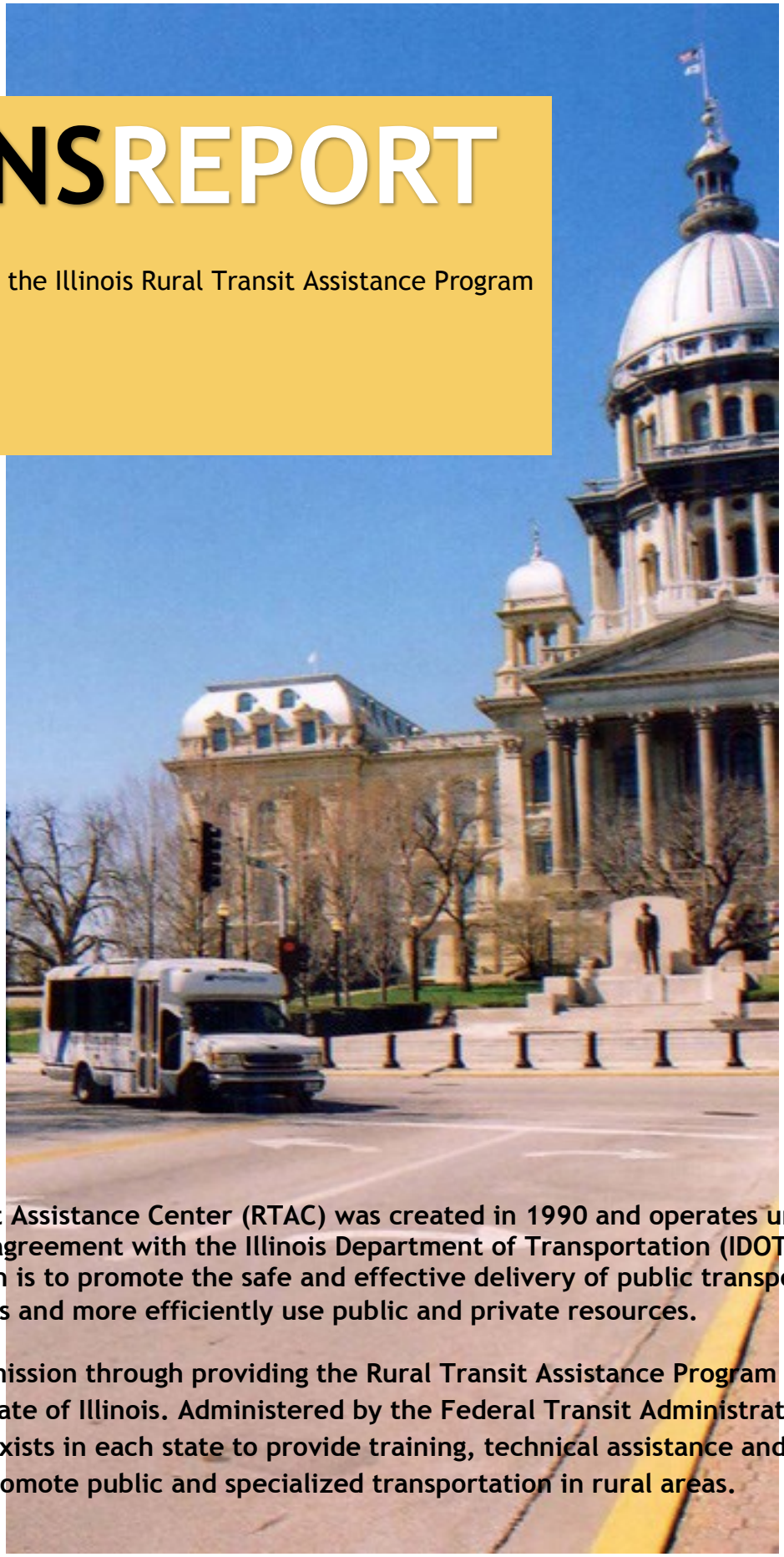
TRANSREPORT

The Newsletter of the Illinois Rural Transit Assistance Program

Summer, 2020



RTAC Staff:

Dave Patton

Mable Kreps

Ed Heflin

The Rural Transit Assistance Center (RTAC) was created in 1990 and operates under an inter-agency agreement with the Illinois Department of Transportation (IDOT). The RTAC mission is to promote the safe and effective delivery of public transportation in rural areas and more efficiently use public and private resources.

