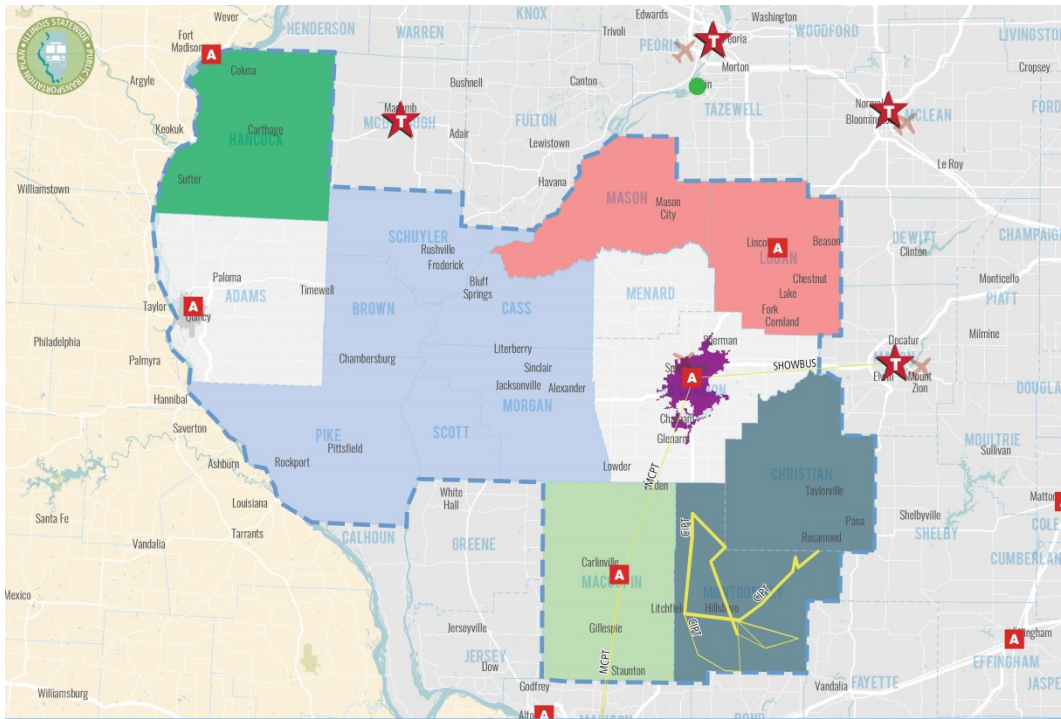
John A. Logan College  
 Carterville, IL  
 Rooms F118/F119

ATTENDANCE SHEET  
 Multi-Year Program Public Outreach Meeting  
 October 22, 2015 4 PM - 7 PM

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
21	Tiffany Morgan	100 Smart Dr Vienna IL 60095	618-658-8387
22	Delores Heston	1803 Russell Mason, IL 62299	618-993-8581
23	Joe Zankiewicz	5431 Warsaw Mill Rd, Marion, IL	618 922-3014
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# A-6 Sample Maps Presented at Public Meetings





### LEGEND

#### EXISTING AGENCIES

##### Demand Response Service

- Central Illinois Public Transit (CIP)
- Hancock County Public Transportation
- Legan-Mason County Public Transportation
- Macoupin County Public Transportation
- West Central Mass Transit District
- No Rural Transit

##### Fixed Route Service

- Quincy Transit Lines
- Springfield MTD

##### Trips Per Month

- Up to 4 Trips
- 5 to 12 Trips
- 13 to 20 Trips

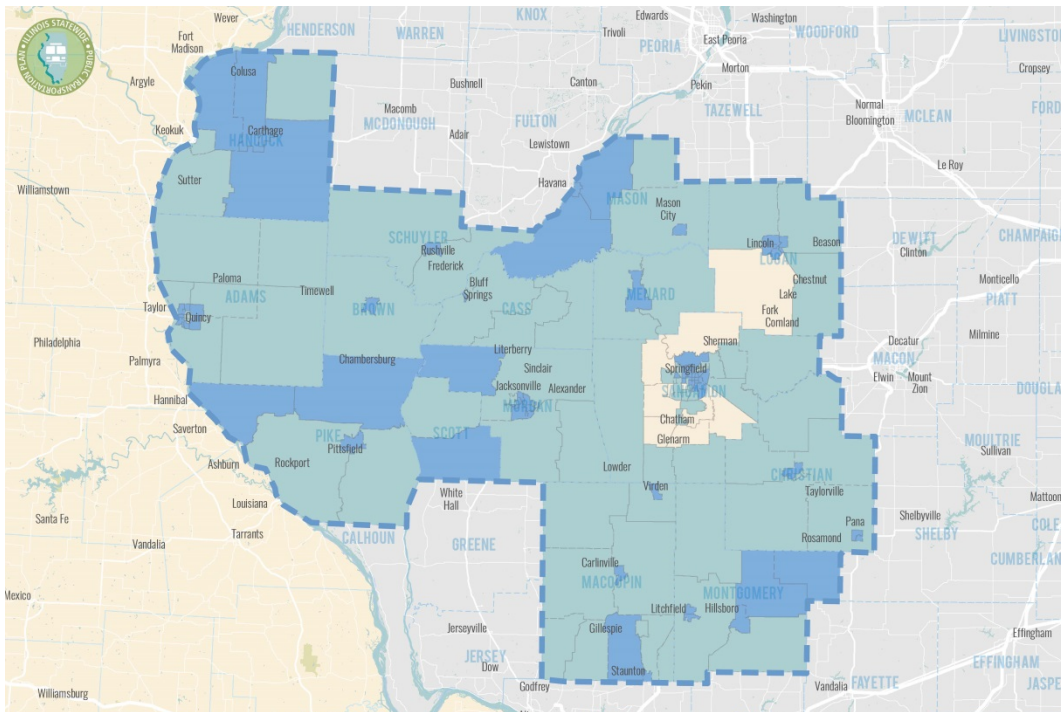
- ★ Transit Center
- A Amtrak Station
- Transfer Location
- X Airport

#### IDOT DISTRICT KEY



District 6 consists of the following counties: Adams, Brown, Cass, Christian, Fayette, Hancock, Legan, Macoupin, Mason, Menard, Montgomery, Morgan, Pike, Sangamon, Schuyler, and Scott

**SCHEDULED DEMAND RESPONSE TRIPS TO/FROM SERVICE AREA | DISTRICT 6**



### LEGEND

#### TRANSIT NEED INDEX

- Low
- Medium
- High

Transit Need was determined as follows:

Factors that determine transit dependency are a percentage of the population over 65%, percentage of carless households, percentage of the population living in poverty, and percentage of the population with a disability. The higher the numbers in all these demographic groups, the greater the transit dependency.

The state average for each group is: Over 65 (13.9%), Carless Households (10.2%), Living in Poverty (14.1%), and Persons with a Disability (8.5%).

**Low Transit Need:** If a tract has one of the demographic groups shown above with less than 50% of the state average, they have a low transit need in that category (designated a "1").

**Average Transit Need:** If a tract has one of the demographic groups shown above within 50% above and below the state average, they have an average transit need in that category (designated a "2").

**High Transit Need:** If a tract has one of the demographic groups shown above with more than 50% of the state average, they have a high transit need in that category (designated a "3").

If the sum in all categories exceeds 10, that tract is considered to have high transit need. If 2 average needs and 1 low need, a low transit need. This determines the transit need index.

#### IDOT DISTRICT KEY



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**TRANSIT NEED INDEX | DISTRICT 6**

