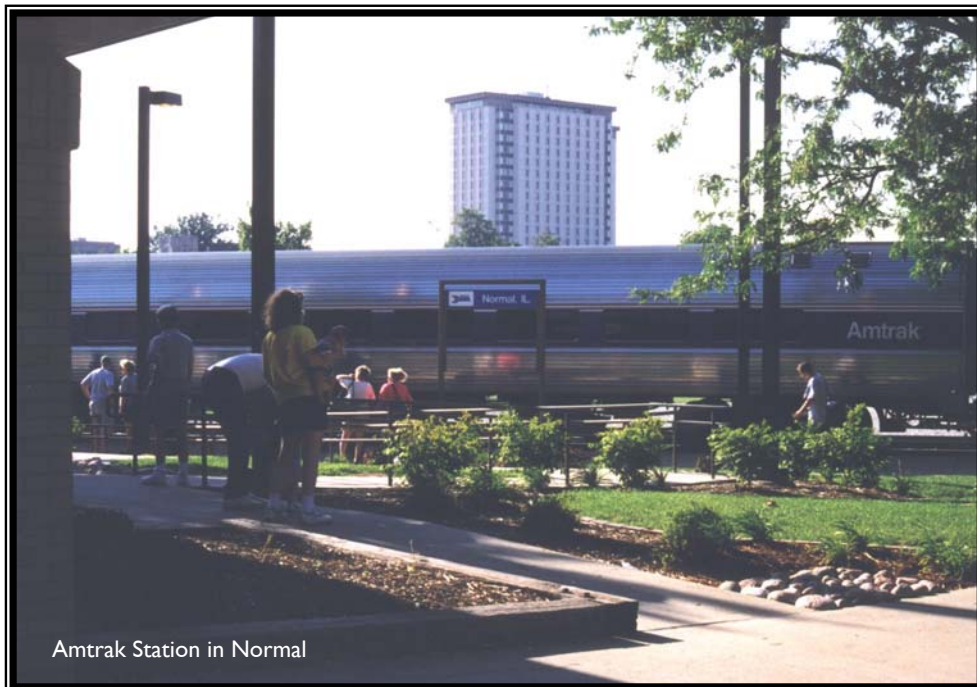


# Transportation Improvement Program Fiscal Years 2005- 2007

## Transit Projects for the Bloomington-Normal Urbanized Area



**BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2005-2007  
TOTAL EXPENSES, REVENUES, AND FUNDING  
FTA APPORTIONMENTS**

**FTA APPORTIONMENTS**

FY 2005 Estimated Section 5307 Apportionment Limit	\$1,501,485
Amount Used for Operating in FY 2005	1,817,746
Amount Used for Capital in FY 2005	0
FY 2004 & Earlier Funds Carried Over to FY 2005	618,441
FY 2006 Estimated Section 5307 Apportionment Limit	\$1,501,485
Amount Used for Operating in FY 2006	1,803,665
Amount Used for Capital in FY 2006	0
FY 2005 & Earlier Funds Carried Over to FY 2006	302,180
FY 2007 Estimated Section 5307 Apportionment Limit	\$1,501,485
Amount Used for Operating in FY 2007	1,501,485
Amount Used for Capital in FY 2007	0
FY 2006 & Earlier Operating Funds Carried Over to FY 2007	0

**Fiscal Year 2005-2007 Summary Of Operating Projections**

	<b>Est. Total Operating \$ Expenses</b>	<b>Est. Total Operating \$ Revenues</b>	<b>\$ - - Estimated Funding - - \$</b>			<b>Justification/ Evaluation</b>
			<b>Federal FTA</b>	<b>State IDOT</b>	<b>*Local Blm/Nml</b>	
Fiscal Year 2005	5,235,934	412,438	1,817,746	2,879,764	125,986	Maintain/Improve Service
Fiscal Year 2006	6,775,775	533,732	1,803,665	3,452,481	985,897	Maintain/Improve Service
Fiscal Year 2007	7,447,375	586,635	1,501,485	3,797,729	1,561,526	Maintain/Improve Service

\* Local means City of Bloomington, Town of Normal and contingent ISU shuttle service.

**BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2005-2007**

**CAPITAL PROJECTS AND FUNDING PROJECTIONS**

Fiscal Year	Project Description	Units	Unit \$ Cost	Total \$ Cost 100%	FTA \$ Share 80%	State IDOT \$ Share 20%	Local \$ Share	Proposed Funding Source
2005	30' Standard Floor, Diesel Buses	5	295,000	1,475,000	1,180,000	295,000	0	5309
	35' Standard Floor, Diesel Buses	5	325,000	1,625,000	1,300,000	325,000	0	5309
	New Facility - Phase 2 - Construction			3,615,000	2,892,000	723,000	0	5309
	Medium Duty Paratransit Bus	1	70,000	70,000	56,000	14,000	0	5310
	Passenger Shelter	2	5,000	10,000	8,000	2,000	0	5307
	Bus Stop Sign	200	75	15,000	12,000	3,000	0	5307
	<b>TOTAL FY 2005</b>			<b>\$6,810,000</b>	<b>\$5,448,000</b>	<b>\$1,362,000</b>	<b>\$0</b>	
2006	Medium Duty Paratransit Bus	1	70,000	70,000	56,000	14,000	0	5310
	Passenger Shelter	2	5,000	10,000	8,000	2,000	0	5307
	Bus Stop Sign	200	75	15,000	12,000	3,000	0	5307
	30' Standard Floor, Diesel Buses	20	295,000	5,900,000	4,720,000	1,180,000	0	5309
	<b>TOTAL FY 2006</b>			<b>\$5,995,000</b>	<b>\$4,796,000</b>	<b>\$1,199,000</b>	<b>\$0</b>	
2007	Passenger Shelter	2	5,000	10,000	8,000	2,000	0	5307
	Bus Stop Sign	200	75	15,000	12,000	3,000	0	5307
	<b>TOTAL FY 2007</b>			<b>\$25,000</b>	<b>\$20,000</b>	<b>\$5,000</b>	<b>\$0</b>	

**BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2005-2007**

**Project Descriptions**

**Fiscal Year 2005**

Assumptions re: Purchase Twenty (20) Replacement Buses

*At the time of this writing, B-NPTS has contracted for the replacement of fourteen (14) 1992 Gillig Phantom buses. Additionally, B-NPTS anticipates FY03 5309 funding in the replacement of four (4) 1992 Gillig Phantom buses and federal FY04 5307 funding in the replacement of one (1) 1992 Gillig Phantom bus. The total number of replacement buses funded under these assumptions is nineteen (19) buses. B-NPTS currently has twenty (20) 1992 Gillig Phantom buses for which federal and State funding is sought under the approved TIP for FFY2002 - FFY2004. B-NPTS anticipates that with IDOT approval of FY04 5309 funding levels, B-NPTS will have in place adequate funding for the replacement of the one (1) remaining 1992 Gillig Phantom bus scheduled for replacement as part of the FFY02 - FFY04 TIP request. Based on these assumptions, these replacement buses are not budgeted in the fiscal years beginning FY05.*

**Replace Ten (10) 1992 Gillig Phantom Buses**

<u>Qty.</u>	<u>Description</u>	<u>Cost Each</u>	<u>Total Cost</u>
5	30' Standard Floor, Diesel	\$295,000	\$1,475,000
5	35' Standard Floor, Diesel	\$325,000	\$1,625,000
10			\$3,100,000

B-NPTS is in discussions with Illinois State University regarding the need for an ISU shuttle service serving the major ridership generators on the ISU campus. Discussions have not reached a resolution however, ISU has indicated an interest in implementing such shuttle service during FY05. B-NPTS does not have enough buses to implement a shuttle service. Therefore, we intend to retain five (5) of our best 1992 Gillig Phantom buses as contingent reserve buses in order to have an adequate number of buses available to implement the ISU shuttle service should discussions be resolved in favor of the shuttle implementation.

This item requests funding for five (5) 35' standard floor, diesel powered buses to ultimately be used as replacement buses for the five (5) 1992 Gillig Phantom buses retained as contingent reserve buses.

Beginning in FY06, B-NPTS intends to implement a realignment/expansion of its existing fixed route services and anticipates that such realignment/expansion will require five (5) additional buses to for implementation. Four (4) of the five (5) buses would be needed for service implementation and one (1) of the five (5) buses would be needed as a "reserve" bus in support of the service.