RTAC fulfills its mission through providing the Rural Transit Assistance Program (RTAP) for the State of Illinois. Administered by the Federal Transit Administration (FTA), an RTAP exists in each state to provide training, technical assistance and research, and to promote public and specialized transportation in rural areas.

RTAC Notes

Dave Patton, Director

Covid-19 mitigation work continues throughout the world and throughout industries into September and likely will go through much of 2021. We are all learning how to deal with a pandemic and in the transportation world, we are finding the challenges to be manageable even though there is some grumbling about the inconveniences that come with the solutions. With ridership way down agencies have been preparing to ramp up service as requirements are relaxed and ridership increases. I have seen that agencies with lots of rolling stock capacity are able to more easily adapt to the social distancing requirements. As an example, transporting consumers from group home settings to day classes is being managed by keeping the group together and using the same vehicle only for them. If an agency has enough vehicles, maintaining social distancing is achievable – if there are drivers available. At this point, there seems to be fewer issues with driver staffing than I would have expected, but after the pandemic has withered, and service levels go back to normal, it seems likely that the pool of available drivers will have lessened, and will force pay raises and better benefit packages in order to attract new drivers.

The Covid-19 pandemic has been experienced largely in the good weather of Spring and Summer in the Northern Hemisphere, and as we move into Fall, I wonder what this will all be like in the Winter? Where have all the rural public transportation users gone? How are they getting to and from where they need to go during the good weather? It seems that we are unlikely to have a good vaccine or good vaccine coverage by winter, or even well into the next year. I think it is likely that rural public transit's role will continue to adapt to more personalized service for those in need. Winter travel is different – friends may not be able to provide trips in cars, people won't be as able to "make do" without services or goods, as they are doing now while patiently trying to wait out the pandemic. Medical and dental needs won't be put off for much longer and many of these "personal debts" will come due when the weather is bad. And the same goes for employment trips – the economy in many aspects is on fire and many manufacturing and service industries are in desperate need of employees. It is quite possible that the worst of dealing with the pandemic is not yet past when it comes to rural transportation.

It is not looking good for an in-person RTAC conference in February or March, 2021. We are reserving a date in June, just in case things have taken a dramatic turn for the better when it comes to the pandemic winding down. We are also holding onto hope to run a Roadeo in May, 2021. ϴ

RTAC Congratulates Marcus Cox!

Marcus Cox, the City of Dekalb's Transit Manager, and RTAC multi-disciplinary trainer, has been selected as one of *Mass Transit Magazine's* "**40 Under 40!"**

Among his many talents, Marcus is an accomplished open water scuba diver and wanted to be a marine biologist before the allure of the public transit world got a hold on him. Marcus's story, linked above, is a great read. Congrats Marcus — we are really honored to work with you in Illinois!

RTAC Congratulates Jane Sullivan!

Jane Sullivan, Grants & Governmental Affairs Director, Champaign-Urbana Mass Transit District , has been selected as one of *Mass Transit Magazine's "***40 Under 40!"**

An employee at Champaign-Urbana Mass Transit for more than eight years, Jane has worked in a wide variety of projects including environmental sustainability, transportation planning, and grants and procurement, which led to her present position.

IPTA Notes

Laura Calderon, Executive Director

This month the Illinois Public Transportation Association celebrates the 20th Anniversary of the merger of the Illinois Public Transit Association and the Illinois Association of Community Transportation. IPTA, in its current form, was created through the joining together of two groups, one that served urban transit agencies and one that served smaller rural system. These two organizations served their members well for many years, but when they came together 20 years ago, they formed a strong unified voice for small and large public transportation providers alike.

IPTA is dedicated to achieving the best public transportation service possible statewide. We aim to accomplish this through advocating the value of public transportation; representing the legislative, regulatory and administrative interests of members and providing a forum for the exchange between peers in the industry of information, ideas and experiences.

