

# 2016

## Heart of Illinois Human Services Transportation Plan



Illinois HSTP Region 5 & Peoria-Pekin  
Urbanized Area  
Tri-County Regional Planning Commission  
3/30/2016

# Heart of Illinois Human Services Transportation Plan

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## Executive Summary

The purpose of this document is to evaluate existing transportation providers, the unmet needs and duplications in human service and public transportation services, and establish transportation related goals for Peoria, Tazewell, Woodford, Marshall, Stark, Knox, and Fulton Counties in Central Illinois. This documentation fulfills planning requirements for the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP – 21) transportation legislation, which guarantees funding for highways, highway safety, and public transportation.

Since its initial adoption in February 2008, the Region 5 HSTP has been revised a total of four times, most recently in March of 2016. The plan contains demographic conditions, an inventory of existing transportation providers, gaps and duplications in service, and unmet needs of the seven-county region that have been identified through analysis, committee input, and stakeholder outreach. The ultimate goal of the HSTP is to increase the number of options and affordability of public transportation for people with low incomes, individuals with disabilities, older adults, and the general public. In addition, the following specific goals have been identified in the Region 5 HSTP:

- Increase awareness of public and human services transportation;
- Improve the quality of public and human services transportation;
- Increase efficiency and decrease costs of the existing transportation system; and
- Increase availability and options of public and human services transportation.

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

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## I. Introduction

### A. Background

The Human Services Transportation Plan (HSTP) was created through the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), which guaranteed \$244.1 billion in funding for highways, highway safety, and public transportation (Public Law No. 109, August 10, 2005). President Bush signed SAFETEA-LU into law on August 10, 2005 and the law was operating under a 9<sup>th</sup> extension up until June 30, 2012.

As a requirement of SAFETEA-LU, grantees under Section 5310: *Elderly Individuals and Individuals with Disabilities*, Section 5316: *Job Access and Reverse Commute (JARC)*, and Section 5317: *New Freedom* grant programs must be under a “locally developed coordinated public transit-human services transportation plan” in order to receive funding for Federal Fiscal Year 2007 and beyond. This plan must be developed through a process that includes representatives of public, private, and non-profit transportation services, human service providers, and the general public.

On July 6, 2012, President Obama signed into law *Moving Ahead for Progress in the 21<sup>st</sup> Century* (MAP-21), a two-year transportation bill. This new legislation replaced SAFETEA-LU and increased overall funding in transit investment for both FY 2013 and FY 2014. The legislation took us through to September 30, 2014, and is now replaced by the Fixing America’s Surface Transportation bill, or FAST Act.

Like SAFETEA-LU and MAP-21, the FAST Act promotes efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision-makers flexibility for solving transportation problems in their communities. While MAP-21’s authorization re-affirmed the statute mandating local coordination of transportation services, it also consolidated several funding programs by folding New Freedom into Section 5310 and JARC into both Sections 5311 (Rural Transit) and 5307 (Urban Transit). As a result, the coordination mandate expanded to cover both the Section 5311 and Section 5307 grant programs. The current FAST Act continues this method.

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

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

## **B. Plan Layout**

The Region 5 HSTP consists of the following major components:

- An outline of the federal funding programs utilized for human service transportation
- A demographic profile of each county in Region 5 and the Peoria-Pekin Urbanized Area
- An analysis of existing transportation services and popular destinations
- A history of public outreach and regional cooperation efforts
- An explanation of current and future gaps and needs, and coordination successes
- A list of regional goals and strategies for addressing identified transportation needs

## **II. SAFETEA-LU and MAP-21 Requirements – Federal Transit Administration (FTA) Programs**

The FTA requires projects for Section 5310: *Elderly Individuals and Individuals with Disabilities*, Section 5316: *Job Access and Reverse Commute* (JARC), and Section 5317: *New Freedom* grant programs to be under a locally developed coordinated public transit-human services transportation plan in order to receive funding for Federal Fiscal Year 2007 and beyond. The Region 5 HSTP Committee is responsible for reviewing and endorsing projects for funding prior to submission to the Illinois Department of Transportation Division of Public and Intermodal Transportation (IDOT-DPIT). Once an application is submitted, IDOT-DPIT convenes the State Oversight Committee (SOC) to review and score each project application.

Under MAP-21, the JARC and New Freedom grant programs were restructured and consolidated, thus separate funding streams were not available after fiscal year 2012. However, the programs have been included here for reference purposes.

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

#### **1. Purpose**

The Section 5310 grant program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

In Illinois, these funds are commonly used for the Consolidated Vehicle Procurement (CVP) Program, which grants ramp and lift-equipped paratransit vehicles to municipalities, mass transit districts, counties, and private non-profit organizations. These vehicles are paid for through 80 percent federal funding and 20 percent state or local funding.

#### **2. Eligible Applicants**

The following organizations are eligible to apply for funding through the Section 5310 program:

- Private nonprofit corporations and associations organized for the specific purpose of assisting in providing transportation services to meet the special needs of elderly persons, persons with disabilities, and/or persons for whom mass transportation services are unavailable, insufficient, of inappropriate;
- Public bodies approved by IDOT as the local “Coordinated Service Provider” for elderly persons and persons with disabilities; and

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- Public bodies which certify to IDOT that non-profit corporations or associations are readily available in an area to provide the service.

## 3. Changes under MAP-21

The Section 5317 New Freedom grant program was rolled into the Section 5310 program. All New Freedom activities are now eligible under this funding stream.

## B. Job Access and Reverse Commute (Section 5316)

### 1. Purpose

Job Access and Reverse Commute (JARC) funds are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects. (Reverse commute indicates the commute of people who live in a city and work outside of the city, as compared to traditional commutes that go from homes in suburbs to jobs in a city.) For these purposes, a low-income individual is defined as an individual whose family income is at or below 150 percent of the poverty line. Table 1 shows family income based on the federally-designated poverty level.

TABLE 1: 2015 Poverty Guidelines		
Family Size		150%
1	\$	17,655
2	\$	23,895
3	\$	30,135
4	\$	36,375
5	\$	42,615
6	\$	48,855
7	\$	55,095
8	\$	61,335

*Note: For family units of more than 8 members, add \$4,160 for each additional member*

For capital expenses, JARC can fund up to 80 percent of a project; the applicant is responsible for supplying the remaining 20 percent. For operational expenses, JARC will fund up to 50 percent of a project and the applicant is responsible for the other 50 percent.

### 2. Eligible Applicants

The following organizations are eligible to apply for funding through the JARC program:

- State and local government agencies;
- Public transportation providers;
- Private non-profit transportation providers;
- Private for-profit companies; and
- Non-profit organizations (not eligible for operating expenses)



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## 3. Changes under MAP-21

The Section 5316 JARC program was repealed under MAP-21 and consolidated under Section 5307: *Urbanized Area Formula Program* and Section 5311: *Formula Grants for Other than Urbanized Areas*. JARC activities are now eligible under both of these programs. Furthermore, the formula used to distribute funds to the 5307 and 5311 programs now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on JARC activities.

## C. New Freedom (Section 5317)

### 1. Purpose

New Freedom program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. New Freedom will fund up to 80% of the capital expenses and up to 50% of the operating expenses for any given project.

### 2. Eligible Applicants

The following organizations are eligible to apply for funding through the JARC program:

- Private non-profit corporations and associations organized for the specific purpose of assisting in providing transportation services to meet the special needs of elderly persons, persons with disabilities, and/or persons for whom mass transportation services are unavailable, insufficient, or inappropriate;
- Public bodies approved by IDOT as the local “Coordinated Service Provider” for elderly persons and persons with disabilities; and
- Public bodies which certify to IDOT that no non-profit corporations or associations are readily available in an area to provide the service.

## 3. Changes under MAP-21

The Section 5317 New Freedom program was repealed under MAP-21 and consolidated under the Section 5310 Elderly Individuals and Individuals with Disabilities program. New Freedom activities are now eligible under the 5310 program.

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## **D. Other Transportation Funding (Non-HSTP)**

Beyond HSTP's scope, there are numerous public transportation funding sources within MAP-21 and at the various federal, state, and local levels.

### **1. Section 5307: Urbanized Area Formula Program**

The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas for transit capital and operating assistance for transportation related planning. An urbanized area is defined as an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Census Bureau. In HSTP Region 5, the designated recipient of Section 5307 funds is the Greater Peoria Mass Transit District, more commonly known as CityLink.

### **2. Section 5311: Formula Grants for Other than Urbanized Areas**

The Formula Grants for Other than Urbanized Areas program provides funding for states for the purpose of supporting public transportation in rural areas. A rural area is defined as an area with a population of less than 50,000. The program has the following goals:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in non-urbanized transportation.

The Illinois Department of Transportation distributes these funds to public transportation organizations in the rural areas. In HSTP Region 5, there are five recipients of Section 5311 funding: Peoria County (CountyLink), Woodford and Tazewell Counties (WeCare), Marshall County (Marshall-Stark Transportation), Fulton County (Fulton County Rural Transit), and the City of Galesburg.

### **3. Local Match & State Funding**

The State of Illinois provides state funding for all public transportation providers in the form of Downstate Public Transportation Operating Assistance (DOAP). This funding program can be

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used as local match for federal operating funds, including Section 5307 and Section 5311. Additionally, Illinois receives Toll Development Credits (TDC) from the FTA, which can be used as local match for projects related to public transportation operators.

### **4. Medicaid Transportation Funding (Title XIX)**

The Illinois Department of Human Services (DHS) contracts with First Transit as a broker to approve Medicaid funded transportation. DHS maintains the requirements and regulations for a provider to be Medicaid certified; however, First Transit maintains the list of Medicaid certified providers and approves any transportation covered by Medicaid. In particular, this funding impacts the availability of long distance transportation for medical appointments.

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## III. Study Area

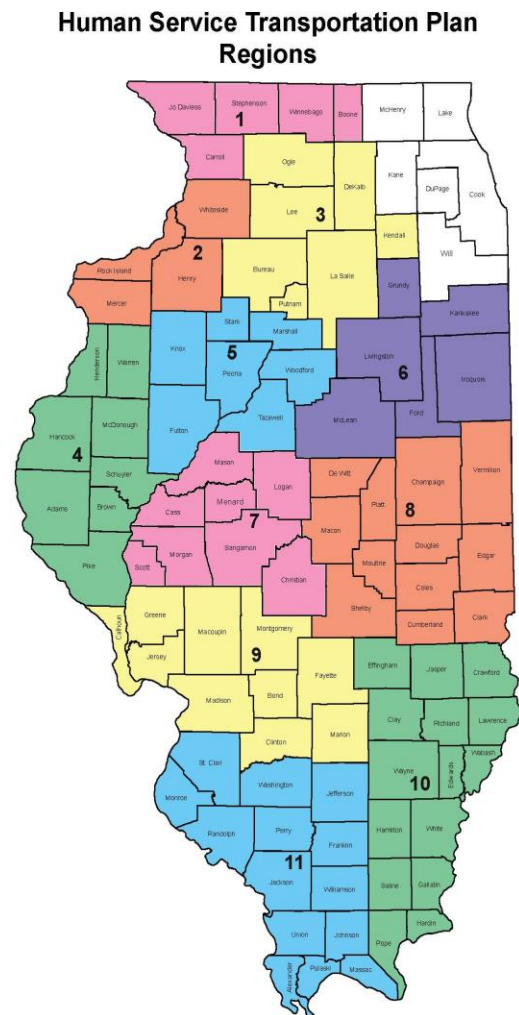
Map 1 : Statewide HSTP Regions

### A. Background

A total of 11 Human Services Transportation Plan (HSTP) Regions were developed in Downstate Illinois by the IDOT-DPIT staff with input from transportation providers and human services agencies throughout the state (See Map 1). This plan focuses on HSTP Region 5, which includes the rural portions (areas with a population less than 50,000) of Peoria, Tazewell, Woodford, Marshall, Stark, Fulton, and Knox Counties (See Map 2).

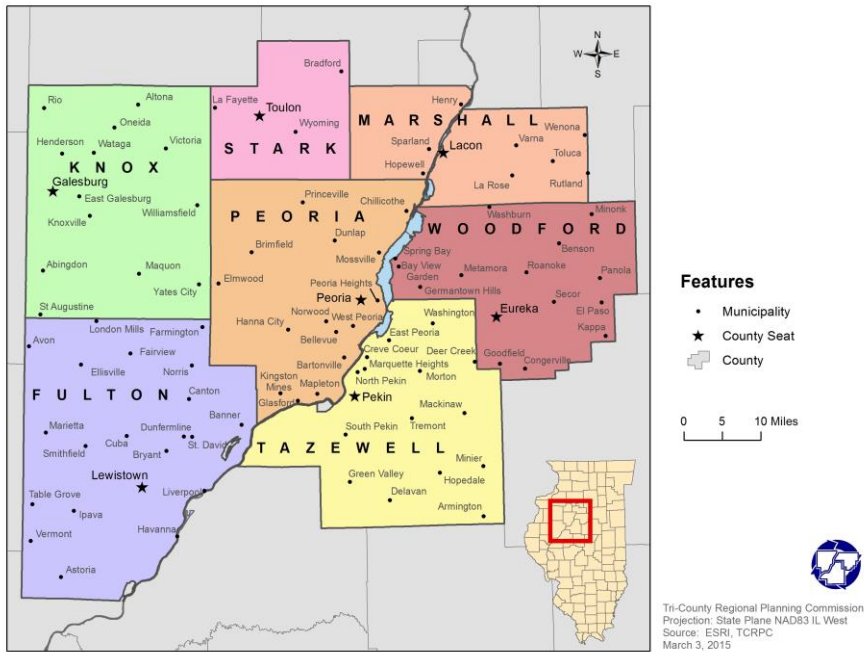
The Peoria-Pekin Urbanized Area Transportation Study (PPUATS), as the Metropolitan Planning Organization (MPO) by delegation of Tri-County Regional Planning Commission, is responsible for the creation of the HSTP for the urbanized area. In addition to the cities of Peoria and Pekin, the urbanized area includes the villages or cities of Bartonville, Bellevue, Chillicothe, Dunlap, East Peoria, Germantown Hills, Marquette Heights, Morton, Mossville, North Pekin, Norwood, Peoria Heights, Washington, and West Peoria (See Map 3).

Because of how funding is allocated, an HSTP for the rural areas is to be completed separately from the urban areas. However, since TCRPC is coordinating both the rural and the urban plans, staff believes that the plan will be more cohesive and connected if one committee includes both rural and urban representatives and holds most of its meetings as a large committee. This HSTP document is divided into rural and urban sections where its contents and details differ. In other sections, the rural and urban areas are combined.

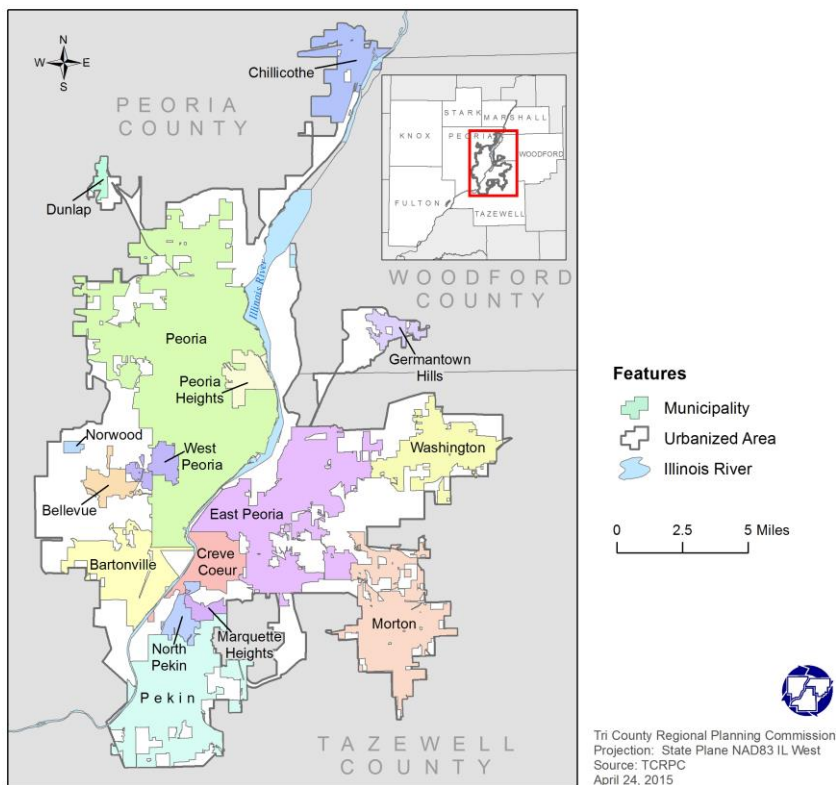


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Map 2: HSTP Region 5



Map 3 Peoria-Pekin Urbanized Area



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## **B. Demographics**

A key step in developing and evaluating transit plans is an analysis of the mobility needs of various segments of the population and the potential ridership of transit services. As part of the plan development process, an effort was undertaken to identify concentrations of the HSTP targeted population groups, including persons with low incomes, elderly individuals, youth, and individuals with disabilities.

Transit demand analysis is defined as identifying the demand for public transportation in a specific area. There are several factors which affect demand, not all of which can be projected. However, demand estimation is an important task in the development of any transportation plan, and several methods of estimation are available for this purpose. The analysis in this study makes use of data provided by the U.S. Census Bureau. When available, 2010 Census data was used, as this is the most accurate data available. For all other data, the 2013 American Community Survey (ACS) 5-year estimates were used. Information was gathered at the County and Municipality level for the data tables, and at the census block group level for the maps.

This section provides information on individuals considered by the transportation and human services sectors to be dependent on transit services. In general, the characteristics of these individuals prevent them from driving, thereby making transit and carpooling their only viable alternative for motorized transportation.

The four types of limitations which prevent one from driving are: (1) physical limitations, (2) financial limitations, (3) legal limitations, and (4) self-imposed limitations. Physical limitations may include permanent disabilities due to age, blindness, paralysis, or developmental disabilities and temporary disabilities such as acute illnesses and head injuries. Financial limitations include those persons unable to purchase or rent their own vehicle. Legal limitations generally refer to persons who are too young to drive (generally under age 16). Self-imposed limitations refer to those individuals who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories. The Census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation is currently recognized as representing a relatively small portion of transit ridership, but is still significant to this study.

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## 1. HSTP Region 5 Demographics

### Age

The total population of youth in Region 5 was 109, 505 persons in 2010, representing 23.3 percent of the total population. In 2010, elderly persons represented 15.5 percent of the total population in Region 5. Tables 2 and 3 show the county populations of youth and seniors in Region 5.