With the current state of federal and State funding, we recognize that it is unlikely to be able to purchase five (5) new buses and have them delivered by FY06 in time for use in the implementation of these service improvements. Therefore, it is our intention to retain five (5) of our best 1992 Gillig Phantom buses in order to assure an adequate number of buses in FY06 to implement the service improvement. This item requests funding for five (5) 30' standard floor, diesel powered buses to ultimately be used as replacement buses for the five (5) 1992 Gillig Phantom buses retained for service improvements in FY06.

**BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2005-2007**

**Project Descriptions**

**New Administration, Maintenance and Garage Facility**

<u>Description</u>	<u>Total Cost</u>
Phase 1A: Preliminary "footprint", assessment of available sites, environmental assessment, site appraisals, contingencies:	<b>\$16,500</b>
Phase 1B: Land acquisition &	\$435,000
Phase 1C: Develop A/E design/drawing construction RFP:	<b>\$433,500</b>
Total Phase 1:	<b>\$885,000</b>
 Phase 2: Construction:	 <b>\$3,615,000</b>
Estimated Total Project Cost:	<b>\$4,500,000</b>

Assumptions re: New Administration, Maintenance and Garage Facility

At the time of this writing, B-NPTS has been allocated \$708,000 in FFY03 5309 funding by IDOT as the federal share of \$885,000 in total funding for Phase 1 of the above project. This forecast assumes that Phase 1 funding will be awarded by FTA and matched by IDOT in the amount of \$177,000 (i.e., 20% of \$885,000). This forecast assumes that Phase 1A, 1B & 1C funding will be provided under a FFY03 FTA 5309 grant with a State FY03 match of the non-federal share.

**Add One (1) Medium Duty Paratransit Bus**

<u>Qty.</u>	<u>Description</u>	<u>Cost Each</u>	<u>Total Cost</u>
1	Medium Duty Paratransit	\$70,000	\$70,000

Discussion: One (1) New Medium Duty Paratransit Bus

This item requests funding for one (1) medium duty paratransit bus under 5310. This bus is intended to be used to meet demand for complementary ADA paratransit services.

**Purchase/Installation Passenger Shelters and Bus Stop Signs**

<u>Qty.</u>	<u>Description</u>	<u>Cost Each</u>	<u>Total Cost</u>
2	Passenger Shelter	\$5,000	\$10,000
200	Bus Stop Signs	\$75	<b>\$15,000</b>
			<b>\$25,000</b>

Discussion: Purchase/Installation Passenger Shelters and Bus Stop Signs

This item seeks funding to carry out recommendations contained in a report, completed by Perteet Engineering, Inc., in a study presented in March of 2003. On page V-12 and V-13 of the Perteet Final Project Report, Perteet recommends that the B-NPTS install 2 passenger shelters and 200 bus stop signs each year through 2020 to upgrade the amenities available to riders.

**BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2005-2007**

**Project Descriptions**

**Fiscal Year 2006**

**Add One (1) Medium Duty Paratransit Bus**

<u>Qty.</u>	<u>Description</u>	<u>Cost Each</u>	<u>Total Cost</u>
1	Medium Duty Paratransit	\$70,000	\$70,000

Discussion: One (1) New Medium Duty Paratransit Bus  
This item requests funding for one (1) medium duty paratransit bus under 5310. This bus is intended to be used to meet demand for complementary ADA paratransit services.

**Purchase/Installation Passenger Shelters and Bus Stop Signs**

<u>Qty.</u>	<u>Description</u>	<u>Cost Each</u>	<u>Total Cost</u>
2	Passenger Shelter	\$5,000	\$10,000
200	Bus Stop Signs	\$75	<u>\$15,000</u>
			\$25,000

Discussion: Purchase/Installation Passenger Shelters and Bus Stop Signs  
This item seeks funding to carry out recommendations contained in a report, completed by Perteet Engineering, Inc., in a study presented in March of 2003. On page V-12 and V-13 of the Perteet Final Project Report, Perteet recommends that the B-NPTS install 2 passenger shelters and 200 bus stop signs each year through 2020 to upgrade the amenities available to riders.