Throughout the past 20 years, IPTA has worked at aiding members in dealing with special issues and legislation pertaining to public transportation. As an organization, IPTA continually works to represent the interests transit agencies statewide and consistently encourages cooperation among its members, their employees and the general public. Additionally some of what we do to benefit members is to collect, compile and make available to local, state and federal decision makers, data and information relative to public transportation; promote research and investigation to the end of improving public transportation in Illinois; and facilitate professionalism in public transportation by promoting training and technical assistance opportunities throughout Illinois and sometimes in other parts of the country.

IPTA is comprised of 56 regular member organizations: four agencies in the Chicago Metropolitan region, 13 agencies that serve downstate urban areas and 39 agencies that serve non-urbanized areas in downstate Illinois. IPTA also works with many local government partners, non-profit associate members and business members from across the country and Canada. IPTA members and staff work very closely with the Illinois Department of Transportation, Illinois Rural Transit Assistance Center, American Public Transportation Association, Community Transportation Association of America, Federal Transit Administration and many state transit associations around the nation. Together all of these organizations have accomplished a great deal on behalf of the transit industry over the past 20 years. This year has been no exception, as IPTA members have helped lead their communities through a pandemic.

The Illinois Public Transportation Association has been a strong voice on behalf of its members and will continue to strive to develop the best possible public transportation network possible across the state. IPTA will always only be as strong as its members, and to that end, members and their employees are always encouraged to be actively involved in organization

committees, events and activities. The members should be proud of the work that has been done and how far the transit industry has come over the last 20 years. I can only imagine where we might be 20 years from now. Happy Anniversary IPTA! ϴ

RTAC FYI Union Station(s)

Ever wonder why there are so many Union Stations around the country? In the 19th and early 20th centuries, as rail lines were built-out and expanded, many companies were involved. Where the lines came together in many cities, a transportation hub was created, along with a "union" of rail lines and then other modes of transportation. The name "Union Station" stuck. ϴ

Illinois Rural Transit
ANNOUNCEMENTS

Lori Sutton was hired as McDonough County Public Transportation's Transit Director in May 2020. Sutton, a graduate of Western Illinois University, brings a wide range of technical, research and leadership experience to the position.

Sutton spent three and half years as Executive Director of Eagle View Community Health System. Eagle View is a Federally Qualified Health Center, a designation given to community health centers that serve an underserved area or population. Eagle View provides comprehensive primary and preventative care to persons of all ages, regardless of their ability to pay. Eagle View provides medical, dental and behavioral health services at two clinics located in Henderson County, Illinois. Sutton was responsible for administrative leadership, grant writing and management, budgeting, compliance, human resources, risk management, strategic planning, and represented Eagle View on numerous boards. During Sutton's tenure she was able to secure grant funding to start and expand behavioral health services, increase quality improvement activities and upgrade dental infrastructure improvements. Sutton was also able to develop a partnership with the University of Illinois Chicago's College of Dentistry to offer community-based service-learning experiences to their fourth-year dental students doing rotations at the clinics.

Sutton spent twenty-two years of her career with Western Illinois University's Illinois Institute for Rural Affairs (IIRA). IIRA builds the capacity of community leaders and policymakers by providing technical support, applied research, policy evaluation, and training across the state. Sutton completed a graduate assistantship with IIRA in the summer of 1993 and then began working full-time for IIRA in 1994 as a Research Associate, promoted to Program Manager (2007) an oversaw the Data Analysis and Technical Assistance Center. Sutton's final years of tenure included Assistant Director of Finance and Human Resources (2013-2016). As Assistant Director, Sutton ensured grant compliance on grants to Federal and state entities worth $1.8 million. Pre- and post-award grant/contract management

