

Committee and Others in Attendance:

Rebecca Wheat, Advocate BroMenn
Martin Glaze, Connect Transit
Shelly Snider, Connect Transit
Holly Phillips, Homes of Hope

Shannon Tarkowski, LIFE-CIL
Laura Dick, SHOW BUS
John Corey, Volunteer
Jennifer Sicks, MCRPC

The session was called to order at 2:02 p.m.

Ms. Sicks advised that no requests for public comment were received.

Ms. Tarkowski offered a motion to approve the minutes of the May 16, 2018 meeting, and was seconded by Ms. Phillips. The minutes were approved without objection.

ITEMS FOR ACTION

None.

ITEMS FOR DISCUSSION

Ms. Sicks noted that both the urban and rural human services transportation plan documents are in need of updating, both with respect to demographic information and goals and strategies. A number of pressing issues have arisen since the plan was first adopted, including management of service in the urban-rural frontier, funding stability and timely administrative action from IDOT.

Several draft maps were reviewed. The first, Connect Mobility Service Areas, illustrates the scope of Connect Transit mobility service as confined by the municipal corporate limits. The second map, Transit Access to Medical Services, shows the levels of access via transit to some form of medical services as a heat map. The third map combines the first two, with health care delivery locations are pinpointed, and a scale of accessibility by the amount of time needed to access them is illustrated.

Ms. Sicks noted that MCRPC has funding from a state program to conduct a county-wide study of paratransit service coordination, and distributed a project synopsis identifying steps and partners. For the HSTP update, the committee members were asked to consider what the new plan should seek to accomplish, in meeting immediate resources, finding new resources, equitable distribution of resources and sustainable funding sources.

Within each program, Ms. Sicks is seeking information on central goals and resource needs given each agency's population served, resources available and other needs relevant to the HST target populations under ADA and Title VI legislation and regulation.

Goals need to be quantifiable, so that progress can be tracked in meaningful fashion. The point of a joint rural-urban plan is to look at how the two service types can be interrelated.

Ms. Dick noted that notice be taken of the differing mandates for rural and urban services, which affects multiple grant sources and the requirements of each. She further noted that two areas of concern come into play. First is the gray area now expanding as urban transit reduces the extent of routes, but where rural services are penalized for addressing. Ms. Sicks noted that certain aspects of this problem are outside local or regional control. Ms. Dick noted the specific lack of control over program siloes in this regard. Ms. Dick further noted that rural service is universally accessible, which creates the problem of overburdening urban mobility service at the point of interface. In some contexts, integration between the rural and urban public transit services is disadvantageous for both.

Ms. Sicks noted that a joint plan could be structured to make the necessary arguments about these incompatible requirements and program benefit distribution, especially as applied to funding allocation. The plan can be a vector for communicating the issues to elected officials who do have some control over the constraints now in place. It can also be a means to suggest legislative or regulatory actions to correct the imbalances.

Ms. Dick noted the issues faced by social services agencies and the substantial pressure for compliance with sometimes contradictory requirements. Ms. Sicks noted that the service arrangement between SHOW BUS and BroMenn is an illustration of how coordination can operate under certain circumstances.

This is one use of the plan to discuss the decisions that determine the scope of program requirements, and express goals as legislative or regulatory changes, and communication between state and federal agencies to coordinate rulemaking and oversight to reduce the contradictions.

Ms. Sicks noted that she could draft a description of the plan purpose to aid in TAC discussion as the development of the plan moves forward. Mr. Glaze noted that it would be helpful to have a program overview for each agency, of needs and requirements that produce the conflicts discussed above. Ms. Sicks noted that this information can support broader needs from a policy standpoint. M. Dick noted that complications introduced by

the private sector managed care providers are driving transit away from the Medicaid use, for which Connect Transit has recently been certified.

URBAN AREA PROVIDER PROGRAM STATUS

Program reports will resume in August.

Mr. Glaze noted the status of the Medicaid billing process, and will be conducting training and evaluation moving forward. A mass mailing will be made once the issues are worked out. Ms. Dick noted that the Connect Transit Medicaid clearance should be acceptable to any managed care agency operating in Illinois. The Committee discussed the difficulties in reaching the Medicaid certification.

NEXT MEETING

The Committee is scheduled to meet on August 11, 2018, at a location to be determined, at 2:00 p.m. , should a meeting be required.

The meeting adjourned at 3:10 p.m.



Jennifer Sicks
Land Use/Transportation Planner
McLean County Regional Planning Commission