TABLE 2: Youth Population (17 years and younger) (2010 Summary File 1)			
County	Total Population	Youth Population	Percent of Total
Fulton	37,069	7,753	20.9
Knox	52,919	10,880	20.6
Marshall	12,640	2,742	21.7
Peoria	186,494	44,893	24.1
Stark	5,994	1,411	23.5
Tazewell	135,394	31,836	23.5
Woodford	38,664	9,990	25.8
Total/Avg.	469,174	109,505	22.9

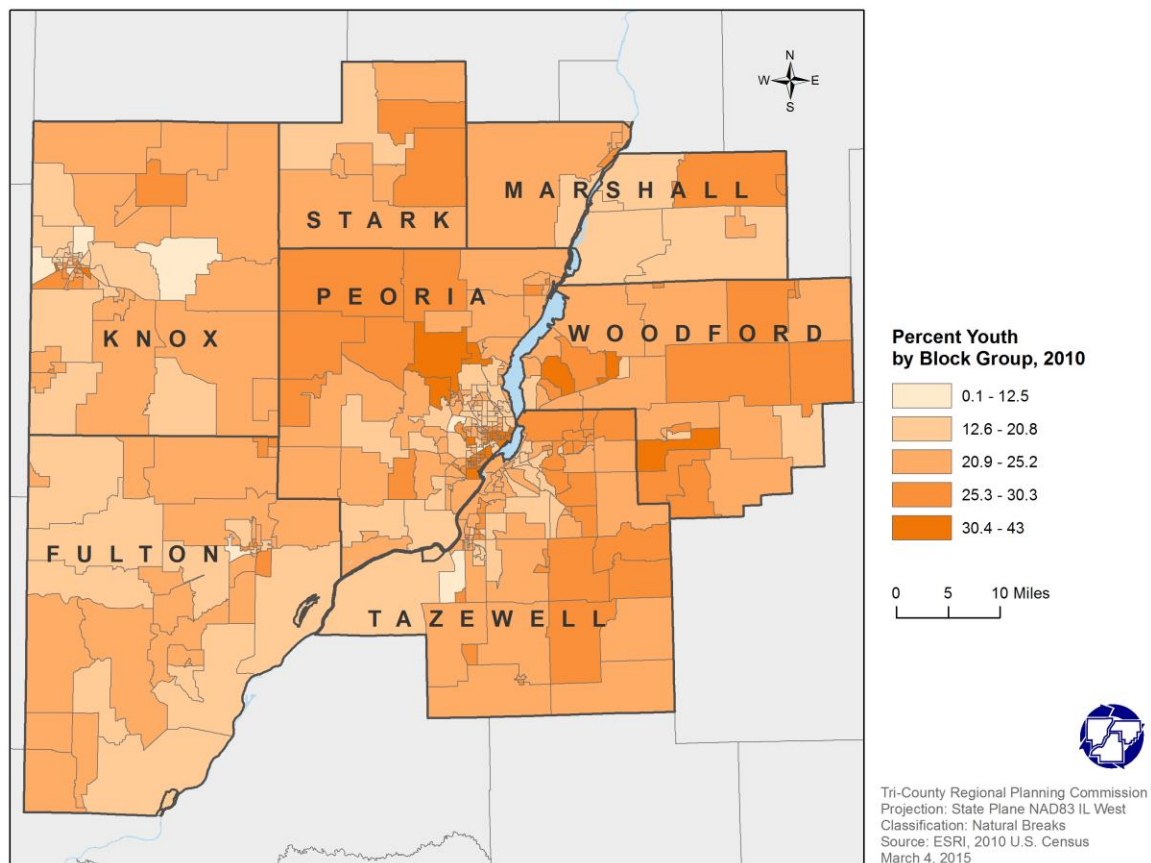
TABLE 3: Elderly Population (65 years and older) (2010 Summary File 1)			
County	Total Population	Elderly Population	Percent of Total
Fulton	37,069	6,692	18.1
Knox	52,919	9,762	18.4
Marshall	12,640	2,468	19.5
Peoria	186,494	25,963	13.9
Stark	5,994	1,194	19.9
Tazewell	135,394	21,139	15.6
Woodford	38,664	5,722	14.8
Total/Avg.	469,174	72,940	17.2



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Map 4 shows the percent of youth living in Region 5 by census block group. The block groups with the highest percentages of youth are located in Peoria, Woodford, and Knox Counties. In Peoria County, youth are concentrated in the City of Peoria's South Side, East Bluff, and North Valley neighborhoods, and north of the City of Peoria's limits near the Village of Dunlap. In Woodford County, youth are concentrated in and around the Villages of Germantown Hills and Metamora and the City of Eureka. In Knox County, youth are concentrated in southeast Galesburg.

**Map 4: Percent Youth by Block Group**

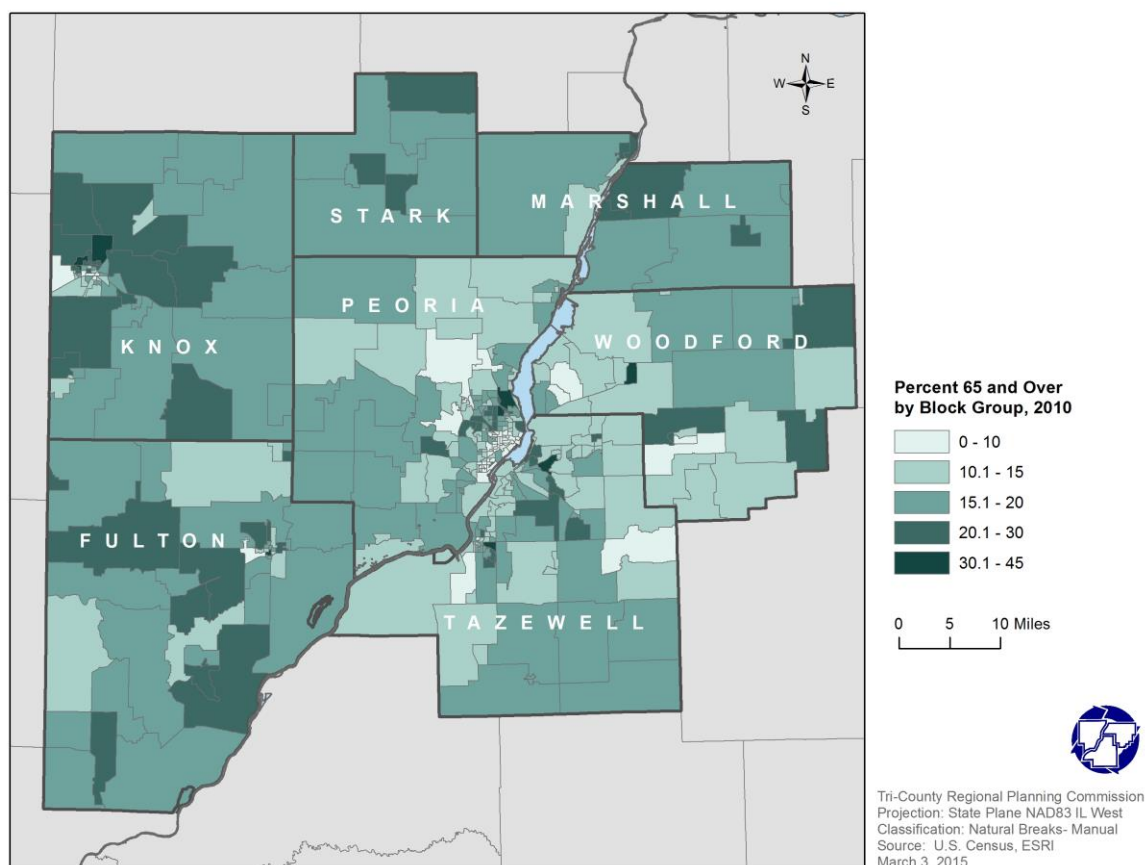


Map 5 shows the percent of elderly individuals in Region 5 by census block group. There is a high percentage of seniors living in Canton within Fulton County and around the Galesburg area in Knox County. Additionally, there are many seniors residing in Metamora in Woodford County, just north of Peoria Heights in Peoria County, and in the City of Pekin in Tazewell County. The locations of these high concentrations of elderly individuals tend to correspond with the locations of large nursing homes or senior living communities.



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Map 5: Percent Individuals 65 & Over by Block Group



## Disability Status

According to the 2009 – 2013 American Community Survey, 52,867 individuals, or 11.5% of the total population in Region 5, has a disability. Knox and Stark Counties have the highest percent of individuals living with a disability at 14.5% and 14.4%, respectively. Table 4 breaks down disability status by county for Region 5.

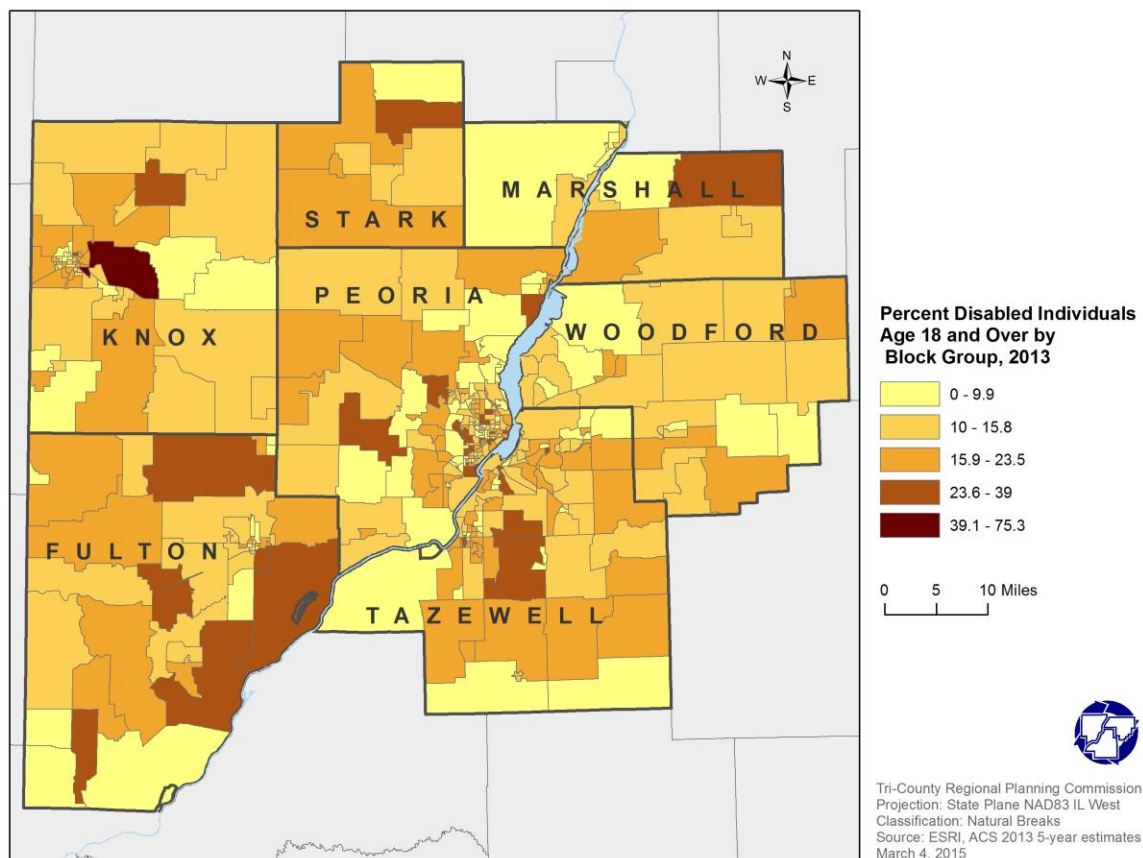
TABLE 4: Disabled Population (2013 ACS)			
County	Total civilian non-institutionalized population	Disabled Population	Percent of Total
Fulton	34,576	4,897	14.2
Knox	49,827	7,232	14.5
Marshall	12,180	1,666	13.7
Peoria	184,542	20,389	11
Stark	5,838	839	14.4
Tazewell	133,305	14,478	10.9
Woodford	38,329	3,366	8.8
Total/Avg.	458,597	52,867	11.5

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Map 6 shows the percent of individuals 18 and over with a disability in Region 5 by census block group.\* The area with the highest percentage of individuals with disabilities is in Knox County, east of Galesburg. Other areas with significant percentages of individuals with disabilities are in and around the municipalities of Banner, Fairview, Cuba, and Astoria in Fulton County; Pekin, East Peoria, and Tremont in Tazewell County; Hanna City, Chillicothe, and Central Peoria in Peoria County; Varna and Winona in Marshall County; and Bradford in Stark County.

\*Data was not available for total population with a disability by block group.

**Map 6: Percent Disabled Individuals 18 & Over by Block Group**



### **Low-Income Population**

According to the 2009 – 2013 American Community Survey, 61,334 individuals, or 13.6 percent of the total population in Region 5, is living below the poverty level. Peoria County and Knox County have the highest percentage of individuals living in poverty at 17.2 percent and 16.7 percent, respectively. Table 5 on the next page shows individuals living below the poverty level for each county within HSTP Region 5.

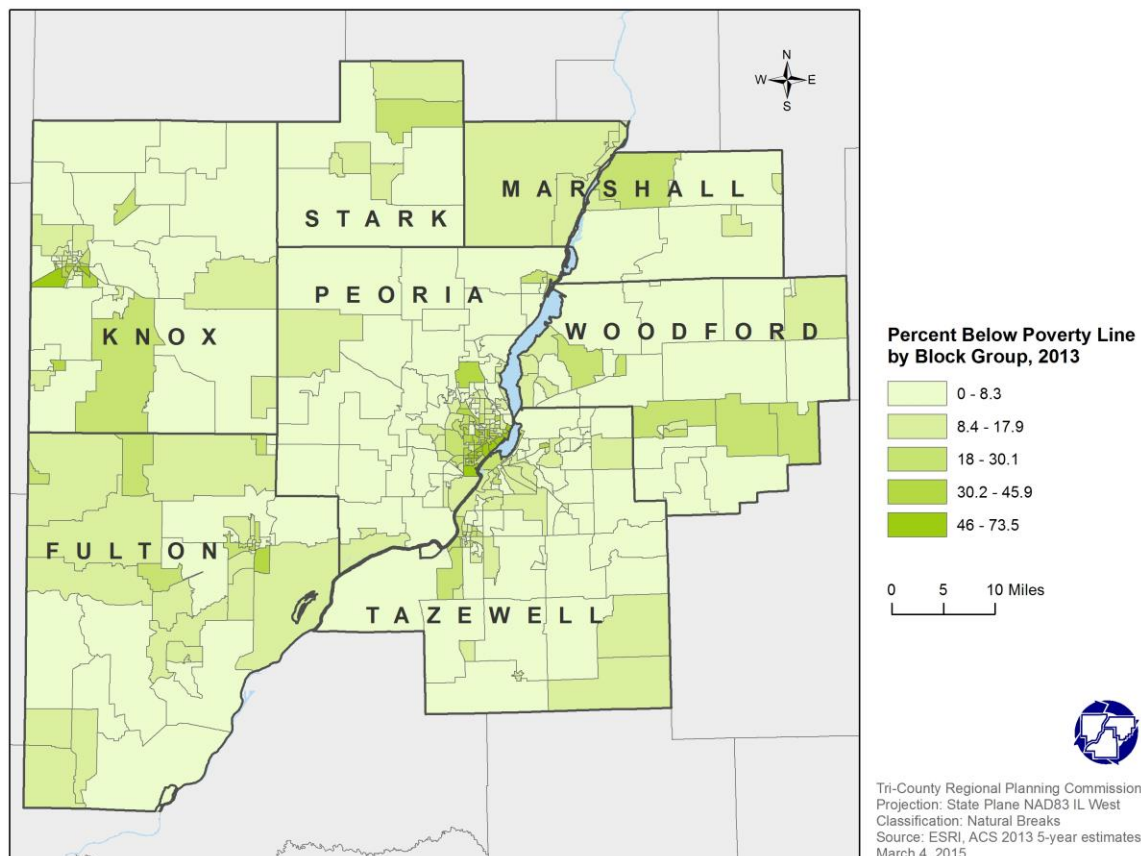
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**TABLE 5: Population Below Poverty Level (ACS 2013)**

County	Population for whom poverty status is determined	Below Poverty Level	Percent of Total
Fulton	34,343	4,566	13.3
Knox	48,385	8,068	16.7
Marshall	12,127	1,333	11
Peoria	181,283	31,258	17.2
Stark	5,787	643	11.1
Tazewell	132,958	12,150	9.1
Woodford	37,759	3,316	8.8
Total/Avg.	452,642	61,334	13.6

Map 7 shows percent of individuals living below the poverty line in Region 5 by census block group. The areas with the greatest percentage of individuals living below the poverty line are in south Galesburg in Knox County and in the City of Peoria's South Side, Downtown, North Valley, and West Bluff neighborhoods.

**Map 7: Percent Below Poverty Line by Block Group**



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## *Zero-Vehicle Households*

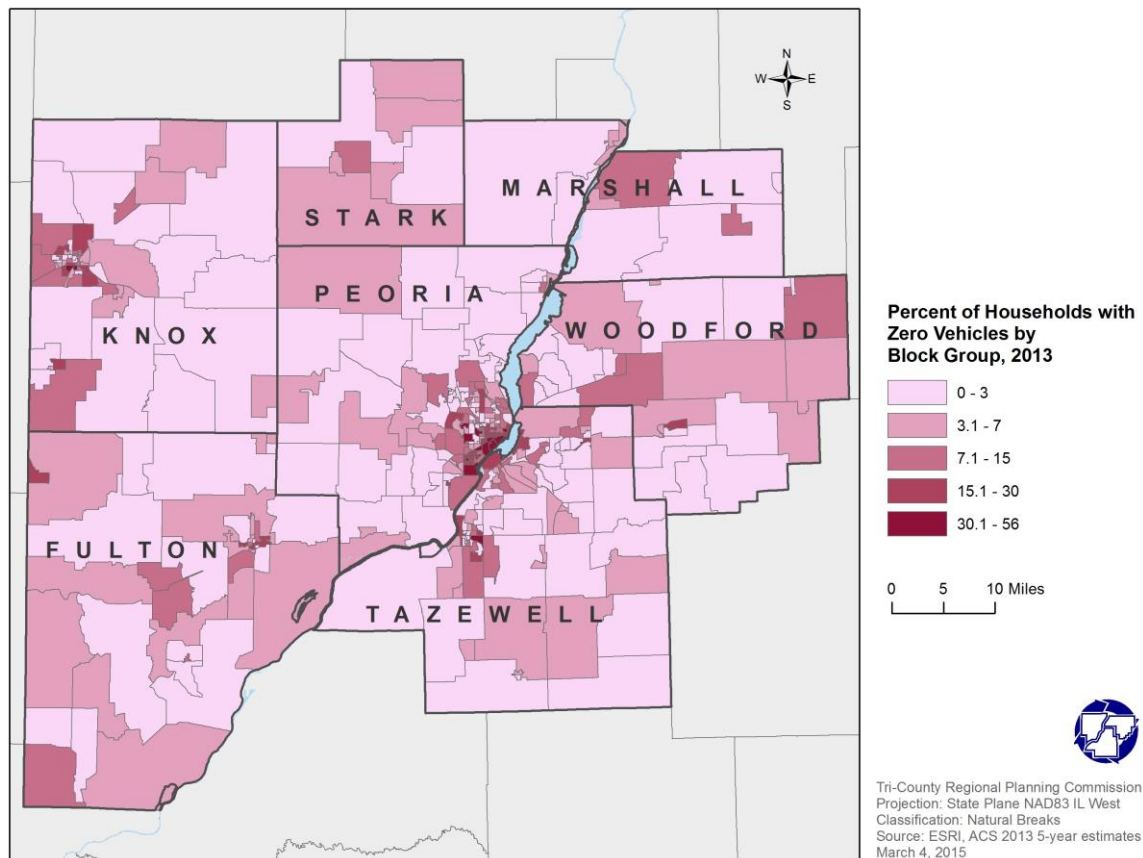
According to the 2009 – 2013 American Community Survey, 13,533 households, or 7.2 percent of total occupied households in Region 5 do not have a vehicle available for use. Peoria County and Knox County have the highest percentage of zero-vehicle households at 9.5 percent and 9.2 percent, respectively. Table 6 shows zero-vehicle households for each county in HSTP Region 5.