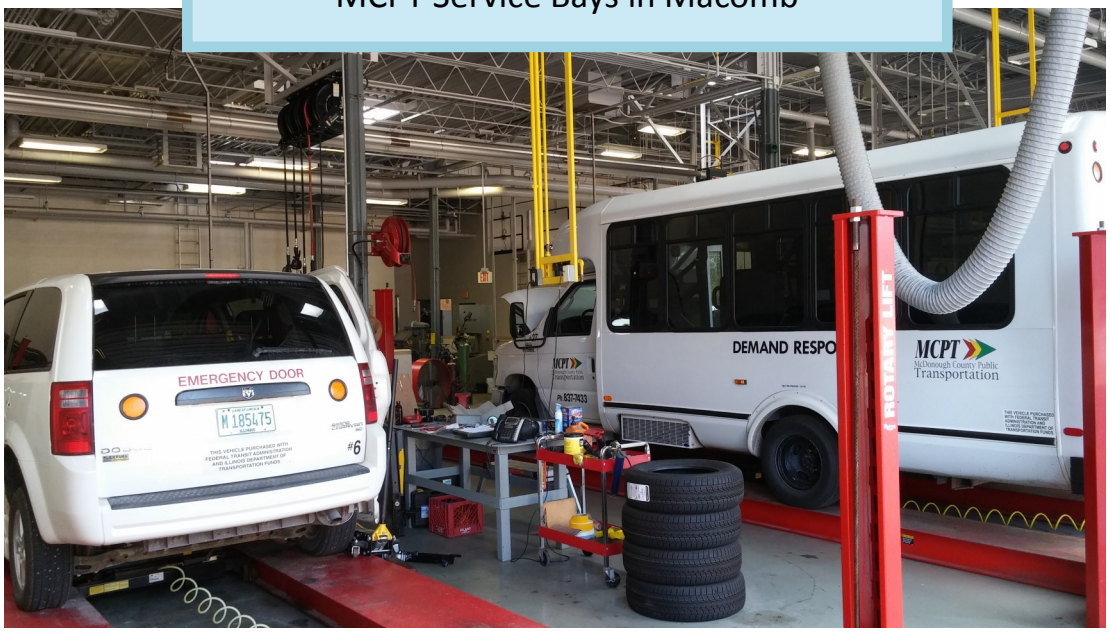
Lori Sutton, Continued

activities were conducted timely and efficiently between primary investigator, university offices and funding agencies. As Program Manager and Research Associate, Sutton has over 20 years' experience as a research economist specialized in survey research and demographics. Sutton was specifically engaged in research design, survey design and administration, statistical analysis, data visualization, report writing, and report presentation. Sutton's efforts with IIRA included research and technical assistance on Federal and state-funded projects involving community economic development, housing and homelessness, health care, local public finance, transportation, law enforcement, and education. Sutton spent 19 years providing technical assistance for the West Central Illinois Continuum of Care Consortium (WCICCC), a regional planning body that coordinates the needs of the homeless in an eleven-county area. The technical assistance to WCICCC included grant writing; monitoring and evaluation of service provider projects; research, including interpreting regulatory requirement; and development of new board with creation of policies and procedures.

Sutton also worked at the University of Iowa's State Hygienic Laboratory (SHL). SHL is public health and environmental laboratory, serves all of Iowa's 99 counties through disease detection, environmental monitoring, and newborn and maternal screening. Sutton was a Research Support Coordinator working with primary investigators, university offices and sponsors. Sutton's portfolio included grants to Federal and state entities worth $1.2 million and fee-for-service contract valued at $4 million.

In Sutton's free time, she enjoys spending time with her family and friends. Sutton is married with a son and daughter. The family enjoys boating and the Mississippi River in the summer. Sutton is also an animal lover; Sutton's household also contains three dogs. ϴ

MCPT Service Bays in Macomb



Illinois Rural Transit
ANNOUNCEMENTS

Aracely Lara joined IDOT's OIPI about two years ago, joining many new faces in the Department. I asked her to tell us some more:

