News and Information:

RTAC Notes .................................................. 2
IPTA Notes .................................................. 3
Chest Compressions Save Lives ....................... 4
RTAC Spring Conference, Register On-Line ....... 5
Spotlight ......................................................... 6
Transit Movers ............................................... 8
Illinois 2010 Census Results ......................... 11

Upcoming Events:

April 27-28, 2011
  RTAC Spring Conference, Springfield
April 30, 2011
  RTAC Roadeo, New Berlin
June 5-11, 2011
  CTAA Conference, Indianapolis, Indiana
September 7-9, 2011
  IPTA Fall Conference, Galena
On-Going:
  On-Site Driver Training and
  Classroom Driver Training
  (Call RTAC: 800.526.9943)

RTAC is a unit of the Illinois Institute for Rural Affairs
Western Illinois University
In the summer of 1975, fresh out of college, I took a job as a manager trainee at a Culligan franchise. Folks from small towns all over western Illinois shouted, “Hey! Culligan man!” as I drove down the road in a beat up old step van with 5 of the 6 gears functional and a screwdriver lodged into the back of the seat base to move it far enough forward for me to reach the pedals. The other vehicles in the fleet had similar issues.

I soon found that more than the vehicles weren’t in good shape. The orientation to my paperwork duties included the owner’s explanation of why he kept his books as messy as possible—to ensure that if audited, no one could ever figure them out. I sorely needed a job, but with each passing day I felt more and more uncomfortable. About a month into the job, something happened that confirmed my uneasy feelings.

I remember it well—a cloudy, but pleasant Thursday morning, what some would call a lazy day, warm, but not hot, and with a soft breeze. I was riding shotgun in the aforementioned vehicle. My daydreaming was interrupted by the sudden whining of the transmission and a scream from the driver. Our two left rear wheels shot out in front of an oncoming vehicle, narrowly missing its windshield. We screeched to a halt and my co-worker and I ran to the ditch in which the other vehicle had landed. An elderly couple was quite shaken, their poodle yapping furiously as we tried to comfort them. Later that day, after my boss had tried to downplay the severity of the incident, I told him I was uncomfortable with aspects of the business and was moving on.

In February of this year, I read a news story which instantly made me think of my 1975 accident. But this year’s incident resulted in a fatality. A school bus was carrying college students back to the Chicago area from a skiing trip. Near Racine, Wisconsin, the two left rear wheels of the bus came off and flew into oncoming traffic. One of the tires hit the front of a pickup truck driven by a 23-year-old man who suffered severe head injuries and died at the scene.

Shocked at reading this, I wondered just how often something like this occurred, and why? In my case, I’m convinced shoddy maintenance was the reason. I can only speculate on the reason for the Wisconsin incident. Thoughts swam through my head. I realized how lucky we all were back in 1975. I wondered what maintenance steps could minimize the chance of such an occurrence. And my next thought was a sobering one—every time we drive we are taking our lives and our passengers’ lives in our hands, and in the case of transit drivers we are responsible for the safety of many passengers, day after day.

There are many facets to the public transportation industry. We address regulatory, administrative, and operational issues daily. We address the fact (both urban and rural) that we have a rising demand for the services we provide, while at the same time, not having enough vehicles to address that demand. Rural transit faces the...
2011 is starting off to be a promising yet very challenging year for IPTA. I thought I would take this opportunity to catch everyone up on what has been happening with your Association over the last few months.

**Hybrid Training**

On November 3, Midwest Transit Equipment put on a service and driver training seminar for transit agencies receiving small hybrid buses though a grant secured by IDOT. Nine properties throughout the state received 34 of these units. In preparing for the delivery of the hybrid buses Midwest Transit Equipment, in conjunction with Azure Dynamics (the hybrid manufacturer), felt pre delivery training in all aspects of the hybrid bus would be very beneficial to those receiving these units. Training was held at the Champaign Urbana Mass Transit facility. Training covered topics such as how does a hybrid bus function, safety, diagnostics, service, and behind the wheel driver training.

Tom Boldwin, director of Governmental Sales for Midwest Transit Equipment Inc., indicated that the seminar was well received with approximately 50 attendees from the nine recipient agencies (Springfield MTD, Pace, Rock Island MTD, Bloomington-Normal PTS, St. Clair Transit, Rockford MTD, City of Decatur, Peoria MTD, and Champaign Urbana MTD) as well as technicians from Midwest Transit Equipment and staff from IDOT. Those who attended were very interested in learning about the hybrid buses and offered some great questions and interaction. Post seminar feedback indicated that everyone came away with some valuable information and a better understanding of hybrid buses built by Startrans Bus in Goshen, Indiana.