TABLE 6: Zero Vehicle Households (ACS 2013)			
County	Occupied Households	Zero-Vehicles	Percent of Total
Fulton	14,610	890	6.1
Knox	21,481	1,980	9.2
Marshall	5,021	171	3.4
Peoria	75,892	7,180	9.5
Stark	2,416	101	4.2
Tazewell	54,428	2,708	5
Woodford	14,362	503	3.5
Total/Avg.	188,210	13,533	7.2

Map 8 shows zero-vehicle households in Region 5 by census block group. The areas with the highest percentage of zero-vehicle households are in Galesburg in Knox County, Pekin in Tazewell County, and Peoria and West Peoria in Peoria County.

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Map 8: Zero-Vehicle Households by Block Group



## Transportation Needs

Transportation need was determined based on the following criteria:

- Number of individuals living below the poverty line;
- Number of individuals age 65 and older;
- Number of individuals age 17 and under;
- Number of individuals age 18 and over living with a disability; and
- Number of zero-vehicle households.

To determine relative transportation needs across Region 5, each census block group was given a score of 1 to 10 for each of the criteria listed above. As an example, to determine the scores for the youth criteria, the number of youth for each census block group in Region 5 was gathered from 2010 United States Census data. Next, the entire range of values was broken up into ten equal intervals. Finally, the values in the highest interval were given a score of 10, the values in the next highest interval were given a score of 9, and so forth, with the values in the lowest interval given a score of 1. This method was used for each of the criteria listed above.

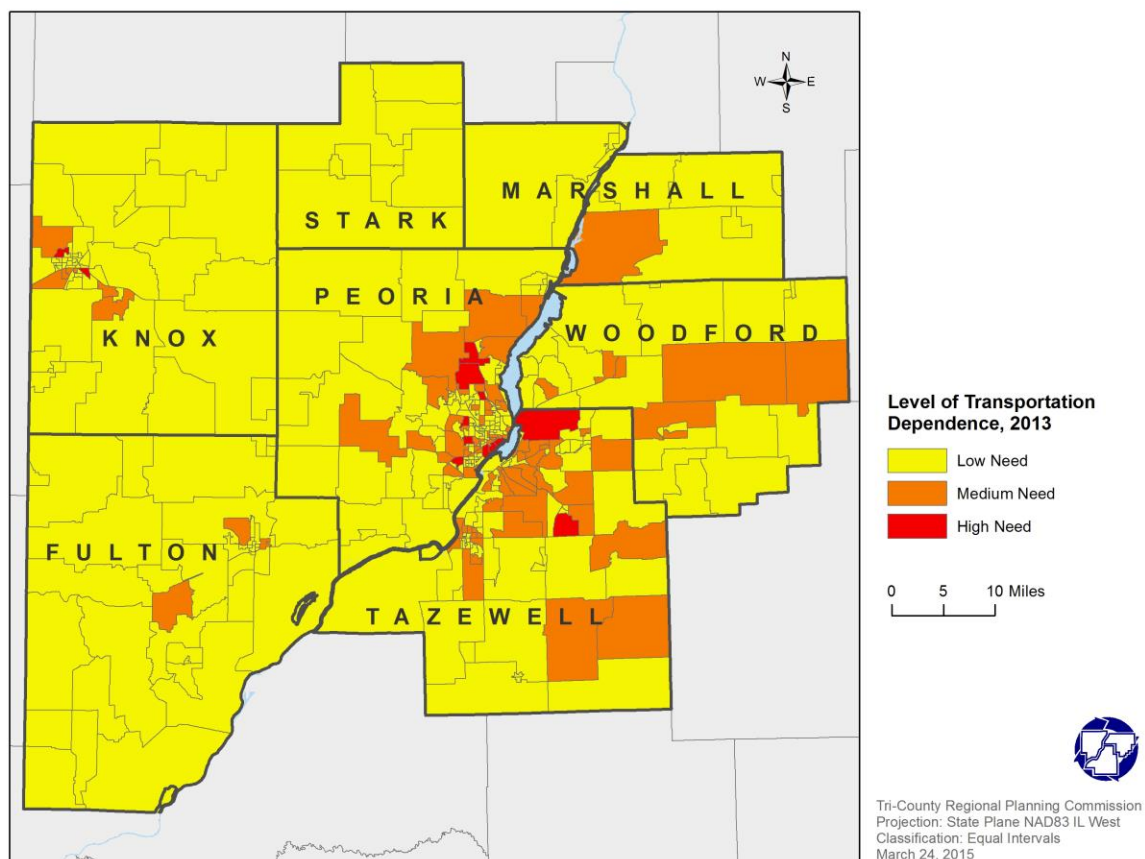


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Once individual scores were determined, an overall score was assigned to each block group. This score was calculated by adding the scores of the five criteria for each block group. The lowest overall score calculated was 5, and the highest overall score calculated was 33. This range of values was divided into three equal intervals (high need, medium need, and low need) and then mapped. It should be noted, however, that the score of 33 was excluded when calculating the intervals, as it was an outlier in the dataset.

Map 9 shows the transportation needs in Region 5 based on the method explained above. Block groups with the highest transportation needs are located in Galesburg in Knox County, the City of Peoria in Peoria County, and Morton and north of East Peoria and Washington in Tazewell County. This is particularly concerning, as several areas identified as having a high need are not currently served by public transit, including the area north of Washington and East Peoria, as well as areas north of the City of Peoria.

**Map 9: Level of Transportation Dependence**



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## 2. Urbanized Area Demographics

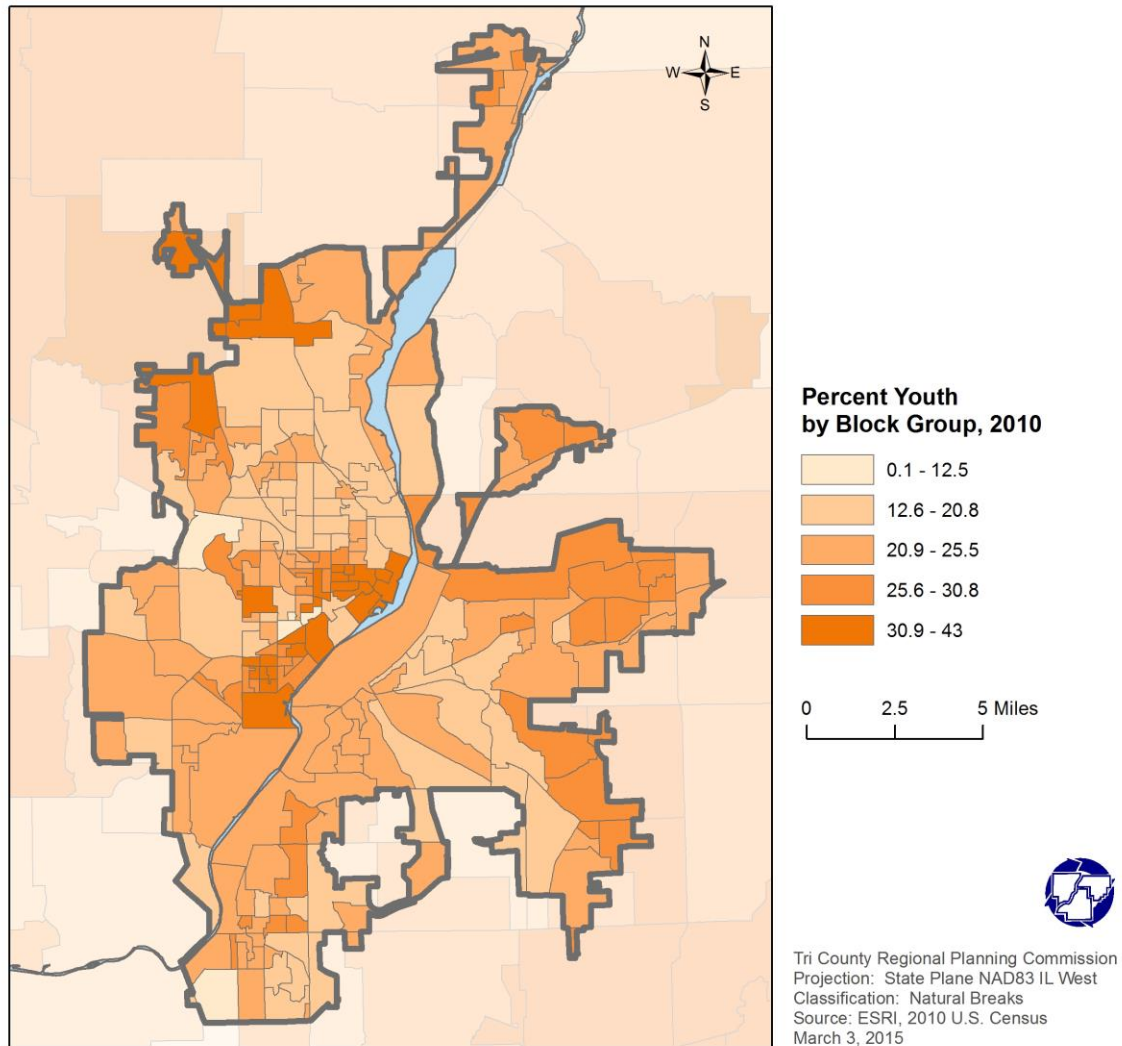
### Age

According to the 2010 U.S. Census, the total youth population in the Peoria-Pekin urbanized area is 56,658, or 23.9 percent of the total population. The municipalities with the highest percentage of youth are Dunlap at 31.7 percent, Germantown Hills at 31.1 percent and Washington at 27.2 percent. Table 7 shows the youth population by municipality for the Peoria-Pekin urbanized area.

TABLE 7: Youth Population (2010 Summary File 1)			
Municipality	Total Population	Youth Population	Percent of Total
Bartonville	6,471	1,445	22.3
Chillicothe	6,097	1,487	24.4
Creve Coeur	5,451	1,251	22.9
Dunlap	1,386	439	31.7
East Peoria	23,402	5,022	21.5
Germantown Hills	3,438	1,070	31.1
Morton	16,267	3,839	23.6
Pekin	34,094	7,459	21.9
Peoria	115,007	28,370	24.7
Peoria Heights	6,156	1,196	19.4
Washington	15,134	4,122	27.2
West Peoria	4,458	958	21.5
Total	237,361	56,658	23.9

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Map 10: Percent Youth by Block Group



Map 10 shows the percent of youth living in the Peoria-Pekin Urbanized Area by census block group. The block groups with the highest percentage of youth are located in north Peoria; in Peoria's Southside, East Bluff, and North Valley neighborhoods; in West Peoria; and in the Village of Dunlap.

According to the 2010 U.S. Census, the total elderly population (age 65 and older) in the Peoria-Pekin urbanized area is 34,232, or 14.4 percent of the total population. The municipalities with the highest percent of elderly population are Morton at 19 percent, East Peoria at 17 percent, and Chillicothe at 16.8 percent. Table 8 on the next page shows the elderly population by municipality for each community in the Peoria-Pekin urbanized area.



## Heart of Illinois Human Services Transportation Plan

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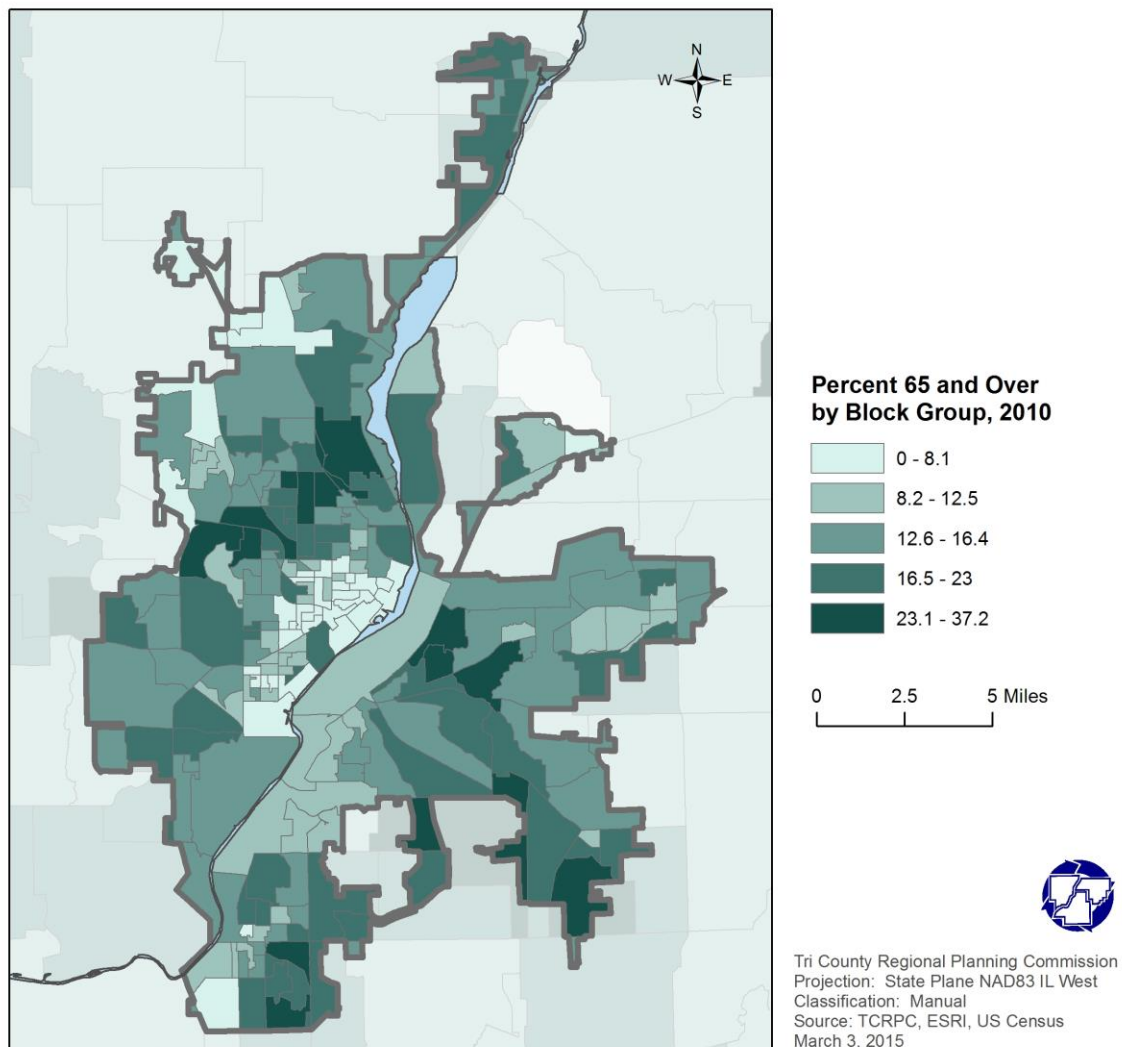
**TABLE 8: Elderly Population (2010 Summary File 1)**

Municipality	Total Population	Elderly Population	Percent of Total
Bartonville	6,471	1,030	15.9
Chillicothe	6,097	1,023	16.8
Creve Coeur	5,451	692	12.7
Dunlap	1,386	108	7.8
East Peoria	23,402	3,978	17
Germantown Hills	3,438	225	6.5
Morton	16,267	3,084	19
Pekin	34,094	5,439	16.0
Peoria	115,007	15,073	13.1
Peoria Heights	6,156	892	14.5
Washington	15,134	2,030	13.4
West Peoria	4,458	658	14.8
Total	237,361	34,232	14.4

Map 11 on the following page shows the percent of elderly individuals living in the Peoria-Pekin Urbanized Area by census block group. The block groups with the highest percentage of elderly individuals are located in north Peoria just west of Old Galena Road as well as west of Knoxville Avenue in Central Peoria. Other areas with high percentages of elderly individuals are in East Peoria just south of Centennial Drive; in East Peoria, just west of the City of Washington and south of IL-8; in southern and western Morton; in southern Pekin; and in Pekin, just north of IL-9/Court Street.

# Heart of Illinois Human Services Transportation Plan

Map 11: Percent Individuals 65 & Over by Block Group



## Disability Status

According to the 2009 – 2013 American Community Survey, the total disabled population in the Peoria-Pekin urbanized area is 26,359 or 11.3 percent of the population. Communities with the highest percent of individuals living with a disability are Pekin at 14.1 percent, Creve Coeur at 13.3 percent, and Peoria Heights at 13.0 percent. Table 9 shows total disabled individuals for each municipality within the Peoria-Pekin urbanized area.