**Add Twenty (20) New Buses For Headway Expansion**

<u>Qty.</u>	<u>Description</u>	<u>Cost Each</u>	<u>Total Cost</u>
20	30' Standard Floor, Diesel	\$300,000	\$6,000,000

Discussion: In FY06, B-NPTS intends to realign its fixed route services. This realignment is estimated to require the implementation of four (4) additional fixed route buses bringing the total number of peak hour fixed route buses to twenty (20) fixed route buses. Subsequently, B-NPTS seeks to improve its fixed route headway once an adequate storage, maintenance and administrative facility has been built to accommodate the fleet size necessitated by the headway improvement. We estimate that, in order to improve all fixed route peak hour headways from 60 minutes to 30 minutes, it will require thirty-seven (37) fixed route buses in service during the peak hour plus a reserve fleet of eight (8) buses for a total fixed route revenue fleet of forty-five (45) buses.

The existing fixed route fleet is twenty (20) buses. All of these buses are scheduled for replacement however, B-NPTS intends to retain five (5) fixed route buses for service realignment use in FY06. Given a projected FY05 available fleet of twenty-five (25) fixed route buses and a need for forty-five (45) buses for the headway improvement, this item seeks funding of twenty (20) additional buses necessitated by the peak hour headway improvement.

**BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2005-2007**

**Project Descriptions**

**Fiscal Year 2007**

**Purchase/Installation Passenger Shelters and Bus Stop Signs**

Qty.	Description	Cost Each	Total Cost
2	Passenger Shelter	\$5,000	\$10,000
200	Bus Stop Signs	\$75	<u>\$15,000</u>
			<u>\$25,000</u>

Discussion: Purchase/Installation Passenger Shelters and Bus Stop Signs

This item seeks funding to carry out recommendations contained in a report, completed by Perteet Engineering, Inc., in a study presented in March of 2003. On page V-12 and V-13 of the Perteet Final Project Report, Perteet recommends that the B-NPTS install 2 passenger shelters and 200 bus stop signs each year through 2020 to upgrade the amenities available to riders.

**BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2005-2007**

**REVENUE VEHICLE ROSTER**

<u>Vehicle Number</u>	<u>Year</u>	<u>Make</u>	<u>Features</u>	<u>Passenger Seating Capacity</u>	<u>Svc. Miles 2/29/2004 (in 1,000s)</u>	<u>Years in Service</u>	<u>FTA Replace. Age</u>	<u>Service Years Remaining</u>	<u>Year Elig. to Replace</u>
33	2003	Eldorado	A,W	14	13	1	5	4	2008
34	2003	Eldorado	A,W	14	15	1	5	4	2008
35	2003	Eldorado	A,W	14	16	1	5	4	2008
36	2003	Eldorado	A,W	14	17	1	5	4	2008
37	2003	Eldorado	A,W	14	16	1	5	4	2008
38	1992	Gillig	A,K,W	29	4,185	12	10	-2	2002
39	1992	Gillig	A,K,W	29	3,886	12	10	-2	2002
40	1992	Gillig	A,K,W	29	4,275	12	10	-2	2002
41	1992	Gillig	A,K,W	29	4,194	12	10	-2	2002
42	1992	Gillig	A,K,W	29	3,796	12	10	-2	2002
43	1992	Gillig	A,K,W	29	4,208	12	10	-2	2002
44	1992	Gillig	A,K,W	29	4,012	12	10	-2	2002
45	1992	Gillig	A,K,W	29	4,001	12	10	-2	2002
46	1992	Gillig	A,K,W	29	4,175	12	10	-2	2002
47	1992	Gillig	A,K,W	29	4,170	12	10	-2	2002
48	1992	Gillig	A,K,W	29	4,203	12	10	-2	2002
49	1992	Gillig	A,K,W	29	4,132	12	10	-2	2002
50	1992	Gillig	A,K,W	29	4,197	12	10	-2	2002
51	1992	Gillig	A,K,W	29	4,061	12	10	-2	2002
52	1992	Gillig	A,K,W	29	4,164	12	10	-2	2002
53	2	Gillig	A,K,W	29	3,984	12	10	-2	2002
54	199	Gillig	A,K,W	29	4,163	12	10	-2	2002