**Illinois Jobs Now Capital Program**

On January 26, the Cook County Appellate Court issued an opinion in Wirtz vs. Quinn, striking down the State Capital Bill (Illinois Jobs Now), citing the single subject rule. Contained in this bill was $200 million for Downstate Transit Capital Projects. The Attorney General is appealing this decision to the Illinois Supreme Court. On February 1, the Supreme Court ordered a stay on the Appellate Court decision that struck down the Capital Bill. IDOT has said that this will allow projects to continue while the Supreme Court has time to consider the State’s appeal of the decision. They plan to move forward “business as usual” in the meantime.

IPTA is working with other organizations such as the Transportation for Illinois Coalition to propose enactment of a new capital bill in the event that the Supreme Court does not overturn the Appellate Court’s decision.

**Federal Update**

The House of Representatives voted on January 5 to repeal the longstanding rule that guaranteed minimum levels of spending each year for Highway Trust Fund (HTF) programs. In the past, House Appropriations were required to fund these programs at their authorized levels in their annual appropriations bills. Because of deficit concerns and the continued bailouts of the trust fund through general fund transfers, the House Leadership mandated this change. Annual funding levels will now have to be reconciled with gas tax receipts. Bottom line: without any gas tax increase, total spending commitments from the HTF will have to be reduced by $10 billion starting in FY 2012. This would likely necessitate a cut of 40 percent (about $3.3 billion) in the Formula and Bus Grant program and a 16 percent cut (about $6.6 billion) in the federal-aid highway program. The steeper cut in transit is due to a worse cash flow situation in the Mass Transit Account. However, it is likely that the Senate would not be on board for cuts that extreme.

The Obama Administration’s budget proposal for the U.S. Department of Transportation for the coming fiscal year totals $128 billion, a 66 percent increase above current levels, based largely on the repeated call for a $50 billion up-front infusion into transportation programs. This includes $22.35 billion for transit, more than doubling the current $10.7 billion. Included in the transit portion is $11.5 billion for an investment in a combined bus and rail State of Good Repair program and a new livable communities and transit expansion program.

So, obviously there is a great deal of negotiation that needs to happen in the coming months to reach what will hopefully be a workable agreement for a Federal Fiscal Year 2012 budget. I traveled to Washington D.C. along with several IPTA members earlier this month for the APTA legislative conference, and met with many of the
SAFETY & HEALTH:

Chest compressions save lives

*New CPR techniques recommended by American Heart Association*

Have you ever been in a situation where someone around you needed CPR? Have you ever had to take emergency action to try to save someone’s life?

For more than 40 years, the American Heart Association has guided healthcare professionals and the general public through CPR (cardiopulmonary resuscitation) courses that teach how to administer emergency care to people who have gone into sudden cardiac arrest. The organization focused on A-B-C – Airway, Breathing, Circulation (Compressions) – using a series of techniques to open the airway, breathing into the victim’s mouth and then performing chest compressions.

But in October, the organization changed its teaching to focus on the importance of compressions before opening the airway and breathing into the victim’s mouth, changing the order to C-A-B.

“Performing chest compressions immediately when a person has been determined unresponsive keeps oxygen-rich blood circulating through the body,” said Dr. Theresa Hoadley, Associate Professor at Saint Francis Medical Center College of Nursing in Peoria, and a member of American Heart Association Volunteer Leadership Team.

Starting chest compressions immediately also saves on critical time lost while trying to open the person’s airway.

“We hope these new recommendations will encourage more bystanders to take action should someone have a medical emergency in a public setting,” said Dr. Hoadley. “Performing CPR immediately can double or triple a person’s chance of survival. A person who may not have been comfortable at one time giving mouth-to-mouth to a stranger can rest assured that the simple act of performing chest compressions can still be effective in saving a life.”

**Steps for effective CPR?**

1. Make sure the scene is safe.

2. Shake the victim’s shoulders and shout to see if they respond.

3. If the victim does not respond and the victim is not breathing or not breathing normally, shout for someone to call 9-1-1 and get an AED (automated external defibrillator), if available.
   - If you’re alone, call 9-1-1 and get an AED if available. Follow the AED’s voice prompts.
   - If no AED is available, immediately start CPR, beginning with compressions.