## Heart of Illinois Human Services Transportation Plan

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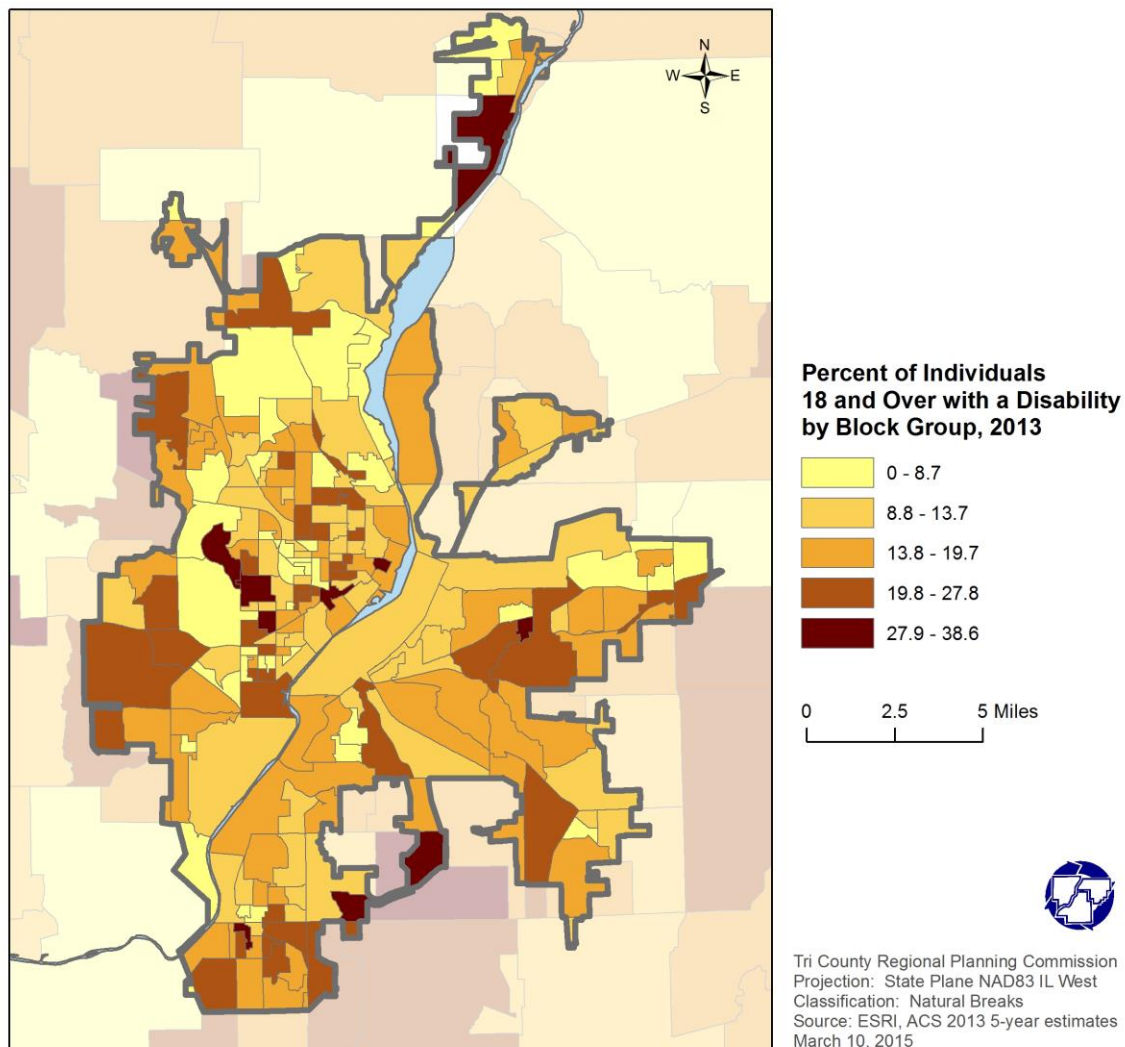
**TABLE 9: Disabled Population 2009-2013 ACS**

<b>Municipality</b>	<b>Total Population</b>	<b>Disabled Population</b>	<b>Percent of Total</b>
Bartonville	6,459	764	11.8
Chillicothe	6,111	674	11
Creve Coeur	5,498	730	13.3
Dunlap	1,599	78	4.9
East Peoria	23,000	2,479	10.8
Germantown Hills	3,423	172	5
Morton	15,905	1,356	8.5
Pekin	32,281	4,560	14.1
Peoria	114,006	12,952	11.4
Peoria Heights	5,978	777	13
Washington	15,239	1,362	8.9
West Peoria	4,399	455	10.3
Total	233,898	26,359	11.3

Map 12 shows the percent of individuals 18 and over with a disability in the Peoria-Pekin Urbanized Area by census block group. The block groups with the highest percentage of individuals over 18 with a disability are located in western Peoria, just east of IL-8; in West Peoria; in the North Valley and Downtown neighborhoods in Peoria; just west of the municipal boundaries of the Washington; in southern Chillicothe; in Pekin, just south of IL-9/Court Street; and in Tazewell County, south of IL-98.

# Heart of Illinois Human Services Transportation Plan

Map 12: Percent Disabled Individuals 18 & Over



## Low-Income Population

According to the 2009 – 2013 American Community Survey, the total population living below the poverty level in the Peoria-Pekin urbanized area is 37,706, or 16.4 percent of the total population. The municipalities with the highest percent of individuals living below the poverty level are Peoria at 22.5 percent, West Peoria at 15.5 percent, and Pekin at 14.1 percent. Table 10 below shows the population living below the poverty level for each community in the urbanized area.

## Heart of Illinois Human Services Transportation Plan

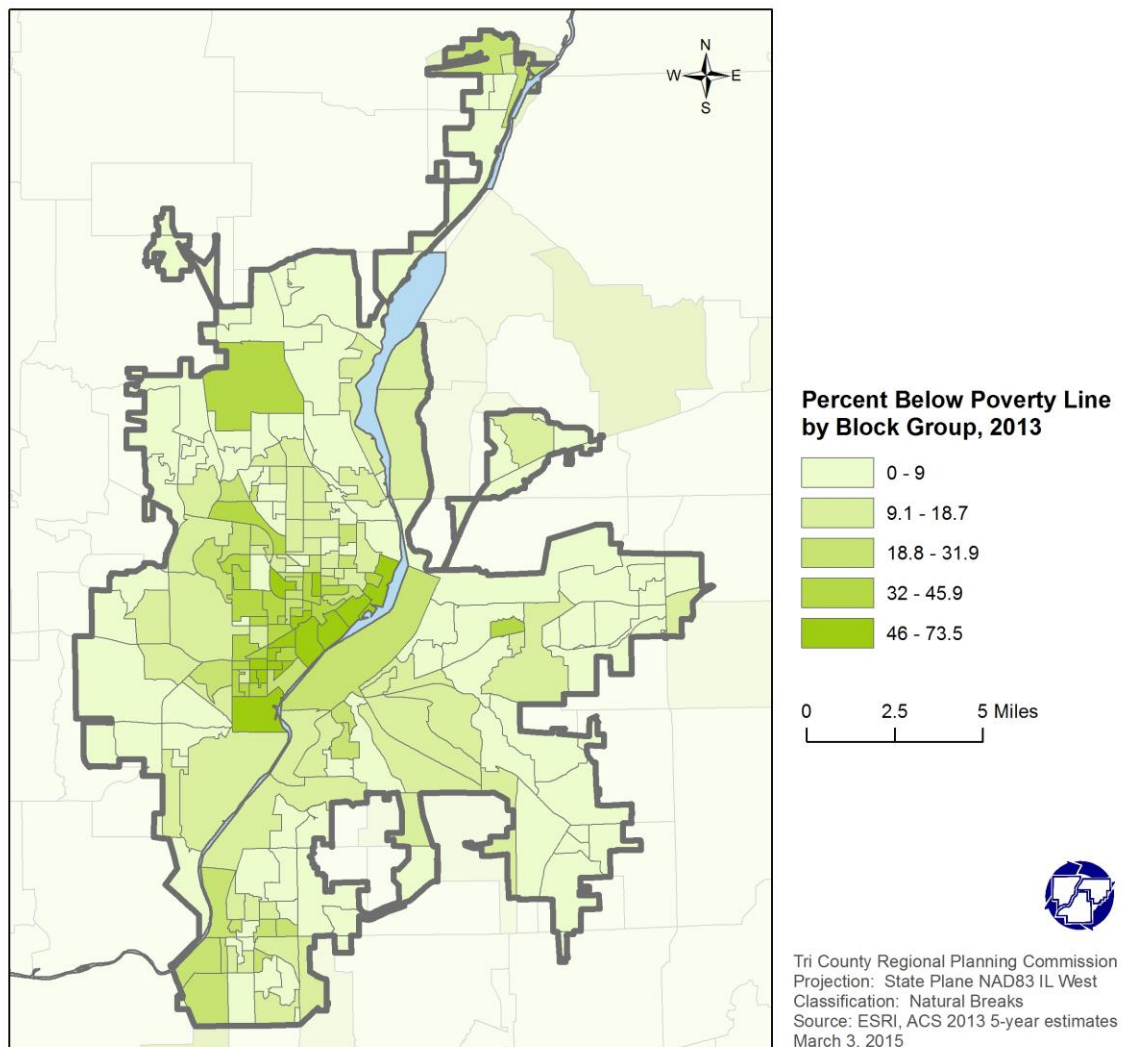
**TABLE 10: Population Below Poverty Level (ACS 2009-2013)**

<b>Municipality</b>	<b>Total Population for whom poverty status is determined</b>	<b>Population below Poverty Level</b>	<b>Percent of Total</b>
Bartonville	6,466	716	11.1
Chillicothe	6,111	716	11.7
Creve Coeur	5,469	715	13.1
Dunlap	1,592	24	1.5
East Peoria	22,901	2,671	11.7
Germantown Hills	3,423	167	4.9
Morton	15,878	813	5.1
Pekin	32,166	4,527	14.1
Peoria	111,058	24,975	22.5
Peoria Heights	5,867	698	11.9
Washington	15,235	1,008	6.6
West Peoria	4,361	676	15.5
Total	230,527	37,706	16.4

Map 13 shows the percent of individuals living below the poverty level in the Peoria-Pekin Urbanized Area by census block group. The block groups with the highest percentage of individuals living below the poverty line are located in Peoria's Southside, Downtown, North Valley, and West Bluff neighborhoods. There is also a concentration of individuals living below the poverty line near the IL Route 6 and Knoxville Avenue intersection, as well as just west of the City of Washington's municipal boundaries. Both of these areas contain apartment complexes. This may explain the higher concentration of individuals living below the poverty line, particularly in the census tract west of Washington, which includes an apartment complex that accepts Section 8 vouchers.

# Heart of Illinois Human Services Transportation Plan

Map 13: Percent Below Poverty Line by Block Group



## Zero-Vehicle Households

According to the 2009-2013 American Community Survey, the total number of zero-vehicle households is 9,055, or 9.3% of the total population. The municipalities with the highest percent of zero-vehicle households are Peoria at 13.1 percent, East Peoria at 7.6 percent, and Pekin at 7.5 percent. Table 11 on the next page shows the number and percent of zero-vehicle households for each municipality in the urbanized area.

## Heart of Illinois Human Services Transportation Plan

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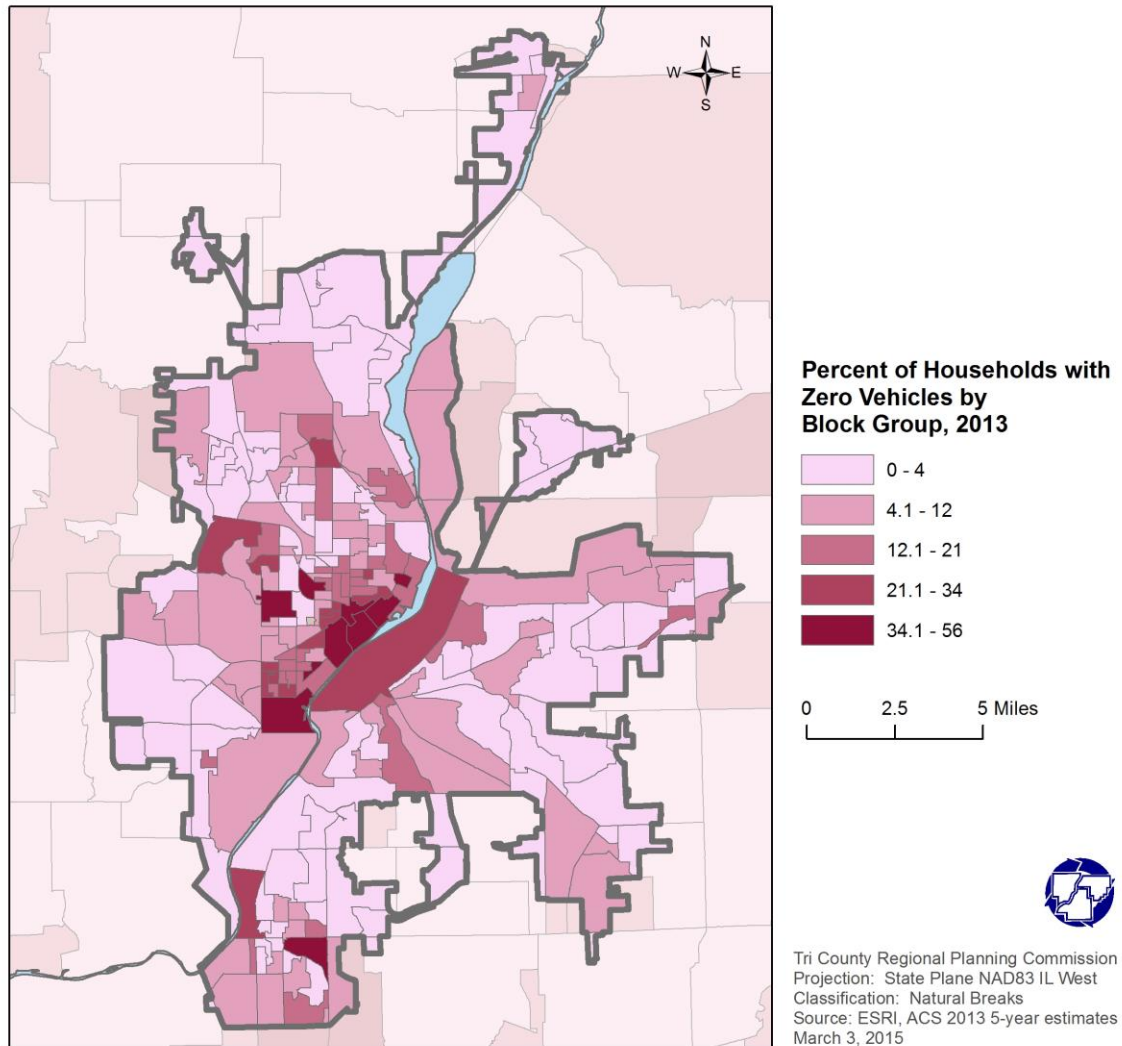
TABLE 11: Zero-Vehicle Households (2009-2013 ACS 5-year)			
Municipality	Occupied Housing Units	Zero-Vehicle Households	Percent of Total
Bartonville	2,749	193	7.0
Chillicothe	2,436	64	2.6
Creve Coeur	2,465	132	5.4
Dunlap	502	3	0.6
East Peoria	9,631	734	7.6
Germantown Hills	1,173	7	0.6
Morton	6,508	152	2.3
Pekin	14,049	1,050	7.5
Peoria	47,202	6,193	13.1
Peoria Heights	2,922	188	6.4
Washington	5,774	234	4.1
West Peoria	1,900	105	5.5
Total	97,311	9,055	9.3

Map 14 shows the percent of occupied housing units with no vehicle available in the Peoria-Pekin Urbanized Area by census block group. The block groups with the highest percentage of households with no vehicle available are located in Peoria's Southside and Downtown, North Valley and West Bluff neighborhoods; in West Peoria near Farmington Road, and in Pekin just north of IL Route 9/Court Street.



# Heart of Illinois Human Services Transportation Plan

Map 14: Percent Zero-Vehicle Households by Block Group



## Transportation Needs

Transportation needs for the Peoria-Pekin Urbanized Area were determined based on the same criteria that were used to determine transportation needs for Region 5:

- Number of individuals living below the poverty line;
- Number of individuals age 65 and older;
- Number of individuals age 17 and under;
- Number of individuals age 18 and over living with a disability; and
- Number of zero-vehicle households.

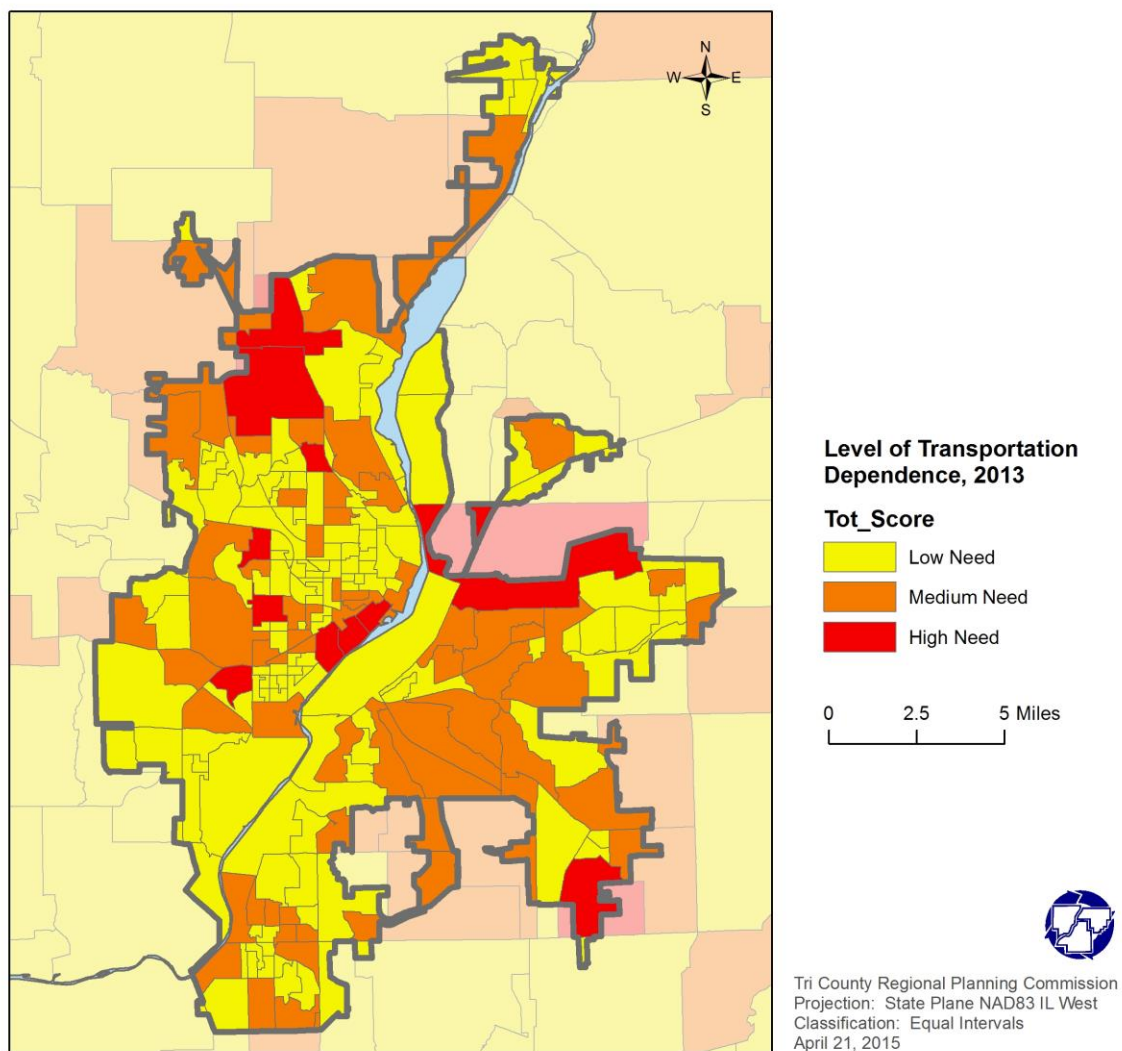


# Heart of Illinois Human Services Transportation Plan

For an explanation of the method used to determine high, medium, and low transit dependence, refer to the Transportation Needs subsection under HSTP Region 5 demographics.