	2								
	199								
55	2	Gillig	A,K,W	29	4,279	12	10	-2	2002
	199								
56	2	Gillig	A,K,W	29	4,121	12	10	-2	2002
	199								
57	2	Gillig	A,K,W	29	4,015	12	10	-2	2002
				650	82,298	245	225	-20	TOTALS
A = Air Conditioning				26	3,292	9.8	9	-0.8	Average
K = Kneeling				19	150	1	5	-2	Minimum
W = Wheelchair Lifts				29	4,279	12	10	4	Maximum

**Federal Transit Administration FY 2005  
Bloomington-Normal Urbanized Area**

**SHOW BUS**

Background:

SHOW BUS offers general public transportation to persons of all ages and income levels in rural and small urban areas in four central Illinois counties: Ford, Iroquois, Livingston and McLean. For FY 2005, SHOW BUS projects 32,000 total system riders, and 250,000 vehicles miles provided, using eleven vehicles. 50,000 miles of intercity service are projected.

SHOW BUS is sponsored by Meadows Mennonite Retirement Community, a non-profit nursing home complex. All funding for the program comes from outside sources.

Operating funds come from the Illinois Department of Transportation (Section 5311 of the Federal Transit Act, as amended), East Central Illinois Area Agency on Aging (Older Americans Act funds in part), United Way, units of local government, churches, civic groups, businesses, individuals and passenger donations, fees and contracts.

Capital funds come from Section 5311, Section 5310 and private sources.

Since 2001, SHOW BUS has participated in the Administration of Aging Model State Performance Outcomes Measurement System Project, and uses project results in its planning strategy. Participation has included rider surveys.

Funding:

McLean County on behalf of SHOW BUS has applied for a Federal Transit Administration Section 5311 Grant for operating expenses and capital equipment.

Operating Funding Request Summary FY 2005:

Operating funding:	\$291,675	Federal grant
	\$225,681	Local
	<u>\$ 41,500</u>	Income
	<b>\$558,856</b>	<b>Total</b>

**SHOW BUS Financial Report & Budget  
McLean County Budget FY 2005**

**(Section 5311 Categories)  
as provided in Application for Federal Assistance**

<b>Support &amp; Revenue</b>		<b>\$5311 Total Budgeted</b>	<b>Project Income</b>	<b>Local Match</b>
401.01	Passenger Fares	\$15,500	\$15,500	
401.02	Senior Citizen Fares	\$26,000	\$26,000	
402	Spec. Transit Fares	\$123,000		\$123,000
409	Local Cash Grants	\$35,000		\$35,000
413	Federal Cash Grants	\$291,675		
414	Investment Income			
431	Contributions	\$67,681		\$67,681
<b>Total Revenue*</b>		<b>\$267,181</b>	<b>\$41,500</b>	<b>\$225,681</b>

\*Excluding 413 Federal cash grants as per form instructions

<b>Expenses</b>		<b>Total Budgeted</b>	<b>Administration</b>	<b>Operating</b>
<b>501</b>	<b>Labor</b>			
501.01	Operating Salaries	\$136,250		\$136,250
501.03	Dispatcher's Salaries	\$11,330		\$11,330
501.04	Administrative Salaries	\$88,200	\$88,200	
	<b>Labor Total</b>	<b>\$235,780</b>	<b>\$88,200</b>	<b>\$147,580</b>
<b>502</b>	<b>Fringe Benefits</b>			
502.01	FICA	\$19,570	\$7,210	\$12,360
502.02	Pensions/Disabilities	\$4,000	\$1,500	\$2,500
502.03	Health Insurance	\$20,900	\$10,450	\$10,450
502.05	Life Insurance	\$1,350	\$675	\$675
502.08	Worker's Compensation	\$15,900	\$432	\$15,468
502.09	Sick Leave	\$1,000	\$1,000	\$1,000
502.11	Vacation	\$24,700	\$10,700	\$14,000
502.13	Uniform Allowance	\$2,200		\$2,200
502.99	Other	\$4,120	\$1,545	\$2,575
	<b>Fringe Benefits Total</b>	<b>\$93,740</b>	<b>\$32,512</b>	<b>\$61,228</b>
<b>503</b>	<b>Services</b>			
503.02	Advertising	\$1,000	\$1,000	
503.03	Professional & Technical	\$28,300	\$28,300	
503.04	Temporary Services	\$2,000		\$2,000
503.05	Contract Maintenance	\$31,100	\$1,230	\$29,870
503.99	Other	\$6,700		\$6,700
	<b>Services Total</b>	<b>\$69,100</b>	<b>\$30,530</b>	<b>\$38,570</b>

