

A Framework for Coordination:
the Human Services Transportation Plan
for the
Bloomington – Normal Urbanized Area

December 2007
Update March 2010

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the Human Services Transportation Plan

for the
Bloomington – Normal Urbanized Area

Prepared by the
McLean County Regional Planning Commission
in cooperation with

Transportation Advisory Committee

City of Bloomington

Town of Normal

McLean County

Illinois Department of Transportation

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Resolution

McLean County Regional Planning Commission Transportation Policy Committee *of the* McLean County Transportation Study

Adoption of the Bloomington – Normal Urbanized Area Human Services Transportation Plan

WHEREAS, the Federal Transit Administration (FTA), as a condition of eligibility for specified federal transit program funds, requires that all projects so funded be included in a locally developed human services transportation plan (HSTP); and

WHEREAS, the HSTP prioritizes services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older adults and people with low incomes, all as defined under applicable Federal law; and

WHEREAS, the McLean County Regional Planning Commission (MCRPC) certifies that the development and implementation of the Bloomington – Normal Urbanized Area HSTP does and shall include the participation of public, private, non-profit, transit and human services providers and the general public; and

WHEREAS, the Bloomington – Normal Urbanized Area HSTP is and shall be updated on a continuing basis, and in coordination with the transportation planning activities of the MCRPC; and

WHEREAS, the HSTP for the Bloomington – Normal Urbanized Area was developed under the guidance of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and shall be incorporated into the metropolitan planning process.

NOW, THEREFORE, BE IT RESOLVED that the Bloomington – Normal Urbanized Area Human Services Transportation Plan Update is approved and adopted.

PASSED AND ADOPTED this 19th day of March, 2010, by the Transportation Policy Committee of the McLean County Regional Planning Commission.

Carl Teichman, Chair

McLean County Regional Planning Commission

McLean County Transportation Study Transportation Policy Committee

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1. INTRODUCTION

The McLean County Regional Planning Commission, as the designated Metropolitan Planning Organization (MPO), is responsible for transportation planning in the Bloomington – Normal, Illinois urbanized area. This includes development and adoption of planning policies and documents, review and coordination of transportation planning, and transportation policy analysis, assessment and direction. The McLean County Regional Planning Commission is also the lead agency for the development of a Human Services Transportation Plan (HSTP) under the direction of the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**. A coordinated public-transit human-service transportation plan provides strategies for meeting local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older adults, and people with low incomes.

The Human Services Transportation Plan provides an introduction to the demographics, characteristics and transportation systems in the Bloomington – Normal urban area. The plan also provides an overview of local transit service providers and services available for riders facing challenges in accessing transportation. Although the plan establishes a new process for the coordination of transportation and social services, pursuant to SAFETEA-LU, it also reflects and builds upon existing practices and coordination mechanisms, and upon the strong relationships among local agencies, transportation providers and government.

The Bloomington – Normal Urbanized Area Human Services Transportation Plan is also intended to facilitate coordination with rural transportation resources in the Illinois Department of Transportation HSTP Region 6, and elsewhere.

2. PURPOSE

On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law No. 109, August 10, 2005). SAFETEA-LU guarantees \$244.1 billion in funding for highways, highway safety, and public transportation. SAFETEA-LU represents the largest surface transportation investment in our nation's history. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) met the nation's changing transportation needs during the term of their legislation. SAFETEA-LU builds on this foundation by supplying funds and building a framework for investments needed to maintain and grow our transportation infrastructure.

SAFETEA-LU addresses challenges facing our transportation system today. Challenges such as: improving safety, reducing traffic congestion, improving efficiency in goods movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision-makers' flexibility for solving transportation problems in their communities.

The Federal Transit Administration (FTA) requires all projects involving federal funds be included in a locally developed plan. Transportation funding programmed within the urban area is included in the annually revised Transportation Improvement Program, which describes anticipated funding for a five-year period. SAFETEA-LU creates the additional requirement that the Human Services Transportation Plan be developed to foster cooperation and coordination in the use of certain categories of funding. The primary FTA programs used, which serve in some instances are intended for use in services directed to populations particularly vulnerable to limitations in their transportation options, are as follows:

49 U.S.C. 5310 – Elderly Individuals and Individuals with Disabilities

Program: Provides formula funding to states for assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities when transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people. Funds are obligated based on the annual program of projects included in a statewide grant application.

49 U.S.C. 5316 – Job Access and Reverse Commute (JARC): The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

49 U.S.C. 5317 – New Freedom Program: This new program will provide formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities.

Federal funding is also provided for programs used to fund transit programs generally. These programs provide support for transit programs in urban and rural settings.

Transit investment using the funding sources described below is reflected in the annual update of the Transportation Improvement Program.

49 U.S.C. 5307 – Urbanized Area Formula: Makes federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Census.

49 U.S.C. 5311 – Rural Formula Program: Provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. It is apportioned in proportion to each state's non-urbanized population. Funding may be used for capital, operating, state administration, and project administration expenses. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other federal sources.

Upon adoption of the Human Services Transportation Plan, projects funded through the relevant Federal Transit Administration programs will be identified in both the Transportation Improvement Program and the HSTP.