Map 15 shows the transportation needs in the Peoria-Pekin Urbanized Area. Block groups with the highest transportation needs are located in Peoria's Southside, Downtown, and North Valley neighborhoods; in West Peoria near Farmington Road; southeast of Bellevue, just south of Harmon Highway; in Peoria, west of Sterling Avenue between I-74 and Forrest Hill Avenue; in North Peoria; in West Peoria near Farmington Road; in Morton near the intersection of Queenwood Road and 4<sup>th</sup> Avenue; and just north of the municipal boundaries of East Peoria and Washington.

**Map 15: Level of Transportation Dependence**



## IV. Mobility Today

### A. Transportation Service Inventory

There are a number of human service and public transit agencies in Region 5 that provide transportation services for older adults, individuals with disabilities, and low-income persons. In Region 5 and the Peoria-Pekin Urbanized Area, the following types of service providers exist:

- **Large Urbanized Fixed-Route Bus System** – public transportation service that serves one or more large cities with a population of more than 200,000. These systems can be comprised of large fixed routes, bus stops, and call-ahead complementary ADA Paratransit service.
- **Rural Municipal Bus System** – public transportation service serving a village or city with a population of less than 50,000. Routes and stops vary per system, but can be comprised of: fixed routes; deviated-fixed routes; and/or demand response transportation.
- **Rural Countywide Bus System** – public transportation with smaller buses and mini-vans serving one or more rural county area with a population of less than 50,000. These systems often request call-ahead requests with scheduled pick-ups and drop-offs, known as demand-response transit.
- **Human Services Transportation** – transportation service provided by non-profit organizations as a secondary service for their clients. Human service agencies typically coordinate with public transportation systems to provide additional transportation in order to meet client demand. Some, but not all, of these agencies receive Section 5310 vehicles through IDOT's consolidated vehicle procurement program. These 5310 agencies are typically more active in the HSTP process and are subject to tri-annual IDOT compliance reviews.
- **Private Transportation** – private transportation services provided by for-profit organizations (e.g. Peoria Charter Coach and Peoria Taxi Company)

Table 12 lists the public transportation providers that exist in HSTP Region 5 and the Peoria-Pekin Urbanized Area, and Table 13 lists all Human Services agencies in HSTP Region 5 and the Peoria-Pekin Urbanized Area that provide transportation using Section 5310 vehicles. Please note that there are numerous human service agencies that provide transportation to their clients without the use of Section 5310 vehicles. These agencies are not included on this list.

## Heart of Illinois Human Services Transportation Plan

**TABLE 12: Public Transportation Operators**

Name	Service Area	Schedule a Ride	Hours of Operation	Route Type	Level of Service	Scheduling Window	Fare Structure one-way (unless otherwise stated)
CityLink	Peoria, Peoria Heights, East Peoria, and West Peoria	309-676-4040	<b>M-F</b> 5:30 am - 1 am <b>Sat.</b> 7:30 am - 10:30 pm <b>Sun.</b> 8 am - 8 pm *Varies by route	Fixed-route	Curb-to-curb	N/A	<b>Adults (5-64 yrs): \$1</b> <b>Children: Free</b> <b>Seniors, Students &amp; Persons w/ Disabilities: \$0.50</b>
CityLift	Peoria (within 3/4 mile of fixed-routes)	309-999-3667	<b>M-F</b> 5:30 am - 1 am <b>Sat.</b> 7:30 am - 10:30 pm. <b>Sun.</b> 7:30 am - 7:30 pm	Demand Response	Door-to-door	24 hrs in advance	\$2 one-way
CountyLink	Peoria County	309-697-3305	<b>M-F</b> 5 am - 6 pm	Demand Response	Door-to-door	24 hrs in advance	\$6 one-way
Galesburg Transit Bus	City of Galesburg	309-342-4242	<b>M-Sat.</b> 7 am - 6 pm	Fixed-route	Curb-to-curb	N/A	<b>General Public: \$0.60</b> <b>Students &amp; Persons w/ Disabilities: \$0.40</b> <b>Seniors &amp; Children: Free</b>
Galesburg Transit Handivan	City of Galesburg	309-345-3686	<b>M-Sat.</b> 7 am - 6:15 pm *6:30 pm - 10 pm by reservation	Demand Response	Curb-to-curb	48 hrs in advance preferred, 24 hrs or same-day as time permits	<b>Daytime: \$1</b> <b>Evening: \$3</b>
Fulton County Rural Transit	Fulton County	309-357-5226	<b>M-F</b> 7 am - 5 pm	Demand Response	Door-to-door	24 hrs in advance	<b>In town (Canton): \$2</b> <b>In-County: \$5</b> <b>Out of County: \$7</b>
Marshall-Stark Transportation	Marshall and Stark Counties	309-364-2287	<b>M-F</b> 8 am - 4 pm	Demand Response	Door-to-door	24 hrs in advance	<b>Seniors: donation only</b> <b>In town: \$3 round-trip</b> <b>In-County: \$5 round-trip</b> <b>Out of County: \$6 round-trip</b> <b>Over 15 miles (one-way): \$15 round-trip</b>
We Care, Inc.	Rural Tazewell and Woodford Counties	309-263-7708	<b>M-F</b> 6 am - 5 pm	Demand Response	Door-to-door	24 hrs in advance	<b>General Public: \$3</b> <b>Seniors: Donation Only</b>

## Heart of Illinois Human Services Transportation Plan

**TABLE 13: Section 5310 Human Service Agencies**

Organization	Principal Clients	Nature of Service	Address	Phone Number
Association for the Developmentally Disabled of Woodford County (ADDWC)	Persons with Disabilities	To improve the quality of life for people with developmental disabilities and their families	200 Moody St Eureka, IL 61530	309-467-3015
Central Illinois Center for the Blind and Visually Impaired (CICBVI)	Blind & Visually Impaired	To provide services and support for the blind and visually impaired	2905 W. Garden St. Peoria, IL 61605	309-637-3693
Council for Disadvantaged People, Inc.	General Public	To provide support and services to individuals and families struggling with poverty, homelessness, unemployment, and substance abuse.	Peoria, IL	309-669-8811
EPIC	Persons with Disabilities	To provide day training for people with disabilities	1913 Townline Rd. Peoria, IL	309-691-3800
Heritage Health	Seniors	Nursing home	1028 Hillcrest Dr. Chillicothe, IL 61523	309-274-2194
KCCDD	Persons with Disabilities & Seniors	To provide day training for people with disabilities & transportation for senior programs	2015 Windish Dr. Galesburg, IL	309-344-1700
Maple Lawn Homes, Inc.	Seniors	Retirement community and nursing home	700 N. Main St. Eureka, IL 61530	309-467-9011
Snyder Village	Seniors	Retirement community and nursing home	1200 E. Partridge St. Metamora, IL 61548	309-367-4300
St. Joseph Nursing Home	Seniors	Nursing home	401 9th St. Lacon, IL 61540	309-246-2175
Tazewell County Resource Center (TCRC)	Persons with Disabilities	To provide day training for people with disabilities	21310 IL Rt 9 Tremont, IL 61568	309-347-7148
VNA Community Services	Seniors	To provide support and services for seniors	2262 Grand Ave. Galesburg, IL 61401	309-342-1152

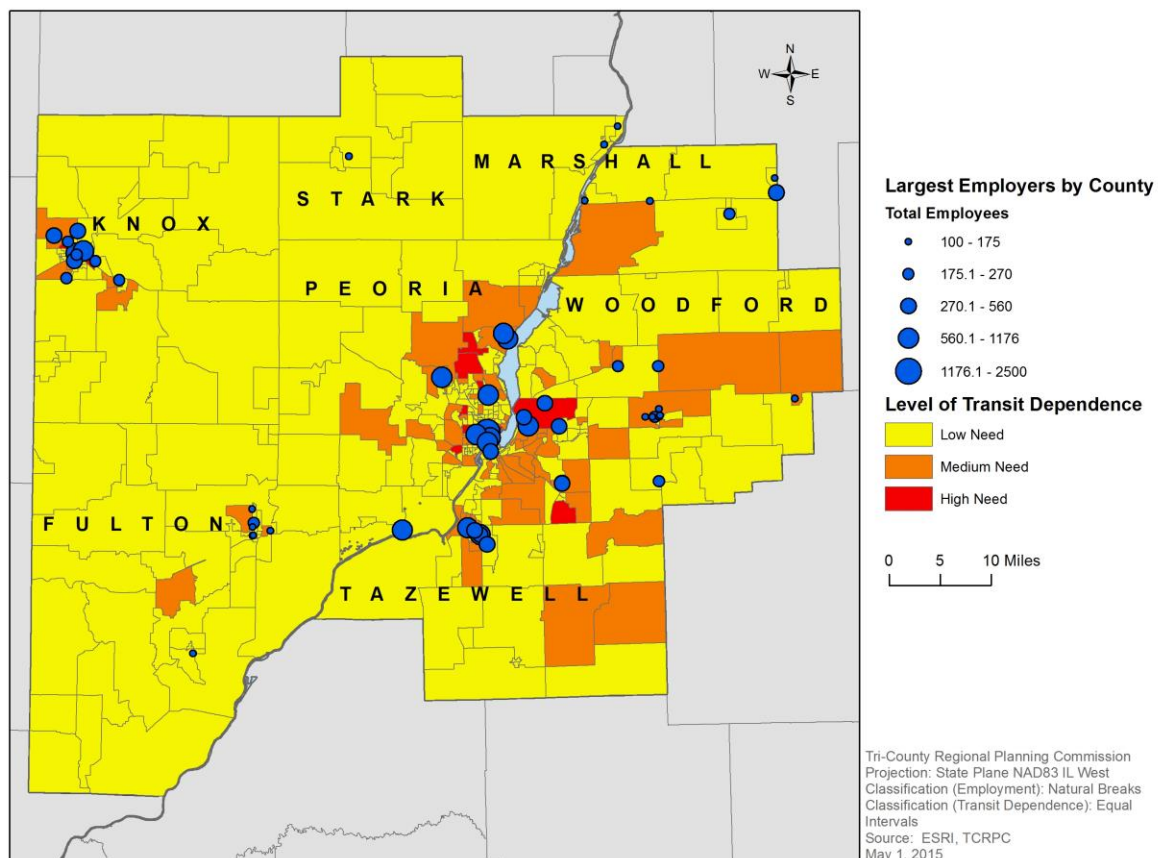
## B. Trip Purposes

### 1. Employment

A significant portion of the trips performed by transportation providers are for employment. Many of these employment centers are located within the urbanized area, where access to public transportation is more readily available. However, some of the largest employers are located in rural areas where public transit is not as widely available. Table 14 lists top employers by county for Region 5. This table can be found in [Appendix B](#) of this document.

Map 16 shows these largest employers geographically, overlaid on the level of transit dependence layer. The majority of the largest employers in Region 5 and in the Peoria-Pekin Urbanized Area are located in census tracts with medium to high levels of transportation dependence.

**Map 16: Largest Employers by County**



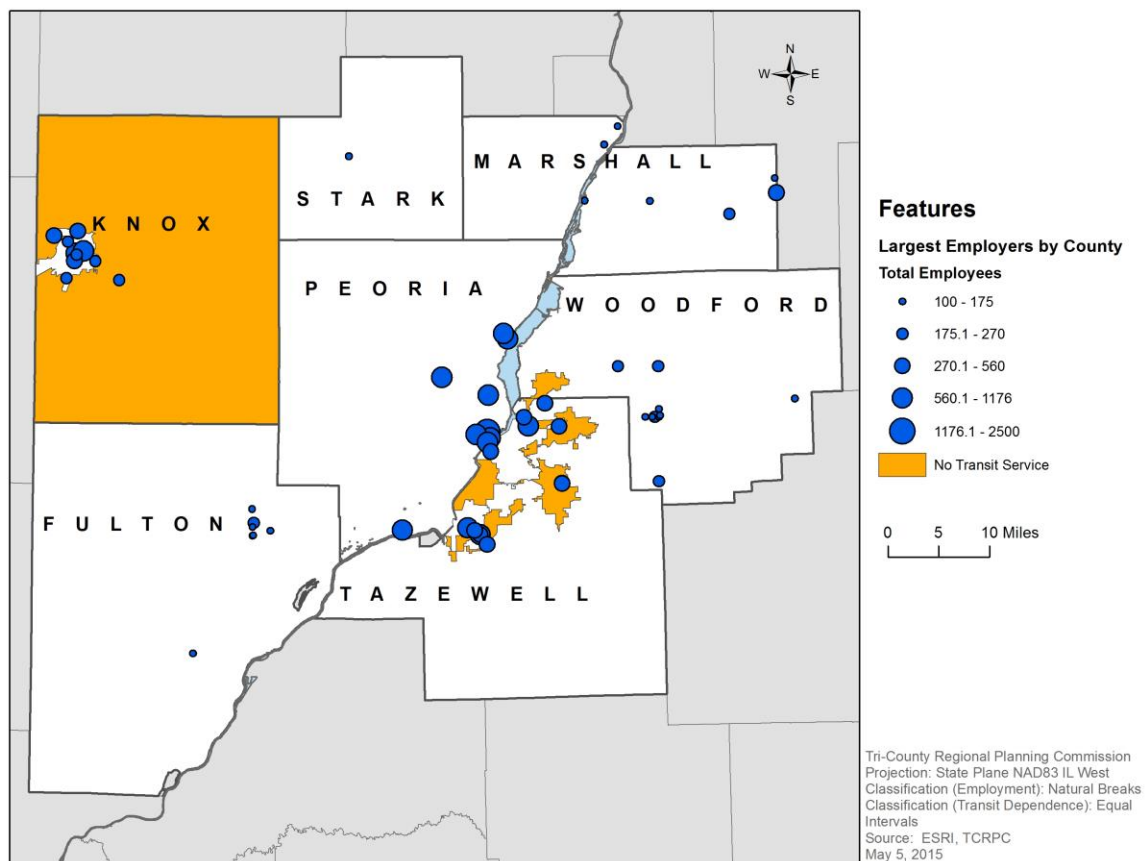
# Heart of Illinois Human Services Transportation Plan

Map 17 shows the largest employers in HSTP Region 5, as well as the areas of HSTP Region 5 that are currently not served by public transportation. The majority of the major employers are served by public transportation; however, the following employers are not:

- Knox County Nursing Home, Knoxville
- Caterpillar, Washington
- Wal-Mart, Washington

Obtaining public transportation service to these employers should be a top priority for HSTP Region 5 and the Peoria-Pekin Urbanized Area going forward.

**Map 17: Largest Employers and Areas Not Served by Public Transportation**



## 2. Medical

A significant amount of trips made by HSTP Region 5 Rural transportation providers and 5310 Human Services transportation providers are for medical purposes. The need for non-emergency medical transportation has grown in recent years, due to more medical care being



## Heart of Illinois Human Services Transportation Plan

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provided on an outpatient basis and an increasing number of people with chronic conditions. Providing transportation to and from scheduled medical appointments, return trips from hospital emergency rooms, and transfers between hospitals, is vital in creating and sustaining healthy communities.

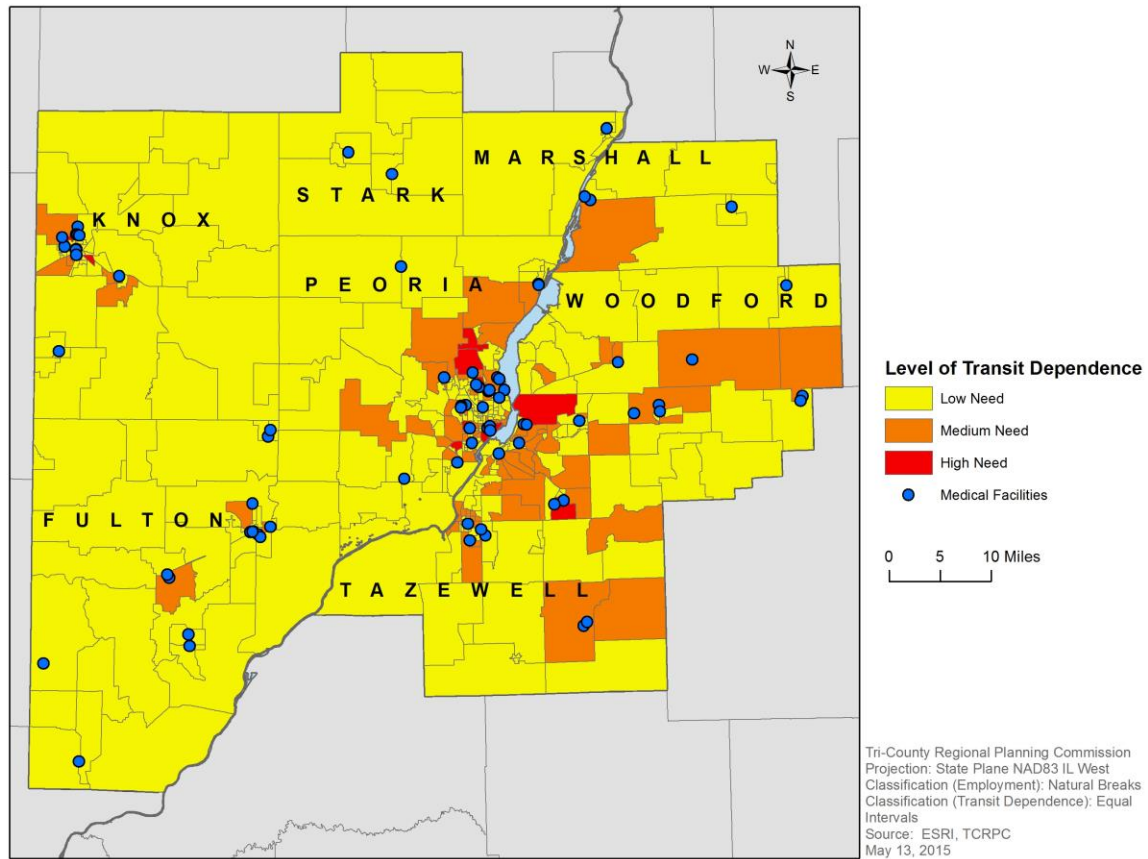
Table 15 lists all of the major medical centers in HSTP Region 5, including hospitals, nursing homes, outpatient treatment centers, and rural health centers. Most nursing homes provide transportation service to medical appointments and social outings for their residents. Other medical centers, such as hospitals and outpatient treatment centers generally do not offer non-emergency transportation service. ([See Appendix B for Table 15](#))

Map 18 shows these medical centers geographically, overlaid on the level of transit dependence layer. A majority of medical centers are located in areas with medium to high levels of transit dependence. This is beneficial, as many transit dependent individuals, such as the elderly, need health care on a regular basis. Some health centers in Region 5 and the Peoria-Pekin Urbanized Area are located in areas that are not served by public transit (See Map 19). However, the majority of these are nursing homes which provide transportation to their residents for medical appointments and social outings. Obtaining public transportation service to medical centers that do not provide their own transportation services and are not currently served by public transit should be a top priority for HSTP Region 5 and the Peoria-Pekin Urbanized Area going forward.