— continued on next page
Compressions
4. Push hard and fast on the center of the chest 30 times, at a rate of at least 100 compressions a minute. For adults, push down at least 2 inches with each compression. If you haven’t been trained in CPR, continue to give compressions until an AED arrives or trained help takes over.

Airway
5. If you have been trained in CPR, continue CPR by opening the airway with a head tilt – chin lift.

Breathing
6. Pinch the victim’s nose closed. Take a normal breath and cover the victim’s mouth with your mouth, creating an airtight seal. Give two breaths (one second each). Watch for chest to rise as you give each breath.
7. Keep giving sets of 30 compressions and two breaths until the AED arrives or trained help takes over.

The American Heart Association reviews and updates the guidelines for CPR every five years, consulting the expertise of leading resuscitation experts from around the world. Guidelines are scrutinized for sudden cardiac arrest in adults, children, infants and newborns. The guidelines were first instituted in 1966, and are now used by a number of major organizations around the world.

Find a CPR class in your area by logging on to www.heart.org/cpr. The American Heart Association provides lists of classes for healthcare professionals and the lay (non-healthcare) providers. Find out your health score by visiting www.heart.org/mylifecheck.

By Carrie Skogsberg, Communications Director American Heart Association, Midwest Affiliate, Springfield, Ill., 217-698-3838.


Association of Illinois Electric Cooperatives
Designed and Maintained by Cooperative Design and Print.


Rural Transit Assistance Center’s 22nd Spring Conference

Register On-line Today!

Click on: http://www.iira.org/conference/conference.asp
Transportation is not new to the Whiteside County Senior Center (WCSC); they have been providing transportation to senior citizens and disabled populations since 1983. As fuel prices began to rise so did the volume of calls to the Whiteside County Senior Center from individuals and organizations requesting transportation for themselves, family members, or for their clients. Because of the growing need for public transportation and the cost to provide service, WCSC decided they needed to expand their program to include all persons in need of transportation throughout Whiteside County. Thus began their involvement with the Whiteside County 5311 primer process.

As a part of the process, a board of directors to oversee the program was formed consisting of interested and very active community leaders from different parts of the county. The Whiteside County Public Transportation (WCPT) Board of Directors worked numerous hours toward their vision of developing an essential transportation program—which individuals could utilize to gain access to jobs or school, visit friends or the doctor, and lessen roadway congestion and fuel consumption and provide economic benefits to individuals and businesses throughout the county.

WCPT services are available Monday through Friday from 8:00 a.m. – 4:00 p.m. for the general public with expanded hours for transporting individuals to work, school, dialysis centers, and other specialized medical facilities. Hours are also extended for contractual customers. WCPT employs 22 full and part-time staff and currently operates ten lift equipped vehicles, including two new minivans acquired in December. WCPT also received a 14-passenger lift equipped bus in February and anticipates getting another mini van in April. They also look forward to acquiring two additional 14-passenger vehicles in June to be used in their Job Access Reverse Commute (JARC) program, which transports individuals to work and other work related sites.

More than ever, the value and need for public transportation has become evident by the rapid increase in the number of rides provided by WCSC. Prior to the inception of the Whiteside County Public Transportation Program, WCSC was providing around 16,800 rides per year. They concluded their first year as a 5311 operator with well over 36,000 rides and the numbers this year will certainly surpass that.
Whiteside County Public Transportation offers curb to curb, demand response services to 60,653 residents of Whiteside County, covering 687 square miles.

WCPT provides a very affordable and, for many a necessary, alternative to driving. Transportation fees are as follows:

- 60 years and older—donation accepted
- Under 60—$2.00 one-way trip
- Children 5 and under—50 cents one-way
- All out of town trips are a 25 cents per mile (outside zip code area)

Arrangements for rides must be made 24 hours and one business day in advance between the hours of 8:00 a.m. – 2:00 p.m.

Passengers are encouraged to call as soon as they are aware they need a ride. WCPT is a medicar and service car provider through the Department of Healthcare and Family Services. Therefore, there is no charge to Medicaid recipients with prior approval to ride.

