

# TITLE VI PUBLIC PARTICIPATION PLAN

## **SHOW BUS Public Transportation NFP (SHOW BUS)**

TITLE VI COORDINATOR

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## **1. General Information Section**

The Federal and State government mandate public involvement, because it helps to guide department decisions in providing public transportation services. Public involvement also benefits SHOW BUS and the public by allowing for the development of services that meet the needs of area citizens/customers.

The Federal government mandates public involvement prior to raising fares, implementing major reductions in service, or applying for grants/loans to finance transportation improvement projects.

## **2. Public Participation/Engagement**

Subrecipients have wide latitude to determine how, when, and how often specific public participation activities should take place, and which specific measures are most appropriate. The public meetings described in 2a. have been in place for more than three years.

### **a. Public Meetings**

- i. Public Hearings regarding proposed annual transportation operating plans, capital improvement plans and capital leases are held at least annually or as necessary. During COVID-19, some of these meetings were suspended and/or met via ZOOM or webinars. The following describe meeting schedules in non COVID-19 restricted times. Region 6, Region 7 and Region 8 Human Service Transportation Plan (HSTP) meetings are generally held at least three times a year. Various county based meetings (DeWitt County Coalition, Ford County Network Panel, Iroquois County Transportation Committee, Kankakee County Transportation Committee, ALMH Community Health Collaborative of Logan County, Macon County Rural Transit Advisory Group, Mason County Coordinating Council and McLean County Transportation Advisory Committee meet monthly to quarterly. These meetings are all open to the public.
- ii. As required, the meetings may be published in area newspapers, advertised on the conveners' websites, disseminated via emails, announced via agenda postings in public areas, etc.
- iii. All meeting locations are accessible for those with mobility barriers. Advertisements provide information regarding requests for accommodations.

### **b. Coordination**

- i. Involvement with other transportation providers, social service agencies, health providers and governmental entities provides opportunities to explore transportation needs, met and unmet. The local county meetings addressed above and the regional HSTP meetings are especially important for coordination efforts.
- ii. Community events – SHOW BUS provides presentations at various community events upon request.
- iii. Interpretation services- SHOW BUS will work with other social service entities to provide alternative modes of communication for those who need additional support.

**c. Public Studies**

As per requirements of [49 U.S.C. Sections 5307(b)] and [5307(c)(I)] SHOW BUS will develop and/or consider a process to study public comment before raising a fare or carrying out a major reduction in transportation services as they relate to fixed route services if SHOW BUS expands its service to include fixed routes.

SHOW BUS mails an annual survey to riders and potential riders.

**3. Public Outreach Plan**

- a. SHOW BUS website and brochures are the primary means of advertising outreach.
- b. Outreach to minority, LEP, and other underserved populations:

Local county-based meetings held monthly to quarterly are critical to local input. The meetings are open to the public and are regularly attended by social service agencies involved with at-risk populations. Two are convened by a social service consortium, another by the county public health department, one is hosted by a local hospital, one is hosted by the local mental health center, and three are convened by local governmental officials (County Planning Department, Regional Planning Commission, County Board). Local Centers for Independent Living (CILs) are active in most of the county based meetings, as are advocates for seniors. Minorities are a relatively small percentage of the rural populations, but SHOW BUS has worked with Catholic Charities in Kankakee while promoting a work route that was designed for entry level positions that traditionally had been filled by individuals with LEP.

At these meetings, transportation needs, met and unmet, are discussed.

**4. Type of Public Involvement**

It is important to involve as many individuals as possible in order to gain the support and development of public transportation. While SHOW BUS has relied upon the local county meetings and the regional HSTP meetings for ongoing public participation, SHOW BUS will also upload the Public Participation plan onto the SHOW BUS website. Interested parties may contact the Title VI Coordinator with suggestions for expanding the means of public input.