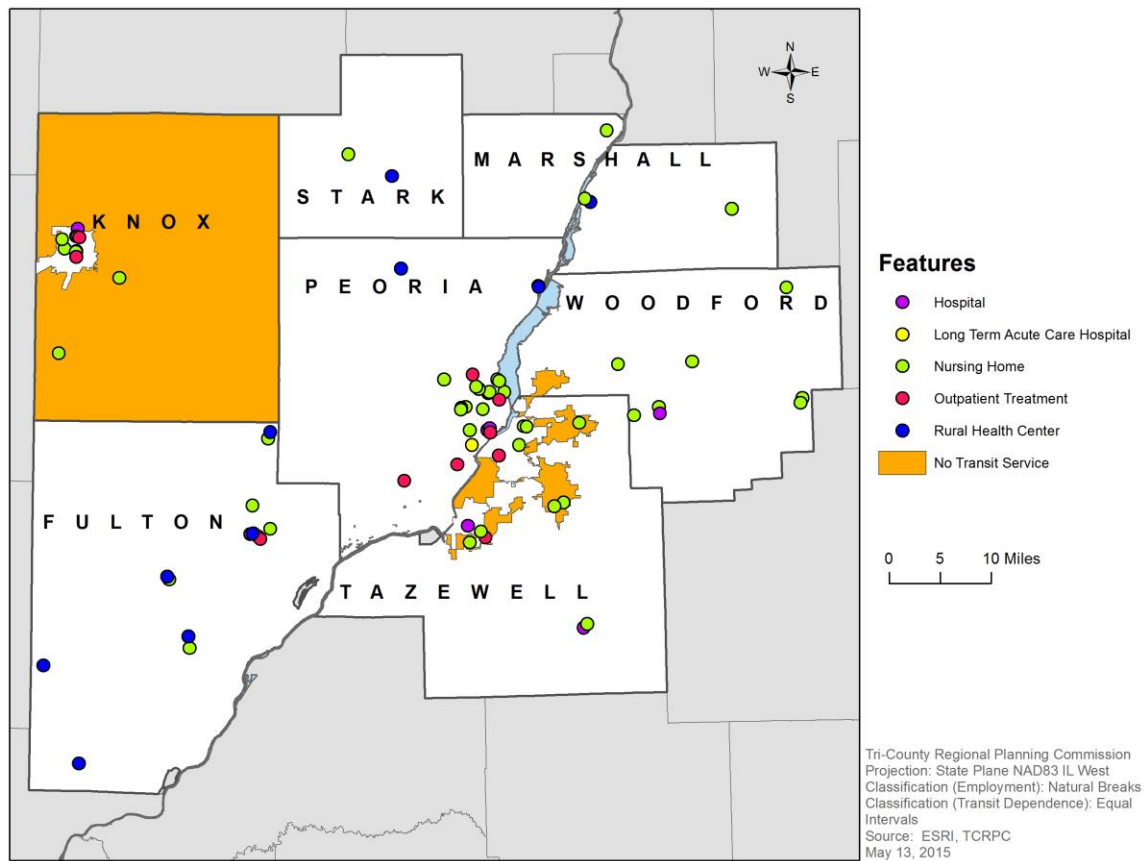
# Heart of Illinois Human Services Transportation Plan

Map 18: Level of Transit Dependence



# Heart of Illinois Human Services Transportation Plan

Map 19: Health Centers and Areas Not Served by Public Transportation



## 3. Other Trips

In addition to medical and employment trips, HSTP Region 5 transportation providers make trips for educational, shopping, and recreational purposes. Being able to access transportation for grocery shopping, trips to the movies, dining out, visiting a park, or attending an educational class is essential for transit dependent individuals. Access to adequate transportation services can greatly improve an individual's quality of life.

## 4. Popular Trip Destinations

In May of 2015, a popular trip destination survey was sent out to all Section 5311 Public Transportation Providers in HSTP Region 5, as well as to Peoria CityLink's complementary paratransit service, CityLift. The purpose of the survey was to indicate where each transit system travels to with regards to medical, dialysis, education, employment, leisure or recreation, and any other popular destinations. Results from this survey can be reviewed in [Appendix D](#).

# Heart of Illinois Human Services Transportation Plan

## V. Outreach

### A. HSTP Committee

#### 1. Background

The Region 5 HSTP Committee was formed in 2007 at the start of the HSTP program. The committee is responsible for assisting in the formulation, revision, and implementation of this plan, and for acting in an advisory role on transportation issues and funding decisions.

#### 2. Members

The Region 5 HSTP Committee is divided into a rural and an urban sub-committee, both of which are composed of transit providers, human service agencies, elected officials, and individuals who represent the HSTP target populations.

#### *HSTP Region 5 Rural Sub-Committee*

The HSTP Region 5 Rural Sub-Committee is composed of up to two members per county who represent the rural areas of their respective counties. Members are appointed by their respective County Board Chairman and serve a three-year term. Each member has one vote. A seat that is shared by two individuals is only allowed one vote. Members of the Region 5 Rural

Sub-Committee, as of the adoption of this plan, are listed to the left in Table 16.

Note: \* indicates a shared seat.

TABLE 16: Rural Area Sub-Committee		
Name	Organization	Representing
Shelly Entrekin*	FCRC/FCRT	Fulton
Barb Long*		
Doug Manock*	Fulton County	Fulton
Audra Miles*		
Susan Lindsey	KCCDD	Knox
Kraig McCluskie	Galesburg Transit	Knox
Diana Bradstatter	Marshall-Stark PCOM	Marshall
Travis McGlasson	Marshall County Board	Marshall
Mary Patton	AARP	Peoria
Mark Rothert	Peoria County Asst. Economic Development Director	Peoria
Debbie Daykin	Marshall-Stark Transportation	Stark
Robert Mueller	Stark County Board	Stark
Nancy Proehl	Tazewell County Board	Tazewell
Andrew Rinehart	Tazewell County Board	Tazewell
Jonathan Gauerke	ADDWC	Woodford
Mike Hutchinson	We Care	Woodford

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## ***HSTP Region 5 Urban Sub-Committee***

The HSTP Region 5 Urban Sub-Committee is composed of up to seven members who represent the Peoria-Pekin Urbanized Area. Members are appointed by the Peoria-Pekin Urbanized Area technical and policy committees (PPUATS) and serve a three-year term. Each member is allowed one vote. Members of the Region 5 Urban sub-committee, as of the adoption of this plan, are listed in Table 17 below.

<b>TABLE 17: Urban Area Sub-Committee</b>		
<b>Name</b>	<b>Organization</b>	<b>Representing</b>
Dawn Harper	EPIC	Urbanized Area
Jeannine McAllister	Advocates for Access	Urbanized Area
Josh Moore	CityLink	Urbanized Area
Renee Razo*		
Lee Linwood*	CIAOA	Urbanized Area
Connie Shiele	Paratransit user	Urbanized Area
Don Rulis	CWTC	Urbanized Area
Greg Cassidy	TCRC	Urbanized Area

Note: \* indicates shared seat

## **3. Procedures**

The HSTP Committee meets every other month to discuss common issues, coordination opportunities, and regional transportation needs. Bylaws were created to guide and govern the committee, and can be found in [Appendix A](#) of this document.

## **B. Stakeholders**

In 2007, a list of potential stakeholders was developed based on information provided by IDOT-DPIT to HSTP Regional Coordinators. The mailing list created from this IDOT data included both organizations that provide transportation services and organizations that serve clients that need transportation services. Also included were agencies such as child care centers, mental health facilities, hospitals, nursing homes, and assisted living facilities. Since 2007, the stakeholder list has been updated regularly by the HSTP coordinator.

## **C. Public Participation**

### **1. HSTP Meetings**

The public is invited to attend all meetings of the Region 5 HSTP Committee. Meeting notices are sent to an email list of over 100 individuals and are posted on the Tri-County Regional Planning Commission website. The meeting schedule is also included on the Rural Transit Assistance Center's (RTAC) monthly calendar.

# Heart of Illinois Human Services Transportation Plan

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## 2. Public Engagement

In 2014, the public was asked for input regarding both paratransit and mass transit services within the Metropolitan Planning Area. This effort was a part of the Long Range Transportation Plan planning process; however, the information was also used to inform the goals and action items of this plan. In general, comments from this public engagement process fell into three categories: 1) The need to expand bus transportation services, both spatially and temporally; 2) The need to improve existing transit services and infrastructure; and 3) The need to improve the negative perception of bus transportation.

The need to expand the availability of bus transportation throughout our region was one of the most common comments. The public wants to see “more buses going to more places.” This includes expanding service in both the urban and rural areas. Specific communities identified were Washington, Morton, Dunlap, and Chillicothe, as well as intercity bus service to Des Moines. Several comments stated the need for a long-term solution for transportation in the expanded urbanized area as well. The public also expressed the need for transportation services in the early morning and late night hours. Some suggested having transit service available 24/7. It was noted that 24/7 transit service is vital to support our workforce.

A number of comments had to do with improving existing transportation services and infrastructure. Several individuals expressed that the current public transportation system is difficult to use, and that schedules need to be clearer and more accessible. Integrating bus schedule data onto Google Transit and making real-time data available to the public were two proposed solutions to this issue. Many comments articulated the need for more buses or larger buses to cut-down on over-crowding. Additionally, several individuals with disabilities articulated the need for improved bus shelters and pads, as well as improved sidewalk infrastructure – particularly at high-traffic bus stops. A number of individuals would also like to see reduced headway times for buses. Snow removal from sidewalks and driveway entrances was brought up in several different engagement groups. In one specific example, an individual with disabilities noted that snow plowed into the entrance of her driveway often results in CityLift being unable to access the driveway and therefore unable to pick her up.

Finally, there was discussion about the perceptions of public transportation during several focus group meetings. Participants noted that in order for public transportation to make huge improvements, the region will have to accept it as a viable transportation choice for *all* residents, rather than just for the transportation disadvantaged. Currently, there are communities and businesses in the region that are not favorable towards public transportation service.

## Heart of Illinois Human Services Transportation Plan

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Though the public expressed the need for many changes in our current bus transportation system, some comments did note that the system is improving. The CityLink Transit Center was identified as a great asset, and the expansion of transit services in the expanded urbanized area was acknowledged as a major triumph.

### 3. Surveys

In 2013, the Accessible Transportation Coalition Initiative (ATCI) administered a public survey regarding transportation needs in the communities of Creve Coeur, Marquette Heights, and North Pekin. The goal was to determine whether or not public transportation was needed and/or desired in these communities. Results of the survey (77 surveys were collected) suggest that there is a need and a desire for public transportation—37% of individuals have difficulty reaching certain places due to a lack of transportation, and 97% of respondents agree that bus service should be available, regardless of if they personally use it or not.

Rider evaluations are also annually conducted by 5311 public transportation providers, as required by IDOT-DPIT.

## VI. Needs, Gaps, Coordination, and Successes

### A. Needs and Gaps in Service

Service needs and gaps persist despite on-going efforts to improve the quality of community transportation services by public transportation and human service providers. This section identifies needs and gaps identified by HSTP Region 5 committee members, members of the public, and GIS analysis by the HSTP coordinator.

#### 1. Spatial Gaps

- Grey Area- The grey area refers to the portion of the Peoria-Pekin Urbanized area that lies outside of the Greater Peoria Mass Transit District. Parts of the grey area are currently being served by CityLink under a temporary grant; however, much of the grey area is not served by public transportation. See Map 20.
- Knox County- Knox County does not have a 5311 rural public transportation provider. There are some human services agencies that provide transportation to their clients; however, the general public is severely underserved.
- Intercity Bus Service- Intercity bus service to various cities throughout the region needs to be expanded. Service to Des Moines, Iowa was identified as a specific need.

#### 2. Temporal Gaps

- Limited Service Hours- Throughout the region, service hours are mostly limited to daytimes and weekdays. This does not effectively support employment schedules, and makes it difficult for individuals to make local connections to regional transportation infrastructure. Weekend service is available in the Cities of Peoria, Pekin, East Peoria, and Galesburg, but these hours are limited as well.
- Scheduling- Most of the public transportation providers throughout Region 5 require at least 24 hours notice for ride reservations, making it difficult for individuals to travel on short notice.
- Headway Times- CityLink headway times range from 30 to 60 minutes, depending on the time of day. Galesburg Transit headway times are approximately one hour. Reduced headway times would better accommodate employment schedules.

#### 3. Educational Gaps

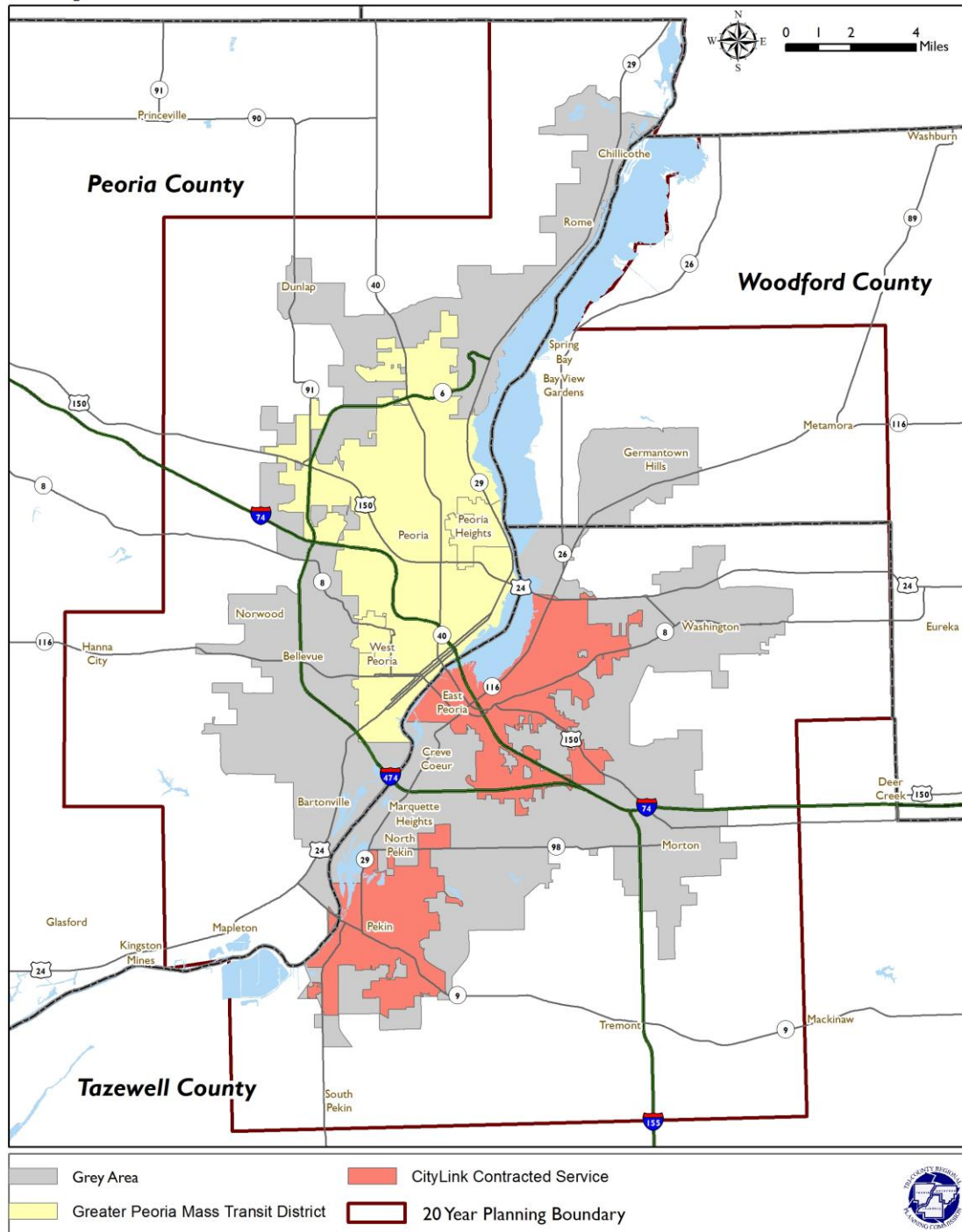
- Service Use- Some individuals are unsure about how to use/access public transportation, and feel uncomfortable asking for help.
- Awareness- Some are unaware of available transportation options or how to access the appropriate service for their needs.



# Heart of Illinois Human Services Transportation Plan

Map 20: Grey Area Boundaries

## Grey Area Boundaries



# Heart of Illinois Human Services Transportation Plan

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## 4. Affordability Gaps

- Funding- Funding for public and human service transportation is limited, making it difficult for providers to keep their fares down and extend their service hours.
- Low Income Individuals- Paying for transportation services can be especially difficult for low income individuals who use transportation services regularly and/or live in isolated rural areas.
- Out of County Transportation- Public providers throughout the region have reasonable local and in-county fares; however, the high cost of transporting individuals out of county has led to increased non-local fares. Many residents living outside of Peoria County frequent the Peoria area for employment, medical appointments, and shopping trips. Paying for out of county transportation can be difficult for these individuals.

## 5. Gaps for Sub-populations

- Veterans- Veterans need transportation to and from VA centers for medical needs. In Illinois, VA Medical Centers are located in Chicago, Danville, Hines, and Marion. Veterans in Region 5 also travel to the VA Medical Centers located in Des Moines and Iowa City, Iowa. There is only limited transportation available to these VA Medical Centers.
- Individuals with Disabilities- The demand for accessible transportation is greater than the supply in Region 5. Additionally, wheelchairs are becoming larger and heavier than many existing paratransit vehicle lifts can accommodate.

# Heart of Illinois Human Services Transportation Plan

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## B. Coordination and Successes

A coordinated transportation service occurs when two or more entities work together in delivering one or more components of a transportation service in order to increase capacity and cut down on costs. Coordination activities can range from sharing passenger trips and vehicles to collaborating on facilities, training, purchasing, or maintenance.