Future plans for the program will consist of the development of a fixed route system making numerous stops to community resource sites connecting the Sterling and Rock Falls area. WCPT has been awarded $968,000 from the Federal Transportation Administration with a match award of $242,000 from the State of Illinois for the renovation and construction of a transit facility. Construction will include a maintenance bay, wash bay, vehicle storage area, and office and training areas.

WCSC and WCPT are proud to do their part in enhancing the quality of life of individuals throughout Whiteside County.
Transit Movers recognizes people in Illinois transit who have been promoted, changed responsibilities, moved to a different transit agency, etc. If there are people within your agency who fall into these categories, contact the RTAC staff at 800.526.9943, e-mail rtac@wiu.edu or fax 309.298.2162. Please include pictures!

Jennifer Miller is the Transit Reservation Information program director at Coles County Council on Aging with responsibility for research and development, marketing, and implementation of coordinated travel in Region 8. Prior to this new assignment she worked for two years as a dispatcher for Dial-A-Ride in Coles County, where she was responsible for routing, specialized reporting, maintaining a high level of customer service, and employee management.

Jennifer previously worked in the medical field as a medical office assistant. She is a graduate of Mattoon High School and attended Lakeland Community College. As a newcomer to the transportation field, she is excited and passionate to serve the community as a liaison to the various transportation providers in Region 8 through Mobility Management.

Sherri Ayers is the director of Dial-A-Ride Transportation with responsibility for executing the general administrative of the Transportation Program along with development, coordination and implementation of the county-wide system within established grant guidelines. Prior to joining Dial-A-Ride, Sherri worked as a quality control inspector at United Graphics in Mattoon, Illinois.

Geoff Vanderlin began October 1, 2010, as the new executive director of the Lee County Council on Aging, which is one of the providers for the Lee-Ogle Transportation System (LOTS). Geoff is also a member of the LOTS governing board. Previously, he spent most of his working life in the newspaper business as circulation manager for papers in Dixon, Princeton, DeKalb, Elgin, and Wheaton, Illinois.

Geoff is a native of Madison, Wisconsin. He graduated from the University of Wisconsin – Madison, and did Masters work at Northern Illinois University in DeKalb. Geoff has been married for 32 years to Roberta, and they have two children. Scott is 27 years old and lives in Chicago. He is a law librarian at Northwestern University’s law library. Carrie is 24 and a nursing student at Edgewood College in Madison, Wisconsin.
**Terri Finn** is the new Human Services Transportation Plan (HSTP) coordinator for regions 9, 10, and 11, covering the southern 39 counties in Illinois. Terri is based in Salem at the South Central Illinois Regional Planning and Development Commission.

Terri has lived in Centralia her whole life, and enjoys being close to her family and friends. She and her husband, Andy, have four children, a one year old granddaughter (who keeps Terri busy), and another grandchild on the way. Her previous work experience includes 15 years in human services as an advocate for adults and children with disabilities at a Center for Independent Living (CIL), where she managed the Mt. Vernon office and supervised five direct service staff. Most recently, she worked at South Central Transit as a scheduler/dispatcher/archivist. She is excited to use her knowledge from both positions to make the transition to HSTP coordinator a smooth one.

She enjoys her new role as HSTP coordinator and is learning the different aspects of the transportation issues in the three regions. Terri looks forward to meeting and helping everyone in each region.

**Eileen Sierra** joined Champaign County Regional Planning Commission in June 2010 as a mobility coach. Eileen is part of the federal United We Ride: Mobility Yes! Transit Riders Information Project (MY TRIP) in DeWitt and Clark Counties. She is working with Local Transit Advisory Boards to increase mobility options and build mobility infrastructure to meet needs in rural Illinois. In partnership with Bi-State Planning Commission’s mobility coach and with oversight by the Interagency Coordinating Committee on Transportation (ICCT) Clearinghouse state mobility management coordinator and HSTP Region 8 coordinator, she is co-designing the MY TRIP Toolkit and Travel Training Programs.

In 2007 Eileen earned a Bachelor of Arts in communication from the University of Maryland at College Park. Prior to moving to Illinois, she worked for the International Association of Chiefs of Police in Alexandria, VA. Eileen is a native from Marietta, GA. If you think you see her around, take a closer look. Eileen has an identical twin sister in the air medical transportation industry.