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3. THE REGION

The Bloomington-Normal metropolitan planning area encompasses the City of Bloomington, the Town of Normal, the Village of Downs and the Village of Towanda. Together, these communities and their immediate rural environs are home to 118,000 people, approximately two-thirds of the population of McLean County.

Bloomington-Normal and McLean County occupy a central position in the statewide transportation system in Illinois, with easy highway access to Chicago, St. Louis, Springfield, Peoria and other metropolitan centers. Three Interstate highways, I-55, I-74 and I-39, converge around Bloomington-Normal, giving the community an unusual level of access to the Interstate system. The local Interstate connections highlight the community's advantageous location in both the statewide and national transportation systems. Air transportation service has been enhanced by the construction of a new airport terminal. Daily passenger rail service affords access to Chicago, St. Louis and the national rail system, and freight rail provides a conduit to and for manufacturing and agriculture. Bloomington-Normal's transportation assets reinforce the community's strengths as a strategic link in the nation's transportation system. (See Map 1, page 4.)

Population and Growth

Bloomington-Normal and McLean County have established a decades-long record of rapid growth and expanding population, with growth rates since 1970 consistently above both state and national averages. In recent years, both Bloomington and Normal have experienced record levels of new residential construction, despite some leveling of local employment demand. The ongoing growth trend was further confirmed through special Census counts conducted in Normal and Bloomington during the period between August 2005 and January 2006. Analysis of the special census results showed a population increase of 11.3% in Normal over a period of 5½ years, and an increase of 15.7% in Bloomington over nearly six years.

Although the rate of population growth is projected to moderate over the next twenty to thirty years, substantial population growth is still expected (see Table 1). Of particular importance is the expected continuation of the trend towards greater urbanization of the County. Population in rural sections of the County is expected to be relatively stable over the period of the plan, while the population in the urbanizing metropolitan planning area will increase substantially, as a percentage of overall County population. All aspects of the regional planning process will need to reflect the challenges that changes in both total population and distribution will bring to the area.