"My name is Aracely Lara, I've been working as the Transit Operating Compliance Project Manager for the Northern Section of IDOT for close to two years. Prior to entering into the transit world I worked, for over three years, as a Compliance Project Engineer for a Testing and Certifications Laboratory. I graduated from the University of Illinois at Chicago with a Bachelor's degree in Mechanical Engineering. Recently I completed my graduate program at Concordia University for my MBA. The transition from engineering to transit came along as I was looking for opportunities that would enable me to focus more on project management and business in a new field of study. Though I've been working at IDOT for close to two years, I'm still learning new things about the innovative and ever growing transit industry. Aside from work and education, some of the activities and things I most enjoy are: reading the Bible and focusing on life applications, going on nature walks and hikes, engaging in art craft projects, volunteering for non-profit organizations that aim to help communities in need, and I love traveling to different countries to embrace the foods, languages and cultures they have to offer." Θ

Illinois Department of Transportation

Illinois Rural Transit
ANNOUNCEMENTS

Bryan Schmid has been appointed to the position of Illinois Human Service Transportation Program Coordinator for Region 2.

Bryan graduated from Augustana College in Rock Island, Illinois with a double major in Geography and German and from the University of Illinois – Chicago with a Master's of Urban Planning and Policy. In his student days, he worked six different internships, including two in Germany. He's been at Bi-State Regional Commission for seven years, where he has administered alternative transportation planning activities. He enjoys rowing on the Mississippi in non-COVID times, watching soccer and the White Sox with his wife Stephanie, and getting played by his two-year-old daughter. ɵ

Hiring a Full-Time PCOM

By Ed Heflin, RTAC

A Section 5311 grantee recently decided to transition from a part-time to a full-time **Program Compliance Oversight Monitor (PCOM)** in order to ensure better stewardship of the grant, and called RTAC to see if we had any ideas about appropriate questions for applicants. Our advice is as follows:

Most rural transit professionals come into this field without prior transit experience. Therefore, when interviewing applicants, it is important to understand the work skills the candidates might bring to the job. Just as important are the grantee's expectations of the successful candidate.

To better understand applicant skills, ask the following questions:

1. What is your experience working with budgets and financial reports?
2. What types of periodic reports have you prepared?.
3. What are your analytical skills ? Please provide examples.
4. What specific challenges or problems have you solved? Which such skills do you find most important and how did you use those to address challenges?
5. What have been some of your past interactions with customers, businesses, and governmental agencies?

Grantee expectations of the successful candidate:

1. A rural public transportation program is not just another grant to administer. It is a lifeline for all rural citizens, especially for the elderly, disabled, and income-disadvantaged.
2. This job will require interaction with the funding body, members of the public, local and regional officials, human service agencies, and others.
3. We expect the PCOM to learn every facet of the program. This includes operations, finances, IDOT's reports, and grant compliance. The PCOM will be expected to resolve compliance issues.
4. This is a program in which one will continually learn new aspects. It is important to ride the bus, get involved in driver and management training sessions, and reach out to RTAC, HSTP Coordinators, and rural transit peers for help in understanding the environment.
5. The grant's service area is the entire county. There will be service gaps, especially in areas outside the city in which the transit system is headquartered. Reach out to the sources listed above for methods to develop ridership throughout the county.
6. It is important to understand how the system is funded through federal, state, and local sources. Work with the Transit Director, the IDOT project manager, and RTAC to develop a well-rounded knowledge of how local match sources are achieved.
7. RTAC recently held a training for PCOMs. This training will be repeated in the coming months. It is important to participate in order to understand the rural transit environment and how the PCOM can help the transit system. Θ

Rural Transit Glossary "A-I"

RTAC

Accessible Vehicle: A revenue vehicle that does not restrict access, is usable, and provides allocated space and/or priority seating for individuals who use wheelchairs.

ADA Complementary Paratransit Service: The Americans with Disabilities Act (ADA) guarantees people with disabilities the same access to public transportation as people without disabilities. People with disabilities who cannot use the fixed route buses can use designated ADA Complementary Paratransit Service designed to operate the same days and hours as the fixed route service available in the area, and at a minimum must operate within three quarters of a mile of fixed routes services. Passengers usually ride with others who are traveling in the same general direction, and drivers may stop to pick up or drop off passengers en route.