**Jacob Matsen** started as a mobility coach with the Bi-State Regional Commission in May 2010. He is involved with the Mobility Yes! Transit Rider Information Project (MY TRIP) two year grant project. A major goal of this project is to determine rider mobility needs and the best practices to meet those needs. Upon project completion, Jacob and fellow mobility coach, Eileen Sierra, will have completed a toolkit of best practices for mobility management to be distributed to transit agencies. His project focus is on Rock Island, Mercer, and Whiteside counties.

In December 2008, Jacob earned his Bachelor of Science degree in Community and Regional Planning from Iowa State University in Ames, Iowa. While living in Ames, he held a position as transit driver and driving instructor for three and one-half years with the city bus company, CyRide.
Lisa Olsen became the transportation manager for Piatt County Transportation (Piattran) in Monticello in the spring of 2010. She started out in 2003 as a driver, and eventually earned the position of operations manager. Soon after becoming operations manager, she facilitated the transition to a stand-alone county agency and was named transportation manager, answering directly to the Piatt County Board. For many years, she has advocated for the transportation disadvantaged and has taken Piattran to a new level of community service.

Lisa was born and raised in Minnesota but traveled the world as a member of her military family. She graduated from Austin High School and continued traveling until she met and married her husband, Mark, who was also in the military. She has experience in property management, public relations and has operated her own daycare business.

Lisa’s husband, Mark, is a sergeant with the Piatt County Sheriff’s Department. They have a thirteen year old daughter, and a son who is eight. Her activities outside of work include spending time with family and friends, church activities, and a good book or movie.

Linda Mitchell, chief operations officer for C.E.F.S. Economic Opportunity Corporation and the Community Action network, retired on Friday, January 28, 2011, after 33 years and 4 months of loyal and dedicated service.

Linda was a founding member of the Rural Transit Assistance Program advisory council, serving from 1990 until retirement, and was a board member in the Illinois Public Transportation Association.

Linda was honored with a reception the day before her retirement, where she received numerous gifts and awards. One attendee, her husband George, got the grand prize—his wife joining him in retirement. We wish Linda and George a happy and joyous time.
ILLINOIS - 2010 Census Results
Percent Change in Population by County: 2000 to 2010

Source: U.S. Census Bureau, Census 2000 and 2010 Census Redistricting Data Summary File
For more information visit www.census.gov.
members of the Illinois Congressional delegation to spread our message about how detrimental the cuts being proposed by House Leadership would be for transit in Illinois.

State Legislative Update
We are right in the middle of the busiest part of the Spring Legislative Session. One major success for many of our members was the enactment of SB 3778 from the 96th General Assembly, which limits the number of seniors that fixed route providers are required to provide free rides to. Much like the free rides program for low income persons with disabilities, the mandated free rides for seniors will now only apply to those that qualify for circuit breaker. This is a great cost saving measure for several of our members.

IPTA continues to work with our lobbyists at Illinois Strategies to pursue legislation to ensure more timely Downstate Operating Assistance payments by having the transfer of funds into the Downstate Public Transportation Fund bypass the General Revenue Fund. This is a big task and promises to face some serious challenges, but we will continue to work toward that end. Additionally, IPTA has proposed a bill to prohibit sweeps from the Downstate Transit Improvement Fund. This fund has been subject to $17 million in sweeps in the last year, and this legislation would prohibit future sweeps.

Governor Quinn introduced his proposed Fiscal Year 2012 budget last month, and downstate transit fared well. The statutory 10 percent increase for current DOAP recipients was included in the proposed budget along with new appropriations for 20 new counties. IPTA is working with the legislature to express our support for the downstate operating assistance portion of the budget.

Fall Conference 2011
IPTA is gearing up for its annual Fall Conference, which will be held September 7-9, 2011, at Eagle Ridge in Galena, IL. Details of the conference will be coming soon.

Stay tuned to www.ipta-net.org for additional IPTA updates.

Laura Calderon

—RTAC Notes continued from page 2

need to coordinate the various silo funding streams into a collaborative delivery system to reduce the inefficiencies and dysfunction created by the federal decision many years ago to give each human services transportation provider their own funding; reversing that scenario is the only way to handle the rising service demand.

But reading about the Wisconsin accident reminded me that the most important facet of our industry is to safely transport human beings. Nothing is more important than properly maintaining vehicles, conducting pre-trip and post-trip inspections, and driving in the safest possible manner in order to protect our precious cargo. In recognition of this, on the final morning of the spring conference our three driver training instructors will present an overview and answer audience questions concerning our core courses of defensive driving, emergency procedures, and passenger assistance.