Coordination activities within Region 5 and the Peoria-Pekin Urbanized Area include:

- Maintenance- Several agencies use the Regional Maintenance Center in Springfield for large repairs
- Training- For the past two years, the HSTP coordinator has coordinated a driver training available to both human service agencies and public transportation agencies in Region 5 and the Peoria-Pekin Urbanized Area. All IDOT required topics are covered, including Passenger Assistance, Defensive Driving, and Emergency Procedures.
- Passenger Rides- Several agencies coordinate transportation services regularly and /or are willing to assist each other when the need arises. Typically, 5310 providers coordinate with 5311 providers to assist with client rides.
- Information- Agencies share information and resources with each other when they can. For example, Fulton County worked with Galesburg Handivan when developing their window advertisement strategy.

HSTP Region 5 and the Peoria-Pekin Urbanized Area have had many successes in the past several years. Some of the most notable ones include:

- Fulton County began providing public transportation service in April 2011, under the name of Fulton County Rural Transit.
- In April 2012, Peoria County switched operators, and as a result, improved the quality of service.
- The City of Galesburg constructed 10 improved bus shelters in 2014 with 3 of them funded by a New Freedom grant.
- CityLink began providing Sunday Service in June 2014.
- In June 2014, CityLink, in coordination with Peoria County, began providing service to the “grey area” in Peoria County
- Various public transportation and human service agencies have received both replacement vehicles and vehicles to expand their fleet since the start of the HSTP program.

### **C. Regional Program of Projects**

The Region 5 Program of Projects is included in Table 18. This table represents all 5310, 5316, and 5317 funded projects from 2012 to 2015. This table can be found in [Appendix C](#)

## VII. Mobility Tomorrow: Goals, Objectives, and Action Items

This section identifies goals, objectives, and action items for HSTP Region 5 and the Peoria-Pekin Urbanized Area. These strategies reflect the existing and projected demographics of this region and the unmet needs expressed by human service agencies, local government representatives, and regional transportation providers' staff.

HSTP Region 5 and the Peoria-Pekin Urbanized Area HSTP have identified the following overarching goal:

**HSTP Region 5 residents and employees will have the ability to autonomously participate in all aspects of life through access to safe, efficient, affordable, and quality transportation services.**

1. Increase awareness of public and human services transportation for target populations and the general public.
  - Update and maintain a regional inventory of public transportation services to be posted on the TCRPC website, as well as sent out to transit stakeholders.
  - Encourage public transportation providers and human services agencies to include links to other transportation service providers on their websites and /or in printed materials.
  - Participate in county transportation committees/advisory groups and other relevant transportation committees. Gather information, identify coordination opportunities, and voice concerns and/or suggestions.
  - Engage veteran's stakeholder groups and agencies in the HSTP process.
  - Encourage transit providers to expand and improve upon their marketing efforts.
    - i. Share marketing resources and best practices as they become available.
    - ii. Provide technical assistance to agencies who wish to establish a website using the National RTAP website builder.
    - iii. Educate agencies on the benefits of marketing.
  - Continue to build and maintain an email listserv of human services agencies and other relevant stakeholders.
2. Improve the quality of public and human services transportation for target populations and the general public.

## Heart of Illinois Human Services Transportation Plan

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- Enhance Comfort
  - i. Seek out funding to allow the establishment of more enclosed bus shelters. Prioritize projects based on bus stop usage.
  - ii. Support and encourage human services and transit agencies to provide sensitivity and accountability training for drivers, dispatchers, and other transportation staff.
  - iii. Encourage public transportation and human services agencies to develop rider's guides and ensure the guides are available in alternate formats (e.g. large print, alternate languages).
  - iv. Provide training programs for individuals and/or groups on how to use various transportation systems, and offer a "transit buddy" to new or inexperienced riders.
- Improve safety and accessibility.
  - i. Establish more handicapped accessible bus shelters.
  - ii. Improve the condition of sidewalks by increasing widths, improving surface conditions, and adding curb cuts.
  - iii. Improve safety at intersections with more visible crosswalks and a reassessment of signal operations and timing.
  - iv. Improve parking enforcement (cars ticketed for parking or idling in bus stops), especially in downtown Peoria.
  - v. Support and encourage the creation and adoption of ordinances for the removal of snow and ice from sidewalks, bus stops, and driveway entrances.
  - vi. During IDOT compliance reviews, ensure proper driver training procedures.
- Provide accessible service to all individuals with disabilities.
  - i. Encourage agencies to apply for accessible vehicles through the Illinois Department of Transportation's Consolidated Vehicle Procurement Grant Program. Provide technical assistance on applications when needed.

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- ii. Advocate for vehicles that exceed the minimum requirements set forth by the ADA, particularly vehicles with lifts that accommodate wheelchairs that are wider or heavier than standard lifts can accommodate.
  - iii. Update the sidewalk network to be ADA compliant.
  - iv. Research the feasibility of instituting a “universal rider’s card” for persons with disabilities traveling outside of the region.
  - v. Ensure that transportation information is accessible and meets the standards set forth in the Illinois Accessibility Code, the ADA, and all other relevant statutes and regulations.
- Use technology to enable improved transportation communication and knowledge.
  - i. Integrate CityLink data with Google Transit.
  - ii. Provide real-time data at bus stops and/or on mobile devices.
  - iii. Explore options for the development of a regional 511 communication resource.
- 3. Increase efficiency and decrease costs of the existing transportation system.
  - Share goods and resources among transit agencies when feasible.
    - i. Explore the legal constraints of sharing resources.
    - ii. Explore opportunities for joint purchasing of common goods and consumables.
    - iii. Facilitate and encourage vehicle sharing agreements.
  - Evaluate service needs that can be more efficiently provided by contracts with other agencies, and enter into contracts for such services.
  - Educate agencies about the benefits and characteristics of a coordinated transportation system in an effort to build trust among agencies and address perceived program restrictions.
  - Advocate for the expedited reassignment of unused vehicles.
  - Encourage the use of the Regional Maintenance Center(s).
  - During compliance reviews, ensure proper preventative maintenance procedures.



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- Encourage the acquisition of routing and scheduling software.
  - Coordinate regional group driver training sessions using trainers from the Rural Transit Assistance Center.
4. Increase availability and options of public and human services transportation for target populations and the general public.
- Expand transportation service for medical needs.
    - i. Build strong working relationships with medical professionals and stakeholders. Invite representatives to HSTP meetings and discuss medical transportation challenges.
    - ii. Coordinate with adjacent transit systems, both rural and urban, to transfer riders whenever needed/feasible.
    - iii. Prioritize projects that work to address medical transportation needs.
  - Expand transportation service for employment needs.
    - i. Work with employers to coordinate employer-based transportation through vanpooling and/or carpooling.
    - ii. Using GIS capabilities, identify employment centers where there is a lack of transportation and/or a concentration of low-income, disabled, and/or elderly individuals.
    - iii. Prioritize projects that work to address employment transportation needs, particularly in areas identified as having a need.
  - Establish night and weekend transportation service where feasible.
    - i. Work with public transportation agencies to assess when and where night and weekend service is most needed. Establish service in these areas first, as money and resources become available.
  - Expand public transportation service to areas not currently served.
    - i. Assist Knox County in securing a 5311 public transportation provider. Meet with Knox County and the Rural Transit Assistance Center to learn about the previous attempt to secure a provider. Discuss outstanding concerns and issues and determine next steps.

## Heart of Illinois Human Services Transportation Plan

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- ii. Prepare a study that analyzes the feasibility of various funding options for expanding mass-transit service within the Peoria-Pekin Urbanized Area.
- iii. Evaluate ridership trends of CityLink's C.A.U.S.E. Area demand response pilot program. Determine communities where demand is the greatest, and prioritize future projects in these areas.
- iv. Educate municipalities on the importance of public transportation to their community – focus on quality of life gains and economic benefits.

## **VIII. Appendix**

- A. Bylaws of the HSTP Region 5 Committee
- B. Tables
  - Table 14: Region 5 Top Employers
  - Table 15: Region 5 Major Medical Centers
  - Table 18: Regional Program of Projects
- C. Popular Trip Destination Survey Results

## A. HSTP REGION 5 BYLAWS

### **Human Service Transportation Plan (HSTP) Region 5 Committee Bylaws**

#### **Article I: Purpose**

- A. Create a Human Services Transportation Plan (hereinafter called the HSTP) in fulfillment of the provisions of the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users* (hereinafter called SAFETEA-LU).
- B. Continue to meet coordination requirements under *Moving Ahead for Progress in the 21<sup>st</sup> Century* (hereinafter called MAP-21).
- C. Guide the implementation of coordination strategies to achieve human service transportation objectives.
- D. Plan, develop, and assist in the deployment of transportation programs that maximize the use of available transportation services and scarce public capital and operating funding.
- E. As directed by the Department of Public and Intermodal Transportation (hereinafter called IDOT-DPIT), will review and endorse Section 5310 applications or any other transportation funding applications / grant programs that are described within the adopted regional plan; upon endorsement will forward application to IDOT-DPIT.
- F. Collaborate with other HSTP Regions on interregional and interstate transportation issues.

#### **Article II: Geographic Area**

The HSTP committee shall encompass Fulton, Knox, Marshall, Peoria, Stark, Tazewell, and Woodford Counties in Illinois (hereinafter called HSTP Region 5).

#### **Article III: Membership**

The HSTP Region 5 Committee shall include a combination of representatives from the following areas: public or private transit providers, not-for-profit organizations, human services organizations, transit users, members of local governments, and other interested citizens. Representation should balance special needs, aging, workforce, and education interests when possible.

- A. HSTP Region 5 shall be composed of the following representatives:
  - 1. Up to two members per county who represent rural areas of their respective counties (equaling fourteen members).
  - 2. Up to seven members from the Peoria-Pekin urbanized area.
  - 3. Up to two members to represent the region as a whole, to be appointed by the rest of the committee.
- B. Appointment and Membership Term:
  - 1. Rural representatives shall be appointed by each respective County Board Chair within HSTP Region 5.
  - 2. Urbanized Area representatives shall be appointed by the Peoria-Pekin Urbanized Area technical and policy committees (hereinafter called PPUATS).

## Heart of Illinois Human Services Transportation Plan

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3. The term of membership for both rural and urbanized area representatives is three years.
- C. Vacancies:
  1. If there is a vacancy on the Committee, remaining committee members shall recommend a new member from the respective geographic area to fill the vacant position. The designated individual shall be appointed to the Committee by the guidelines listed under “Appointment and Membership Term,” above.
  2. Any vacancy will no longer count towards quorum until the appointment has taken place and has been submitted in writing.
- D. Voting:
  1. Each HSTP Region 5 committee member will have one vote, except where noted.
  2. No absentee voting shall be allowed.
  3. If only one rural representative from a particular county is present at a meeting where a vote is taken, that person may represent both positions from that county, and may therefore have two votes.
  4. Members of HSTP Region 5 may select a designated voting representative to have proxy voting rights at the meeting in their absence.
  5. Proxy voting representatives shall be designated at the beginning of each member’s term and kept on file with HSTP staff.
  6. If a Committee member wishes to have another individual represent their vote at a meeting, a written notice signed by the Committee member must be provided before the beginning of the meeting.
  7. Within 90 days of appointment, a voting representative and standing proxy shall complete the Illinois Secretary of State’s Open Meetings Act Test (OMA) as required by IDOT-DPIT; and shall provide a copy of certificate to be kept on file with HSTP staff. Note, this is a onetime requirement; any previously completed OMA certificates prior to appointment/designation will be accepted.
- E. HSTP Region 5 members are not reimbursed for travel expenses associated with attendance at Committee meetings, nor do members receive a per diem.

### **Article IV: Meetings**

- A. All meetings shall be open to the public and conducted in accordance with the Illinois Open Meetings Act.
- B. All meetings shall be conducted following Robert’s Rules of Order.
- C. A quorum of the Committee shall consist of a simple majority, without regard to county origin.
- D. All members of the Committee shall receive a mailed or emailed notice of the date, time, and place of each meeting no later than 7 days before the meeting. Any other individual or agency may submit his/her name to the HSTP staff in order to be notified of upcoming meetings.
- E. The Committee shall hold a minimum of four meetings each year.
- F. Grant Application Endorsement Process:
  1. Any agency that submits an application for Section 5310 or any other transportation funding programs that are described within the adopted regional plan is required to have a representative present at the meeting at which the vote will occur.

## Heart of Illinois Human Services Transportation Plan

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2. A committee member shall abstain from voting on prioritization of a project that is submitted by him/her or by the organization that he/she represents.
3. Projects that are not part of the HSTP shall not be endorsed. Applications from agencies or individuals who do not participate in the HSTP process shall also not be endorsed.

### **Article V: Amendments and Severability**

- A. These bylaws shall become effective upon majority vote of the HSTP Region 5 committee.
- B. These bylaws may be amended by a majority vote of Committee members.
- C. If any one or more of the provisions of this Agreement is declared unconstitutional or contrary to law, the validity of the remainder of the Agreement shall not be affected.

# Heart of Illinois Human Services Transportation Plan

## B. Tables

**Table 14: Region 5 Top Employers (from page 35 )**

Table 14: Top Employers				
County	Employer Name	Employer City	Employer Industry	Number of Employees at this location
Knox	Galesburg Hospital Corporation	Galesburg	Hospitals	820
	Community Unit School District 205	Galesburg	Public Schools	726
	OSF Healthcare System	Galesburg	Hospitals	400
	Carl Sandburg College	Galesburg	Community Colleges	350
	Community Living Options Inc	Galesburg	Mental Health & Substance Abuse Services	330
	U.S. Dept. of Veterans Affairs	Galesburg	Government	270
	Illinois Department of Public Health	Galesburg	Government	264
	County of Knox	Knoxville	Nursing Homes & Long-Term Care Facilities	250
	Hy-Vee, Inc.	Galesburg	Grocery Stores & Supermarkets	250
	General Electric Company	Galesburg	Motor & General Manufacturing	217
Fulton	Spoon River College	Canton	Community Colleges	240
	Wal-Mart	Canton	Discount Department Stores	175
	Graham Services Corporation	Canton	Physicians	130
	Renaissance Care Center	Canton	Nursing Homes & Long-Term Care Facilities	125
	Lewistown Community Unit District 97	Lewistown	Public Schools	120
	Petersen Health Care, Inc.	Canton	Nursing Homes & Long-Term Care Facilities	108
	Hy-Vee, Inc.	Canton	Grocery Stores & Supermarkets	100
Marshall	Oak State Products, Inc.	Wenona	Bakery Product Manufacturing	350
	Bernardi's Italian Foods Co.	Toluca	Fruit & Vegetable Processing	264
	Midland Community Unit School District 7	Varna	Public Schools	175
	Field Crest Unit District 6	Wenona	Public Schools	120
	St. Joseph Nursing Home Inc.	Lacon	Nursing Homes & Long-Term Care Facilities	109
	Polyone Corporation	Henry	Plastic Resin & Synthetic Fiber Manufacturing	108
	Kingery Printing Company	Henry	Commercial Printing	100
Peoria	Methodist Medical Center	Peoria	Hospitals	2500
	Caterpillar Inc.	Peoria	Construction Machinery Manufacturing	1176
	Proctor Hospital	Peoria	Hospitals	1040
	Illinois Central College	Peoria	Community Colleges	1000
	Bradley University	Peoria	Colleges & Universities	900



## Heart of Illinois Human Services Transportation Plan

**Table 14: Top Employers - Continued**

County	Employer Name	Employer City	Employer Industry	Number of Employees at this location
Peoria	Affina, LLC	Peoria	Telecommunications Resellers	800
	Caterpillar Inc.	Mossville	Mining	764
	Caterpillar Inc.	Mossville	Construction Machinery Manufacturing	700
	United States Postal Service	Peoria	Postal Services	650
	Caterpillar Inc.	Mapleton	Primary Metals Manufacturing	650
<b>Stark</b>	Petersen Health Care, Inc.	Toulon	Nursing Homes & Long-Term Care Facilities	120
<b>Tazewell</b>	Farmers Automobile Insurance Association	Pekin	Property/Casualty Insurance Carriers	700
	Pekin Memorial Hospital	Pekin	Hospitals	657
	Farmers Automobile Insurance Association	Pekin	Property/Casualty Insurance Carriers	560
	G&D Integrated Manufacturing Logistics, Inc.	Morton	Construction Machinery Manufacturing	486
	Morton Industries LLC	Morton	Metal Valve & Pipe Fitting Manufacturing	400
	Wal-Mart	Pekin	Discount Department Stores	400
	Caterpillar, Inc.	Washington	Construction Machinery Manufacturing	355
	Caterpillar, Inc.	East Peoria	Construction Machinery Manufacturing	355
	Pekin Public Schools District 108	Pekin	Public Schools	350
	Wal-Mart	Washington	Grocery Stores & Supermarkets	350
	USA Truck, Inc.	Peoria	Truckload Carriers	350
	Parsons Company, Inc.	Roanoke	Machinery Manufacturing	221
<b>Woodford</b>	Cnh America LLC	Goodfield	Agricultural Machinery Manufacturing	208
	Metamora Community Nursing Home	Metamora	Nursing Homes & Long-Term Care Facilities	200
	Apostolic Christian Home of Eureka	Eureka	Nursing Homes & Long-Term Care Facilities	190
	Eureka Community Unit School District 140	Eureka	Public Schools	170
	Advocate Health and Hospitals Corporation	Eureka	Hospitals	160
	El Paso-Gridley Unit 11	El Paso	Public Schools	150
	Maple Lawn Homes, Inc.	Eureka	Religious Organizations	148
	Columbus McKinnon Corporation	Eureka	Construction Machinery Manufacturing	134
	Cox Transfer, Inc.	Eureka	Trucking	130

# Heart of Illinois Human Services Transportation Plan

**Table 15: Region 5 Major Medical Centers (from pages 36-37)**

TABLE 15: Region 5 Major Medical Centers				
County	Medical Facility	Primary Function	City	Transportation Services
Fulton	Graham Hospital Association	Hospital	Canton	Medical appointments in Fulton County
	Clayberg Nusing Center	Nursing Home	Cuba	Medical appointments and social outings
	Farmington Country Manor	Nursing Home	Farmington	Medical appointments and social outings
	Heartland of Canton	Nursing Home	Canton	Medical appointments and social outings
	Prairie View Care Center	Nursing Home	Lewistown	Medical appointments and social outings
	Renaissance Care Center	Nursing Home	Canton	Medical appointments and social outings
	Sunset Rehabilitation and Health Center	Nursing Home	Canton	Medical appointments and social outings
	United in Jesus Outreach Ministries	Outpatient Treatment	Canton	N/A
	Alcohol and Drug Professionals of Fulton County	Outpatient Treatment	Canton	N/A
	Graham Medical Center-Lewistown	Rural Health Center	Lewistown	Medical appointments in Fulton County
	Graham Medical Group-Canton	Rural Health Center	Canton	Medical appointments in Fulton County
	Graham Medical Group-Cuba	Rural Health Center	Cuba	Medical appointments in Fulton County
	Graham Medical Group-Farmington	Rural Health Center	Farmington	Medical appointments in Fulton County
Knox	Community Medical Clinic	Rural Health Center	Astoria	N/A
	HSBS Medical Group-Table Grove	Rural Health Center	Table Grove	N/A
	Galesburg Cottage Hospital	Hospital	Galesburg	N/A
	St. Mary Medical Center	Hospital	Galesburg	N/A
	Care Center of Abingdon	Nursing Home	Abingdon	Coordinate with Handivan-Medical appointments and social outings
	River Crossing Rehab	Nursing Home	Galesburg	Coordinate with Handivan-Medical appointments and social outings
	Heartland of Galesburg	Nursing Home	Galesburg	Coordinate with Handivan-Medical appointments and social outings
	Knox County Nursing Home	Nursing Home	Knoxville	Coordinate with Handivan-Medical appointments and social outings
	Marigold Rehab & Hcc	Nursing Home	Galesburg	Coordinate with Handivan-Medical appointments and social outings
	Rosewood Care Center Galesburg	Nursing Home	Galesburg	N/A - Coordinate with Handivan
	Seminary Manor	Nursing Home	Galesburg	Transportation service for admissions into the facility (from the hospital only)
	Bridgeway, Inc.	Outpatient Treatment	Galesburg	Medical appointments and social outings for residents.