Expenses		Total Budgeted	Administration	Operating
504	<b>Materials &amp; Supplies</b>			
504.01	Fuel & Lubricants Consumed	\$46,350		\$46,350
504.02	Tires & Tubes Consumed	\$4,120		\$4,120
504.03	Inventory Purchases	\$7,700	\$6,000	\$1,700
504.99	Other	\$825	\$425	\$400
	<b>Materials &amp; Supplies Total</b>	<b>\$58,995</b>	<b>\$6,425</b>	<b>\$52,570</b>
505	<b>Utilities</b>			
505.02	Telephone	\$8,000	\$8,000	
505.99	Other	\$824		\$824
	<b>Utilities Total</b>	<b>\$8,824</b>	<b>\$8,000</b>	<b>\$824</b>
506	<b>Vehicle Insurance</b>			
506.01	Physical Damage Insurance	\$26,800	\$26,800	
506.03	Liability & Property Insurance	\$35,400	\$35,400	
	<b>Vehicle Insurance Total</b>	<b>\$62,200</b>	<b>\$62,200</b>	
507	<b>Taxes (including fuel tax)</b>			
507.00	Total	\$360	\$360	
	<b>Taxes Total</b>	<b>\$360</b>	<b>\$360</b>	
509	<b>Miscellaneous Expenses</b>			
509.01	Dues & Subscriptions	\$800	\$800	
509.02	Travel & Meetings	\$2,800	\$2,800	
509.08	Advertising/Promotion Media	\$1,957	\$1,957	
	<b>Miscellaneous Expenses Total</b>	<b>\$5,557</b>	<b>\$5,557</b>	
511	<b>Interest Expense</b>			
511.02	Short Term Debt Obligation	\$6,200	\$6,200	
	<b>Interest Expense Total</b>	<b>\$6,200</b>	<b>\$6,200</b>	
512	<b>Leases &amp; Rentals</b>			
512.05	Service Vehicles	\$3,100		\$3,100
512.06	Operating Yards or Stations	\$9,500		\$9,500
512.12	Other Administrative Facilities	\$5,500	\$5,500	
	<b>Leases &amp; Rentals Total</b>	<b>\$18,100</b>	<b>\$5,500</b>	<b>\$12,600</b>
	<b>Total Expenses</b>	<b>\$558,856</b>	<b>\$245,484</b>	<b>\$313,372</b>

### SHOWBUS - BUSES

FLEET #	VEHICLE TYPE	YEAR	MANUFACTURER	VIN#	MILEAGE AS OF 2/04	SEATING CAPACITY	FUNDING SOURCE	CONDITION
3	Raised Roof	1994	Ford	1FTJS34G9RHB78592	119,271	7-10	Sec. 5311	Fair
4	Raised Roof	1996	Dodge	2B6KB31Z4TK184688	98,721	7-10	Sec. 5310	Fair
11	Heavy Duty	1993	MST	4CDK54E22P2106426	Out of Service	15-18	Sec. 5310	Inoperable
14	BOC	1997	Ford	1FDLE40F2VHB32790	178,027	12-14	Sec. 5310	Fair
15	BOC	1998	Ford	1FDXE40F3WHB91379	138,132	12-14	Sec. 5311	Fair
16	Raised Roof	1998	Dodge	2B7LB31Z9WK158253	151,786	7-10	Sec. 5311	Fair
17	Raised Roof	2000	Dodge	2B6LB31Z5YK124040	88,516	7-10	Private/AAA	Good
18	Raised Roof	2000	Dodge	2B7LB31Z7YK168458	67,452	7-10	Sec. 5311	Good
19	BOC	2001	Ford	1FDXE45F0YHC01202	103,462	12-14	Sec. 5311	Good
20	BOC	2001	Ford	AFDXE45F5YYC01227	84,061	12-14	Sec. 5311	Good
21	Light Duty	2003	Ford	1FDWE35L53HB52792	40,980	N/A	Sec. 5311	Excellent
22	BOC	2002	Ford	1FDXE45F22HB40538	39,557	N/A	Sec. 5311	Excellent
23	BOC	2002	Ford	1FDXE45F42HB40539	35,040	N/A	Sec. 5311	Excellent
24	Medium Duty	2003	Ford	1FDXE45F03HB88038	1,452	N/A	Sec. 5311	Excellent

