

**Champaign County
 Rural Transit Advisory Group (RTAG)
*Special Meeting Minutes***

DATE: Thursday, April 4th, 2013

LOCATION: Jennifer Putnam Room, Brookens Admin Bldg., Urbana

Chair: Andy Kulczycki (*RTAG Voting +Proxy Voting)

Attendee	Organization
*Andy Kulczycki	Community Service Center of Northern Champaign County
*Stan James	Champaign County Board
*Elaine Palencia	Champaign County Developmental Disabilities Board
*Michelle Ramage	Rantoul City School District #137
*Seamus Reilly	Parkland College, Institutional Advancement
Rita Morocoima-Black	Champaign County Regional Planning Commission (CCRPC)
Eileen Sierra-Brown	Champaign County Regional Planning Commission (CCRPC)
Amy Marchant	CRIS Rural MTD
Kathy Cooksey	CRIS Rural MTD
April Brown	CRIS Rural MTD

Agenda

- I. **Call to Order** – Mr. Kulczycki called the meeting to order at 4:00 p.m.
- II. **Roll Call** – Ms. Brown called the roll. A quorum was established.
- III. **Audience Participation** – [None]
- IV. **Approval of Agenda** – The agenda was approved (Motion James, Second Ramage, Unanimous).
- V. **Approval of Minutes** – *Meeting of February 13th, 2013*
 On page one there was an instance where “Mr.” was used for a Mrs. Ramage. The minutes were approved as corrected (Motion James, Second Ramage, Unanimous).
- VI. **Special Business** –
 - A. **Senior Passport Program Funding (ECIAAA)** – This special meeting was called to notify RTAG about the cut and discuss how CRIS plans on addressing the funding changes. Ms. Marchant recapped a past letter sent out renaming the East Central Illinois Area on Aging’s (ECIAAA) transportation funding program - formally operated by CCRPC and called the “Rural Rider” program – to reflect the change in eligibility requirements for new riders

register as demand of existing registered seniors was out pacing the level of this funding source. [Seamus Reilly arrived here and checked-in after roll call.]

Since February RTAG meeting, CRIS received a notice from ECIAAA that federal spending sequester cut would result in a temporary stopping Champaign County's (approximately \$21,751) funded Senior Passport Program. This program allowed seniors to pay a suggested donation fare of \$2. Additionally, this ECIAAA grant cut will reduce the ability of Champaign County to pull down federal transportation grant funding, i.e. Section 5311, because it was used as a local match source. Therefore, there will be an increased reliance on using IL Downstate transportation funding as the sole local match for operating rural transit in Champaign County. In the handouts, CRIS sent a letter to the riders notifying them about the change. CRIS plans on continuing to allow seniors to pay at the discounted public fare rate of \$2 to C-U, but now these trips will be counted toward public trip totals starting on March 1st. Ms. Marchant was notified yesterday by ECIAAA that the senior transportation funding statewide would be a permanent ended for this grant source.

Ms. Sierra inquired how that would impact the overall funding levels. Ms. Cooksey responded that for each dollar received from ECIAAA grant, CRIS was able to leverage .65 cents of IL Downstate funding, and in order to make up for this gap – more state funding will have to be utilized as not all of the state funding was utilized last year, and CRIS will explore additional ways of increasing revenues, for example service contract revenue. IL Downstate works as the safety net for local match – even though it would be more beneficial to utilize it for purchasing needed vehicles.

Ms. Black inquired if Ms. Marchant had received the email from Stephanie Holderfield regarding senior transportation. Ms. Marchant indicated she had received it and apparently she had thought a deviated fixed route to Mahomet existed, but that there is interest in a bus stop being established.

- B. *General Public Transit Service Update*** – Ms. Black reported that the new intergovernmental agreement for FY13 was finally approved by IDOT-DPIT and adopted by the Champaign County Board. This document had to be updated in order for signature authority to be change back to the Champaign County, in order for reimbursement payments for rural public transit services to be processed. In addition to this change, Ms. Black pointed out a handout listing *Rural Public Transit Service Parameters* required by IDOT-DPIT to reflect the grant application CRIS submitted for FY13 on behalf of Champaign County. While, Champaign's system had been following the guidance provided during the ICCT Primer Process – with prioritized rural public transit to service the greatest need areas, based on completed surveys - IDOT-DPIT clarified that guidance was for only the initial year of service, because the funding levels awarded after the initial year was based on population with the rural general public transit was countywide (non-urbanized) operating 7am to 5pm; regardless of rolling stock capacity. Ms. Black quoted IDOT-DPIT as stating that Champaign County as the Grantee is responsible for ensuring the service is in compliance with the application submitted.

Therefore, Mr. Cameron Moore, Ms. Black, and Ms. Brown met with CRIS (Amy Marchant and Kathy Cooksey) and discussed necessary operational changes. CRIS agreed to make those changes and then CCRPC changed the intergovernmental agreement to reflect this, which was submitted to the County Board and adopted on March 21st.

CCRPC had already been analyzing the service for the rural mobility plan to look for efficiencies. To address the limited system capacity, CCRPC created a map of how to distribute vehicles throughout the county so that availability is countywide. Ms. Brown listed dispatching, scheduling, and coordination strategies that can be used to provide countywide service given the capacity limitation. Ms. Marchant noted that CRIS is already constantly negotiating trips to coordinate the greatest amount of service. Mr. James mentioned the growing demand in Ludlow, which was slow at first, but now all areas will be requesting service. Ms. Black pointed out the maps provided in the handouts and described how vehicles can be utilized across the county. Ms. Marchant described how the ICCT Primer Process did try to look at the best way to provide the service. Ms. Palencia asked if increased funding would be coming with this increased service. Ms. Brown indicated there was not extra funding. The group continued to discuss the logistics involved. Ms. Marchant described the need for backup vehicles and flow of trip demand. It was agreed that the group would check in how progress was going on in the first month then a meeting would be called. Ms. Marchant described how rides would start transitioning over the month of April and that by May 1st all the new services are rolled out to make sure things are running smoothly before advertising more widely the increases in services. CRIS has been proactive with the vehicle applications; however, the production rate of these awarded vehicles is slow. There may be an increase in trip denials if vehicle capacity results in trip requests being turned away.

Ms. Brown noted that a new oversight plan, referred to as PCOM, but this was not required to be in place by January 1st, 2014.

VII. **Announcements** – None

VIII. **Audience Participation** – None

IX. **Adjournment** – Meeting was adjourned at 4:55 PM. Next meeting is on May 8th, 2013 at 4:00 PM in the John Dimit Room.