Advisory Board or Council: An elected or appointed group of public transportation system stakeholders who provide input to the governing body on policies to enhance service and/or boost efficiency. The group is composed of a cross-section of ages, interests, and backgrounds to provide input on service quality and design. In general, advisory boards have significant roles in representing the consumer. Advisory boards can make their wishes known to the legal entity (governing board) and can be the public watchdog, but generally cannot enact policy. When advisory and governing boards work together in supportive roles, the transit system matures and improves in both its quality and quantity of service. When these two types of boards see themselves as competing entities, the organization suffers.

Alternative Fuels: Low-polluting fuels used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.

American Association of State Highway and Transportation Officials (AASHTO):

An engineering oriented interest group based in Washington, D.C. involved in research, advocacy, and technical assistance related to transportation solutions.

American Public Transportation Association (APTA): A national organization represented by a collective membership of public transportation users, operators, elected officials, and advocates while serving as one of the principal and leading forces in advancing public transportation.

Americans with Disabilities Act (ADA): This law, signed on July 26, 1990, is a civil rights act that designed to ensure equal access to employment, public accommodations, telecommunications and transportation for people with disabilities. Under the Act, persons with disabilities receive equal access to public transportation services.

Apportionment: A federal budgetary term that refers to a statutorily prescribed division or assignment of funds, based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among transit systems.

Authorization: Basic, substantive legislation which establishes or continues the legal operation of a federal program or agency, either indefinitely or for a specific period of time, or which sanctions a particular type of obligation or expenditure within a program. An authorization may set appropriation limits.

Average Vehicle Ridership (AVR): The ratio of all people traveling by any mode in a given area during a given time period to the number of cars on the road.

Base Fare: The price charged to one adult for one transit ride; excludes transfer, zone, and express service charges, peak period surcharges and reduced fares.

Bus, Charter: A bus transporting a group of persons who, pursuant to a common purpose, and under a single contract at a fixed price, have acquired the exclusive use of a bus to travel together under an itinerary.

Bus, Transit: A bus with front and center doors, normally with a rear-mounted engine, low back seating, and without luggage compartments or restroom facilities for use in frequent-stop service.

Bus Shelter: A building or other structure constructed near a bus stop, to provide seating and protection from the weather for the convenience of waiting passengers.

Bus Stop: A place where passengers can board or alight from the bus, usually identified by a sign.

Capacity: Number of passengers or vehicles that can travel in one or both directions over a specified time period.

Capital Assistance: Financial assistance for transit capital expenses (not operating costs); such aid may originate with federal, state or local governments.

Capital Cost: Expenditures, as defined by FTA guidelines, related to long-term assets of a public transit system such as property, buildings, and vehicles.

Capital Funds: Used to finance infrastructure needs such as new construction, rehabilitation of existing facilities, and purchase of rolling stock and equipment.

Capital Investment: Money used to induce development and investment in communities surrounding transit projects by funding transit projects.

Charter Service: Exclusive service for a group from a single origin to a single destination, for a single event, and not under the usual terms of and conditions of the demand response system for individuals. Transit providers should report these services to the charter registration web site. Please refer to **Demand Response Service vs. Charter Service.**

Commute: Regular travel in the main flow of traffic between home and a fixed location (usually work).

Community Transportation Association of America (CTAA): National organization committed to removing barriers to accessible transportation and improving mobility for all people.

Commuter: A person who travels regularly between home and work or school.

Complementary Paratransit Service: See **ADA Complementary Paratransit Service.**

Consolidated Services: Local agencies with vehicles collaborate to form an independent entity to provide transit services. The participating agencies "give" their vehicles to the new entity and pay the new entity for transporting their clients.

Consolidated Vehicle Procurement (CVP) Program: State program which provides vehicles to non-profits and certified public bodies, competitively awarded through the HSTP process.

Contract Authority: A federal budgetary term; refers to a form of budget authority permitting obligations to be incurred in advance of appropriations.

Coordinated Services: Local human service agencies that own and operate vehicles, work together to develop local service delivery plans to create operational efficiencies, and also may pool purchases of fuel and maintenance services.

Deadhead: The movement of a transit vehicle without passengers aboard; often to and from a garage or to and from one route to another.