Note: All §5311 vehicles are titled to McLean County. The remaining vehicles are titled to Meadows Mennonite Retirement Community, or to the State of Illinois.

**Federal Transit Administration FY 2005  
Bloomington-Normal Urbanized Area**

**YWCA of McLean County  
“Wheels to Work” After Hours Transportation Program**

**Funding Summary FY 2005:**

Budget pending.

**ANTICIPATED REVENUE**

**For FY 2005 - 2006:**

Program Fees		\$
City of Bloomington		\$
Town of Normal		\$
United Way of McLean County		\$
JARC		\$
Corporate Donors		\$
	<b>Total</b>	<b>\$</b>

**Vehicles**

**YWCA VEHICLES**

<b>VEHICLE TYPE</b>	<b>YEAR</b>	<b>MANUFACTURER</b>	<b>VIN#</b>
Accessible van	2002	Chevrolet	1GNDX0272D315529
Accessible van	2003	Ford Econoline E250	1FTNE24L63HA45800

**YWCA Wheels to Work Program  
FY 2005 Budget**

**Current Program**

**Revenues**

*Current Program*

City of Bloomington	\$6,500
Town of Normal	\$6,500
United Way	\$12,500
Corporate Donors	\$3,250
Fare Box	\$2,000
JARC grant	\$28,750
<hr/>	
<b>Total</b>	<b>\$59,500</b>

**Expenses**

Salaries	\$44,086
Office Supplies	\$200
Staff transportation/mileage	\$250
Telephone	\$600
Postage	\$50
Printing	\$100
Rent/Utilities	\$750
Care of Building and Grounds	\$200
Advertising – Employment	\$100
Vehicle – tires	\$500
Vehicle – repairs and maintenance	\$4,914
Auto Insurance	\$750
<hr/>	
<b>Total</b>	<b>\$59,500</b>

**Federal Transit Administration FY 2005  
Bloomington-Normal Urbanized Area**

**MARC Foundation for the Developmentally Disabled**

Consolidated Vehicle Procurement Rolling Stock Capital Assistance Application

**Background:**

The MARC Foundation is a non-profit, non-governmental agency providing a variety of services to McLean County residents with developmental disabilities. The Foundation's current client population includes more than three hundred adults and children. The MARC Foundation services include early intervention programs, community-supported employment, residential housing and other program elements.

In connection with its employment and housing service programs, the MARC Foundation provides demand-responsive transportation to clients and staff assisting clients, to enable persons with developmental disabilities to live and work in the community as independently as possible.

The current funding application stems from the urgent need to replace two of the Foundation's paratransit vans, both of which have been in service for well over ten years, and have logged in excess of 100,000 miles. Failure to replace these vehicles would result in reduction of services available to MARC Foundation clients. The vehicles requiring replacement appear in bold type in the MARC vehicle roster on page 33.

**Funding:**

The MARC Foundation has applied for Section 5310 funding from the Illinois Department of Transportation, for the procurement of (request pending).