# Heart of Illinois Human Services Transportation Plan

**TABLE 15: Region 5 Major Medical Centers - continued**

County	Medical Facility	Primary Function	City	Transportation Services
<b>Marshall</b>	MMG at Lacon	Rural Health Center	Lacon	N/A
	Asta Care Center of Toluca	Nursing Home	Toluca	Medical appointments and social outings
	Heartland of Henry	Nursing Home	Henry	Medical appointments and social outings
	St. Joseph Nursing Home	Nursing Home	Lacon	Medical appointments and social outings
<b>Peoria</b>	Kindred Hospital Peoria	Long Term Acute Care Hospital	Peoria	Scheduled local transportation service for clients at the Assisted Living Homes
	UnityPoint Health - Methodist	Hospital	Peoria	Free Courtesy Van to the Hospital, Heart and Vascular Center, and the Methodist Atrium. Available on a first come, first served basis.
	Proctor Community Hospital	Hospital	Peoria	N/A
	Saint Francis Medical Center	Hospital	Peoria	N/A
	Apostolic Christian Skylines	Nursing Home	Peoria	Medical appointments and social outings
	Headington Oaks	Nursing Home	West Peoria	Medical appointments and social outings
	Christian Buehler Memorial Home	Nursing Home	Peoria	Medical appointments and social outings
	Cornerstone Rehab & Healthcare	Nursing Home	Peoria Heights	Medical appointments and social outings
	Heartland of Peoria	Nursing Home	Peoria	N/A
	Heights Healthcare & Rehab Center	Nursing Home	Peoria Heights	Medical appointments and social outings
	Heritage Health-Chillicothe	Nursing Home	Chillicothe	Medical appointments and social outings
	John C. Proctor Endowment Home	Nursing Home	Peoria	N/A
	Lutheran Hillside Village	Nursing Home	Peoria	N/A
	Manor Court of Peoria	Nursing Home	Peoria	Medical appointments and social outings
	Rosewood Care Center of Peoria	Nursing Home	Peoria	Medical appointments and social outings
	Sharon Health Care Elms	Nursing Home	Peoria	Medical appointments and social outings
	Sharon Health Care Pines	Nursing Home	Peoria	Medical appointments and social outings
	Sharon Health Care Willows	Nursing Home	Peoria	Medical appointments and social outings
	Sharon Health Care Woods	Nursing Home	Peoria	Medical appointments and social outings
	Methodist Medical Group-Chillicothe	Rural Health Center	Chillicothe	N/A
	Methodist Medical Group-Princeville	Rural Health Center	Princeville	N/A
	Human Service Center	Outpatient Treatment	Peoria	N/A
	Tap Resources, Inc.	Outpatient Treatment	Mapleton	N/A
	Illinois Alcohol and Drug Evaluation Service	Outpatient Treatment	Peoria	N/A

# Heart of Illinois Human Services Transportation Plan

**TABLE 15: Region 5 Major Medical Centers - continued**

County	Medical Facility	Primary Function	City	Transportation Services
<b>Peoria</b>	Richardson Counseling Center	Outpatient Treatment	Bartonville	N/A
<b>(cont.)</b>	Rose Medical Association, Inc.	Outpatient Treatment	Peoria Heights	N/A
<b>Stark</b>	Regional Health Centers	Rural Health Center	Wyoming	N/A
	Toulon Rehab & Health Care Center	Nursing Home	Toulon	Medical appointments and social outings
<b>Tazewell</b>	Tazwood Center for Wellness	Outpatient Treatment	Pekin	N/A
	Action Consultants	Outpatient Treatment	East Peoria	N/A
	Hopedale Hospital	Hospital	Hopedale	N/A
	Pekin Memorial Hospital	Hospital	Pekin	N/A
	Apostolic Christian Restmor	Nursing Home	Morton	Medical appointments and social outings
	Fondulac Rehab & Health Care Center	Nursing Home	East Peoria	Medical appointments and social outings
	Hallmark House Nursing Center	Nursing Home	Pekin	Available to residents for a \$60 round-trip fee
	Heartland of Riverview	Nursing Home	East Peoria	Medical appointments and social outings
	Hopedale Nursing Home	Nursing Home	Hopedale	Medical appointments and social outings
	Morton Terrace H & R Center	Nursing Home	Morton	Medical appointments and social outings
	Pekin Manor	Nursing Home	Pekin	Medical appointments and social outings
	Rosewood Care Center	Nursing Home	East Peoria	Admissions, medical appointments and social outings
	Timbercreek Rehab & Health Care Center	Nursing Home	East Peoria	Medical appointments and social outings
	Washington Christian Village	Nursing Home	Washington	Medical appointments and social outings
<b>Woodford</b>	Apostolic Christian Home of Eureka	Nursing Home	Eureka	Medical appointments and social outings
	Apostolic Christian Home	Nursing Home	Roanoke	Medical appointments and social outings
	El Paso Health Care Center	Nursing Home	El Paso	Medical appointments and social outings
	Heritage Health - El Paso	Nursing Home	El Paso	Medical appointments and social outings
	Heritage Health - Minonk	Nursing Home	Minonk	Medical appointments and social outings
	Maple Lawn Health Center	Nursing Home	Eureka	Medical appointments and social outings
	Snyder Village	Nursing Home	Metamora	Medical appointments and social outings
	Advocate Eureka Hospital	Hospital	Eureka	Medical appointments for those that qualify

## Heart of Illinois Human Services Transportation Plan

**Table 18: Regional Program of Projects (POP) 2015** ([from page 49](#))

TABLE 18: Regional Program of Projects (POP) 2015							
Funding Type	Cycle Year	Grantee	Description	Federal	State	Local Match	Project Total
5310 CVP	CY 2012	Fulton County	1 Super Medium Duty Expansion; 1 Medium Duty Replacement	\$ 129,600	\$ 32,400	\$ -	\$ 162,000
		City of Galesburg	2 Medium Duty Replacement Vehicles	\$ 100,800	\$ 25,200	\$ -	\$ 126,000
		KCCDD	1 Medium Duty Expansion Vehicle	\$ 50,400	\$ 12,600	\$ -	\$ 63,000
		EPIC	2 Mini-Van Replacement Vehicles	\$ 60,000	\$ 15,000	\$ -	\$ 75,000
		Peoria County	3 Medium Duty Replacement Vehicles	\$ 151,200	\$ 37,800	\$ -	\$ 189,000
		Woodford County	2 Medium Duty Replacement Vehicles	\$ 100,800	\$ 25,200	\$ -	\$ 126,000
5316 JARC	CY 2012	Tazewell County Resource Center	1 Mini-Van to allow developmentally disabled individuals to access custodial jobs in the evening, when public transit is unavailable	\$ 36,865	\$ -	\$ 21,866	\$ 58,731
5317 New Freedom	CY 2012	CityLink	Purchase of scheduling software/hardware and an additional 7 MDTs for paratransit vehicles	\$ 121,400	\$ -	\$ 30,350	\$ 151,750
		VNA Community Services	Operating funding to continue rural transportation to the general public in Knox County	\$ 29,760	\$ 35,052	\$ -	\$ 64,812
5310 CVP	CY 2013	KCCDD	1 Medium Duty Replacement Vehicle	\$ 43,548	\$ 10,887	\$ -	\$ 54,435
		Tazewell County Resource Center	1 Medium Duty Replacement Vehicle	\$ 43,548	\$ 10,887	\$ -	\$ 54,435
		Peoria County	1 Medium Duty Replacement Vehicle	\$ 43,548	\$ 10,887	\$ -	\$ 54,435
5316 JARC	CY 2013	Peoria County	Operating funding to provide public transportation service in the "grey area," specifically for work-related trips	\$ 33,050	\$ -	\$ 33,050	\$ 66,100
5317 New Freedom	CY 2013	Peoria County	Operating funding to provide public transportation service in the "grey area," specifically for individuals with disabilities	\$ 33,050	\$ -	\$ 33,050	\$ 66,100

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**TABLE 18: Regional Program of Projects (POP) 2015**

Funding Type	Cycle Year	Grantee	Description	Federal	State	Local Match	Project Total
5310 CVP	CY 2014	Association for the Developmentally Disabled of Woodford County (ADDWC)	1 Light Duty Replacement Vehicle; 1 Mini-van Expansion Vehicle	\$ 72,945	\$ 18,236	\$ -	\$ 91,181
		Council for Disadvantaged People, Inc.	1 Light Duty Expansion Vehicle; 1 Mini-van Expansion Vehicle	\$ 72,945	\$ 18,236	\$ -	\$ 91,181
5316 JARC	CY 2014	Peoria County	Operating funding to provide public transportation service in the "grey area," specifically for work-related trips	\$ 153,065	\$ -	\$ 153,065	\$ 306,130
5317 New Freedom	CY 2014	Peoria County	Operating funding to provide public transportation service in the "grey area," specifically for individuals with disabilities	\$ 85,474	\$ -	\$ 85,474	\$ 170,948
5310 CVP	CY 2015	Central Illinois Agency on Aging	1 Mini-Van replacement vehicle	\$ 30,541	\$ 7,635	\$ -	\$ 38,176
		EPIC	2 Mini-Van replacement vehicles	\$ 61,082	\$ 15,270	\$ -	\$ 76,352
		Fulton County Rehabilitation Center	1 Medium Duty Replacement Vehicle	\$ 44,645	\$ 11,161	\$ -	\$ 55,806
		City of Galesburg	1 Medium Duty Replacement Vehicle	\$ 44,645	\$ 11,161	\$ -	\$ 55,806
		KCCDD	1 Medium Duty Replacement Vehicle	\$ 44,645	\$ 11,161	\$ -	\$ 55,806
		Marshall-Stark Transportation	2 Mini-van replacement vehicles	\$ 61,226	\$ 15,306	\$ -	\$ 76,532
		Tazewell County Resource Center	1 Medium Duty Replacement Vehicle, 1 Light Duty Replacement Vehicle	\$ 86,790	\$ 21,697	\$ -	\$ 108,487
		WeCare - Tazewell County	2 Medium Duty Replacement Vehicles	\$ 89,290	\$ 22,322	\$ -	\$ 111,612
5316 JARC	CY 2015	Peoria County	Operating funding to provide public transportation service in the "grey area," specifically for work-related trips				TBD
5317 New Freedom	CY 2015	Peoria County	Operating funding to provide public transportation service in the "grey area," specifically for individuals with disabilities				TBD

# Heart of Illinois Human Services Transportation Plan

## C. Popular Trip Destination Survey Results [\(from page 39\)](#)

Fulton County Rural Transit		
Trip Purpose	Destination	Frequency of travel
Medical (Non-Dialysis)	Graham Medical Group, Canton	More than one day a week
	Graham Hospital, Canton	More than one day a week
	Methodist Atrium, Peoria	Less than one day a week
Dialysis	Spoon River Dialysis Center, Canton	More than one day a week
Education/Employment	Fulton County Rehabilitation Center, Canton	More than one day a week
	Spoon River College, Canton	More than one day a week
	Home Care Worker, Canton	Less than one day a week
Leisure/Recreation	Shopping, Canton	More than one day a week
	Beauty Shop, Canton	One day a week
	Paradise Riverboat, East Peoria	Less than one day a week
Shopping	Kroger, Canton	More than one day a week
	Walmart, Canton	More than one day a week
	Hy-Vee, Canton	More than one day a week
Other	McDonough District Hospital, Macomb	Less than one day a week
	Chiropractor, Canton	Less than one day a week
	Pekin Bank, Pekin	Less than one day a week

Galesburg Handivan & Galesburg Transit		
Trip Purpose	Destination	Frequency of travel
Medical (Non-Dialysis)	OSF St. Mary's, Galesburg	More than one day a week
	Cottage Hospital, Galesburg	More than one day a week
	Cancer Center, Galesburg	More than one day a week
Dialysis	Cottage Dialysis, Galesburg	More than one day a week
Education/Employment	KCCDD, Galesburg	More than one day a week
	Bridgeway, Galesburg	More than one day a week
	Phoenix, Galesburg	More than one day a week
Leisure/Recreation	AMC Movies, Galesburg	One day a week
	Knights of Columbus, Galesburg	One day a week
	Local Restaurants, Galesburg	More than one day a week
Shopping	Walmart, Galesburg	More than one day a week
	HyVee, Galesburg	More than one day a week
	Dollar General, Galesburg	One day a week
Other	Area Nursing Facilities, Galesburg	More than one day a week
	YMCA/Hawthorne Inn, Galesburg	More than one day a week
	Beauty Shops/Barber Shops, Galesburg	More than one day a week



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Marshall-Stark Transportation		
Trip Purpose	Destination	Frequency of travel
Medical (Non-Dialysis)	OSF Medical Center, Peoria	More than one day a week
	St. Margaret's Hospital, Spring Valley	More than one day a week
	IL Valley Community Hospital, Peru	More than one day a week
Dialysis	N/A	N/A
Education/Employment	N/A	N/A
Leisure/Recreation	N/A	N/A
Shopping	Walmart, Aldi, Kroger in Peoria	More than one day a week
	Walmart, Aldi, Walgreens in Peru	More than one day a week
	Walmart, Aldi, Menards in Kewanee	One day a week
Other	Marshall County Health Dept., Lacon	More than one day a week
	Medical Doctors, Peoria	More than one day a week
	St. Luke Hospital, Kewanee	One day a week

CityLift		
Trip Purpose	Destination	Frequency of travel
Medical (Non-Dialysis)	St. Francis Medical Center, Peoria	More than one day a week
	OSF Route 91, Peoria	More than one day a week
	Methodist Medical Center, Peoria	More than one day a week
Dialysis	Fresenius, East Peoria	More than one day a week
	Fresenius (Juliet Court), Peoria	More than one day a week
	Fresenius (RB Garrett), Peoria	More than one day a week
Education/Employment	EPIC, Peoria	More than one day a week
	ICC North, Peoria	More than one day a week
	CWTC, Peoria	More than one day a week
Leisure/Recreation	Landmark Rec Center, Peoria	More than one day a week
	Riverplex, Peoria	More than one day a week
	Catching Do (Judo), Peoria	One day a week
Shopping	Walmart, East Peoria	More than one day a week
	Walmart (Allen Road), Peoria	More than one day a week
	Kroger, Peoria	More than one day a week
Other	Senior World, Peoria	More than one day a week
	Peoria Production, Peoria	More than one day a week
	Caterpillar, Mossville	More than one day a week

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Peoria County		
Trip Purpose	Destination	Frequency of travel
Medical (Non-Dialysis)	St. Francis Medical Center, Peoria	More than one day a week
	OSF Route 91, Peoria	More than one day a week
	Illinois Neurological Center, Peoria	One day a week
Dialysis	Fresenius, East Peoria	More than one day a week
	Fresenius (Juliet Court), Peoria	More than one day a week
	Fresenius (RB Garrett), Peoria	Less than one day a week
Education/Employment	Peoria Production, Peoria	More than one day a week
	Wildlife Prairie Park (Peoria Regional HS), Peoria	More than one day a week
	EPIC, Peoria	More than one day a week
Leisure/Recreation	American Fitness, Bartonville	More than one day a week
	Riverplex, Peoria	More than one day a week
Shopping	Northwoods Mall, Peoria	More than one day a week
	Walmart (Allen Rd.), Peoria	More than one day a week
	Kroger, Bartonville	One day a week
Other	Senior World, Peoria	More than one day a week
	HISRA, Peoria	More than one day a week
	Piazza Salon, Peoria	One day a week

WeCare, Inc.- Tazewell County		
Trip Purpose	Destination	Frequency of travel
Medical (Non-Dialysis)	Hopedale Medical Arts, Hopedale	More than one day a week
	St. Francis Medical Center, Peoria	More than one day a week
	Pekin Hospital, Pekin	More than one day a week
Dialysis	East Peoria Dialysis, East Peoria	More than one day a week
Education/Employment	Tazewell County Resource Center, Tremont	More than one day a week
	EPIC, Peoria	More than one day a week
	Caterpillar, Morton	More than one day a week
Leisure/Recreation	Pizza Ranch, Morton	More than one day a week
	Special Recreation Association, Peoria	More than one day a week
	Nail Professionals, Morton	One day a week
Shopping	Kroger, Morton	More than one day a week
	Walmart, Pekin	More than one day a week
	Aldi, Pekin	More than one day a week
Other	IPMR Senior World, Peoria and Morton	More than one day a week
	CityLink Transfer Center, Peoria	More than one day a week
	Courthouse, Pekin	More than one day a week

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We Care, Inc.- Woodford County		
Trip Purpose	Destination	Frequency of travel
Medical (Non-Dialysis)	Veterans Assistance Center, Peoria	More than one day a week
	St. Francis Medical Center, Peoria	More than one day a week
	Tazwood Center for Wellness, East Peoria	More than one day a week
Dialysis	St. Joseph's Dialysis Center, Normal	More than one day a week
	East Peoria Dialysis, East Peoria	More than one day a week
Education/Employment	Heartland College, Normal	More than one day a week
	ADDWC, Eureka	More than one day a week
	Busy Corner Restaurant, Goodfield	More than one day a week
Leisure/Recreation	Steak n Shake, Normal	One day a week
	Meijer's, Bloomington	Less than one day a week
	CityLink Transfer Center, Peoria	More than one day a week
Shopping	Walmart, Normal	More than one day a week
	Kroger, Normal	More than one day a week
	Walmart, Washington	More than one day a week
Other	Courthouse, Eureka	More than one day a week
	IPMR Senior World, Peoria	More than one day a week
	Peoria Production, Peoria	More than one day a week

*Adopted by the Illinois Region 5 Committee: 03/30/16*

*Adopted by the Peoria-Pekin Urbanized Transportation Study: 05/04/16*