Demand Response Service: Any non-fixed route system of transporting individuals that requires advance scheduling by the customer. Passenger trips are generated by calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicle could be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Rural demand response services essentially provide paratransit service to everyone.

Demand response service may be provided in the following ways:

- Curb to Curb

- Door to Door
- Door through Door

Demand Response vs. Charter Service:

- Charter service is exclusive, whereas demand response service is shared-ride.
- Charter service is to a group, whereas demand response service is to individuals. Service to individuals can be identified by a vehicle trip that includes multiple origins, multiple destinations, or both.
- Charter service is for a specific event or function, whereas demand response service is regular and continuing.
- Demand response service many also include trips that are exclusive, for a group, from a single origin to a single destination, and that reoccur on a less-frequent basis than once per month, so long as these trips are arranged and operated under the same terms and conditions as the demand response system for individuals. These terms and conditions include advance notice requirements service windows for pick up and drop off, and price.

Service that is exclusive for a group, from a single origin to a single destination, for a single event, and not under the usual terms of and conditions of the demand response system for individuals should be considered to be charter service. Transit providers should report these services to the charter registration web site.

Disabled persons: Any person who by reason of injury, age, illness, or other incapacity or disability is unable to use local transit facilities and services to the same extent as persons who are not disabled without specific modifications.

Disadvantaged Business Enterprise (DBE): A business owned and operated by one or more socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals include African Americans, Hispanic Americans, Native Americans, Asian Pacific Americans or Asian Indian Americans and any other minorities or individuals found to be disadvantaged by the Small Business Administration (SBA) under Section 8 (a) of the Small Business Act.

Downstate Capital Needs Assessment: A comprehensive report of Downstate (both rural and urban) Illinois transit capital ten-year investment needs, produced annually by RTAC. Surveys are normally distributed to Section 5311 and Section 5307 grantees in September. A final report is produced in January, used for planning purposes by IDOT DPIT and for advocacy purposes by IPTA.

Downstate Operating Assistance Program (DOAP): Administered by IDOT DPIT, a program that supports a portion of the administrative and operating costs of public transit systems in Downstate Illinois. The funds are based on a percentage of sales tax generated in the service area and are available to cities, counties, villages, rural and urban transit districts or systems, and towns. DOAP funding provides up to 65% reimbursement of eligible operating expenses.

Downtime: A period during which a vehicle is inoperative because of repairs or maintenance.

Facilities: Include administration, maintenance and storage buildings.

Fare Box Recovery Ratio: Measure of the proportion of operating expenses covered by passenger fares; found by dividing fare box revenue by total operating expenses for each mode and/or systemwide.

Fare Box Revenue: Value of cash, tickets, tokens and pass receipts given by passengers as payment for rides; excludes charter revenue.

Fare Elasticity: The extent to which ridership responds to fare increases or decreases.

Fare Revenue Collection Equipment: Include turnstiles, fare boxes (drop), automated fare boxes and related software money changers and fare dispensing machines (tickets, tokens, passes).

Fare Structure: The system set up to determine how much is to be paid by various passengers using a transit vehicle at any given time.

Federal Highway Administration (FHWA): Division of the U.S. Department of Transportation responsible for administrating federal highway transportation programs. Major program areas include the Federal-Aid Highway Program, which provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges. The FHWA also manages a comprehensive research, development, and technology program.

Federal Railroad Administration (FRA: Division of the U.S. Department of Transportation responsible for setting federal rules and standards that railroads must abide by, including vehicle safety. FRA employs safety inspectors to monitor railroad compliance with federally mandated safety standards including track maintenance, inspection standards and operating practices. The FRA conducts research and development tests to evaluate projects in support of its safety mission and to enhance the railroad system as a national transportation resource.

Federal Transit Administration (FTA): Division of the U.S. Department of Transportation responsible for planning and programming of transit related projects and programs throughout the nation. In providing financial, technical and planning assistance, the agency provides leadership and resources for safe and technologically advanced local transit systems while assisting in the development of local and regional traffic reduction. The FTA maintains the National Transit library (NTL), a repository of reports, documents, and data generated by professionals and others from around the country. The NTL is designed to facilitate document sharing among people interested in transit and transit related topics.