**Estimated FY 2005 Project Budget:**

Budget pending

MARC Foundation  
PARATRANSIT VEHICLES

VEHICLE TYPE	YEAR	MANUFACTURER/ MODEL	VIN#	Mileage Mileage	Mileage date	Seating Capacity	FUNDING SOURCE	IDOT Funded
Med. Duty Handicap 2	1988	Chevrolet Astro	1GBDM15Z0JB269483	100,400	1/3/02	5	unspecified	No
<b>Med. Duty Handicap 2</b>	<b>1990</b>	<b>GMC Van</b>	<b>1GDEG25K1L7524241</b>	<b>123,070</b>	<b>2/13/02</b>	<b>5</b>	<b>unspecified</b>	<b>No</b>
Med. Duty	1992	Ford Aerostar	1FMDA31U6NZB08610	78,100	3/16/02	5	unspecified	No
<b>Med. Duty</b>	<b>1992</b>	<b>Plymouth Voyager</b>	<b>2P4GH4530NR640428</b>	<b>89,900</b>	<b>3/6/02</b>	<b>3</b>	<b>unspecified</b>	<b>No</b>
<b>Med. Duty (Maint.)</b>	<b>1993</b>	<b>Chevrolet Beauville Van</b>	<b>1GNEG25KXPF33736</b>	<b>147,600</b>	<b>3/1/02</b>	<b>2</b>	<b>unspecified</b>	<b>No</b>
Med. Duty	1993	Plymouth Grand Voyager	1P4GH4435PX667257	58,500	2/13/02	7	unspecified	No
Med. Duty	1994	Ford Escort	3FARP13J2RR151342	53,300	3/7/02	5	unspecified	No
Med. Duty	1995	Plymouth Neon	1P3ES27C4D129124	45,000	3/1/02	5	unspecified	No
<b>Med. Duty</b>	<b>1995</b>	<b>Mitsubishi</b>	<b>JA3AD59GO7Z010868</b>	<b>94,100</b>	<b>2/5/02</b>	<b>7</b>	<b>unspecified</b>	<b>No</b>
Med. Duty	1995	Ford Escort	3FASP13J8SR201992	46,200	3/6/02	5	unspecified	No
Med. Duty	1996	Ford Windstar	2FMDA5149TBA08786	94,200	2/28/02	7	unspecified	No
Heavy Duty	1996	Dodge Ram Dodge Grand	2B5WB35ZOTK123600	101,787	2/5/03	15	unspecified	No
Med. Duty	1997	Caravan Dodge Grand	2B4GP2435VR411544	55,300	2/11/02	6	unspecified	No
Med. Duty	1998	Caravan	2B4GP2430WR631160	56,700	2/5/02	5	unspecified	No
Med. Duty	1999	Plymouth Voyager	2P4FP2530XR406036	34,400	2/7/02	7	unspecified	No
Med. Duty	1999	Plymouth Voyager	2P4FP2530XR413780	67,000	2/12/02	7	unspecified	No
Med. Duty		Dodge Grand						
Handicap 2	2000	Caravan	1B4GP44R7YB629634	34,000	2/26/02	5	unspecified	No
Med. Duty		Dodge Grand						
Handicap 1	2000	Caravan	1B4GP44G8YB759808	7,000	3/11/02	5	unspecified	No
Med. Duty								
Handicap 2	2001	Ford XLT Van	1FMRE11L21HA20336	56,800	2/5/02	5	unspecified	No
Med. Duty	2002	Ford Focus	1FAP33PX2W106414	3,384	1/4/03	5	unspecified	No
Med. Duty	2002	Ford Focus	1FAFP33P32W212140	3,218	1/4/03	5	unspecified	No
Med. Duty	2002	Ford Focus	1FAFP33P32W214308	3,849	1/4/03	5	unspecified	No
Med. Duty	2002	Ford Focus	1FAFP33P32W248829	3,473	1/4/03	5	unspecified	No
Med. Duty	2002	Ford Focus	1FAF933P72W232536	3,549	1/4/03	5	unspecified	No
Med. Duty								
Handicap 1	2002	Chevy Venture Van	1GNDX03E92D249596	4,748	2/5/03	6	unspecified	No
Med. Duty								
Handicap 1	2002	Chevy Venture Van	1GNDX03E52D236635	5,041	2/5/03	6	unspecified	No
Med. Duty	2002	Ford Windstar	2FMZA51482BB53418	9,104	2/1/03	7	unspecified	No
Med. Duty	2002	Ford Windstar	2FMZA51442BA89541	4,052	2/6/03	7	unspecified	No
Med. Duty		Dodge Grand						
Med. Duty	2002	Caravan	2B4GP44392R744546	25,924	3/6/03	7	unspecified	No