Fiscal Year (FY): The yearly accounting period for government. The federal fiscal year begins October 1 and ends on the following September 30. The state fiscal year begins July 1 and ends on the following June 30. The fiscal year is designated by the calendar year in which it ends.

Fixed Cost: An indirect cost that remains relatively constant, irrespective of the level of operational activity.

Fixed Route: Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations.

Flexible Funding: Unlike funding that flows by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding programs include the Surface Transportation Program, Congestion Mitigation and Air Quality Improvement, and Flexible Congestion Relief.

Formula Funds: Funds distributed or apportioned to qualifying recipients on the basis of formulas described in law; which are distributed to each state based on the state's percentage of national rural population.

General Revenue Funds (GRF): Operating funds used to account for all financial resources and normal recurring activities for the state except those accounted for in a dedicated fund.

Governing Board: An elected or appointed group of stakeholders charged with creating organizational policy, approving the budget, monitoring operational and fiscal performance, and overseeing legal contracts for a public transportation system. Governing boards assure that policy, finance, and service performance are delivered in a business-like method that ensures long term stability, and is normally the final authority on all business conducted by the organization. When governing and advisory boards work together in supportive roles, the transit system matures and improves in both its quality and quantity of service. When these two types of boards see themselves as competing entities, the organization suffers.

Headway: Time interval between vehicles moving in the same direction on a particular route.

Highway Trust Fund: The federal trust fund established by the Highway Revenue Act of 1956; this fund has two accounts -- the Highway Account and the Mass Transit Account. Trust fund revenues are derived from federal highway-user taxes and fees such as motor fuel taxes; trust fund uses and expenditures are determined by law.

Human Service Transportation: Transportation available to people who have trouble utilizing forms of transportation because of age, disability, poverty, or some other form of disadvantage. In 2011 the Government Accountability Office (GAO) identified 80 federal programs funding transportation services for the transportation-disadvantaged. The GAO was unable to track the actual amount but reported that billions of dollars are spent annually on public and client (various federally supported medical, workforce, education, or other social services programs) transportation. The FTA allows revenue from these client transportation services to be used as a portion of the non-federal share of project costs. Section 5311 and 5310 grantees serve clientele of human service programs and rely on financial involvement from those programs to meet necessary project expenses. Please refer to **Transportation Coordination.**

Human Service Transportation Plan (HSTP): Provision of highway bill that requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all FTA programs that target underserved populations. Without an HSTP, direct recipients of FTA monies cannot access their allocated money.

Illinois Department of Transportation Office of Intermodal Project Implementation (IDOT OIPI): Supports multimodal transportation throughout Illinois by providing technical support and financial resources to local governments, transit operators and rail operators. Main functions are: Develop and recommend policies and programs; Implement and administer operating, capital, and technical programs; Coordinate and participate in statewide planning and programming activities; Conduct technical studies and engineering reviews of transit projects and planning studies; and maximize the amount of federal funds received in

Illinois for transit and rail projects. These functions are provided by four Bureaus: Freight Rail Management, Passenger Rail Corridor Management, Transit Capital, and Transit Operations.

Illinois Department of Transportation Office of Planning and Programming (IDOT-OPP): Support multimodal transportation throughout Illinois by coordinating planning and program efforts for all modes of transportation.

Illinois Human Service Transportation Plan (HSTP): Developed as part of the Human Service Transportation Plan (HSTP) coordination requirement under the highway bill, IDOT DPIT adopted 11 rural planning regions across the state to implement coordinated plans for public transportation projects. HSTP coordinators, housed at regional planning councils and commissions, are charged with developing and implementing those plans. Developed plans will have a focus on service coordination for projects specifically receiving funds under the Federal Transit Administration program Section 5310 Elderly and Individuals with Disabilities.

Illinois Public Transportation Association (IPTA): Represents the legislative interests of public transportation operators throughout the state, and promotes a positive image of public transportation in Illinois. IPTA promotes research and investigation toward the improvement and professionalism of public transportation. Θ

See a full Public Transit Glossary at iira.org

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