Bloomington - Normal Region and MPO Area

Human Services Transportation Plan Bloomington - Normal Urban Area

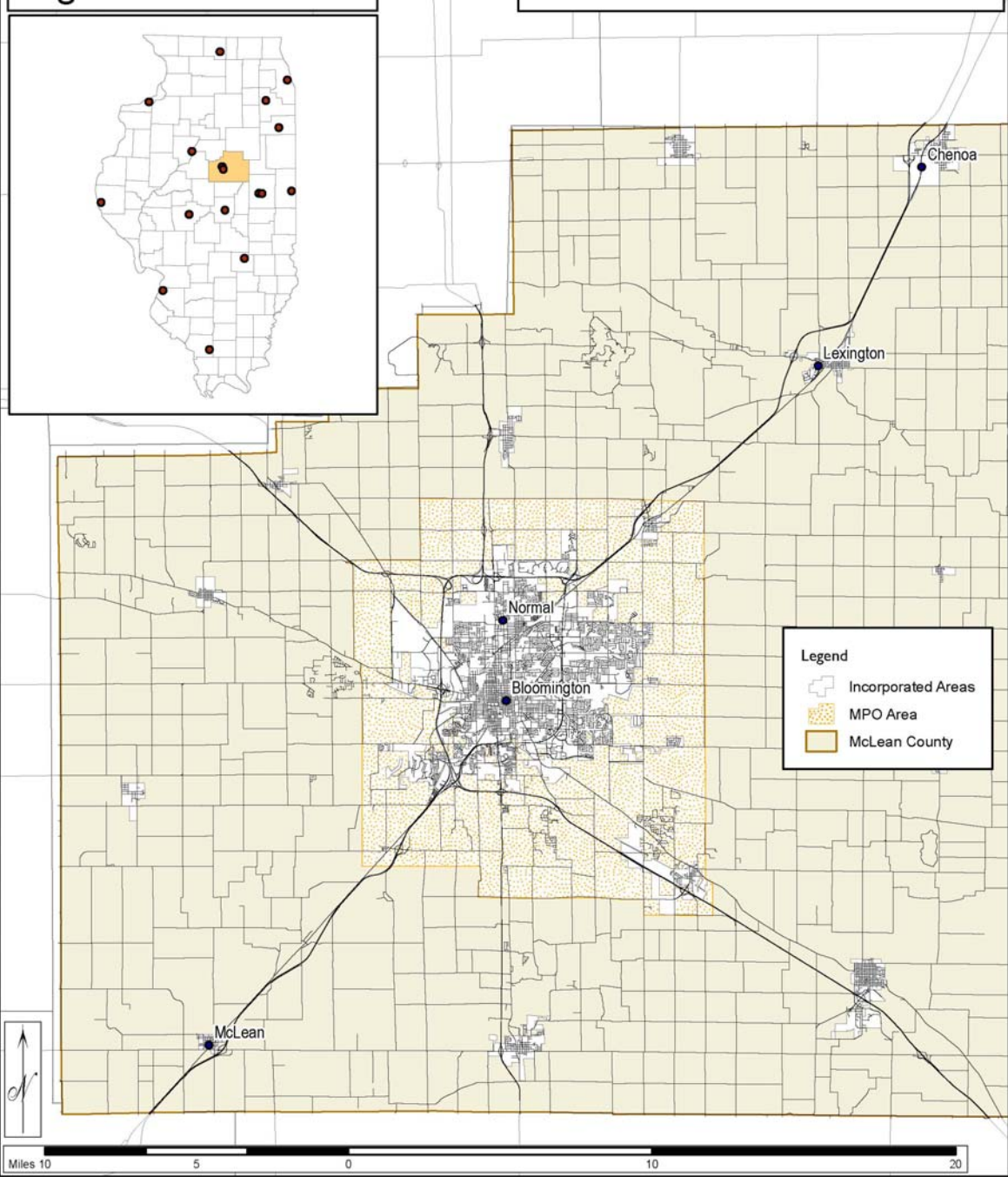


Table 1 - Local Population, projections in 5-year increments

Year	Bloomington	Normal	Downs	Towanda	Other MPO	MPO total	McLean County (non-metro)	County Total
2005 ¹	74,975	50,438	1,550	535	7,050	134,548	31,955	166,503
2010	82,645	53,670	2,300	575	7,100	146,290	32,020	178,310
2015	90,935	56,400	3,100	600	7,200	158,235	32,865	191,100
2020	99,230	59,285	3,900	620	7,400	170,435	33,570	204,005
2025	107,520	62,300	4,050	640	7,650	182,160	34,495	216,655
2030	108,720	65,935	4,960	670	7,750	188,035	35,180	223,215
2035	115,130	69,220	5,620	695	7,900	198,565	35,865	234,430

Source: McLean County Regional Planning Commission, Long Range Transportation Plan 2035 for the Bloomington – Normal Urbanized Area

Table 1 reflects an expected growth in the metropolitan planning area population of nearly 50%. This projection carries with it the assumption of some growth in the planning area itself, to include portions of urbanizing townships not currently within the MPO area. Current planning initiatives focused on sensible growth emphasize the need to reduce the amount of land consumed in relation to additional population, an approach which should help to ameliorate the level of expenditures required for transportation infrastructure to keep pace with growth.

Expectations of continued growth in the Bloomington-Normal urbanized area are founded on several community characteristics. Bloomington-Normal is home to several large employers, including State Farm Insurance, Country Insurance, Mitsubishi Motors North America, Inc. and Illinois State University (ISU). These and other employers make the community a regional employment location, including a corporate center requiring regional and local transportation for people, and a manufacturing center demanding the transportation of raw materials and manufactured goods. Two universities, ISU and Illinois Wesleyan University, and several community colleges draw substantial student populations, and the commercial enterprises needed to serve them. University students are an increasing market for transportation services, including public transit and various modes of intercity travel.

Although the short-term expectation of growth may be impacted by the effects of the global recession and the elevated level of unemployment still in evidence in early 2010,

¹ Base year 2005 derived from Census 2000, Normal Special Census of 2005, Bloomington Special Census of 2006. "Other MPO" includes urbanizing portions of Normal, Bloomington, Towanda and Old Town townships.

the community may still be expected to experience significant growth in coming years. The stability and economic breadth of the region, as noted above, will provide a foundation for resumed growth as economic conditions improve.

Planning for transportation in the Bloomington-Normal area must also be cognizant of the community's setting, surrounded by prime agricultural land, the preservation of which is a high priority. Transportation improvement and expansion, while meeting the needs of a growing and vital population, must also be carried out with care for the protection and maintenance of critical resources, including land in agricultural production, water resources and open space. The metropolitan planning area is shown on Map 1.

The planning area for the urbanized area also includes the Villages of Downs and Towanda. With an estimated 2005 population of nearly 2,000 persons, the villages are emerging as elements of the urbanized area while retaining their individual character. In addition, they serve an important function in the transportation system, by providing additional access to and from the interstate system, and thus to alternate routes to significant regional employment and transportation centers, such as the Central Illinois Regional Airport and the main corporate campus of State Farm Insurance Company.

Transportation-Challenged Populations in Bloomington – Normal

The resources discussed above have given Bloomington and Normal the benefits of an economically sound and growing community; although those benefits are widespread, they are not universally available to residents of the area, and one challenge to transportation access is limitations imposed by income. In Census 2000, approximately 11% of residents were found to be living at or below the poverty level. Of the more than 12,000 people identified, more than 75% were adults between the ages of 18 and 64. For these residents, access to public transportation may be the key to obtaining and keeping employment.

Private vehicle availability is widespread in Bloomington – Normal, with more than 92% of households having access to at least one vehicle. This abundance of personal transportation options may suggest a less intense focus on widely-available transit services. However, for many families, the costs associated with maintaining a vehicle impose a significant burden, made even more critical by the rising cost of fuel. Local policy has long recognized that transit must be a viable choice, a position validated by the transit needs assessment conducted recently.

Although the fixed-route public transit system has become steadily more accessible, dedicated paratransit service for persons with disabilities will continue to be a necessary component of the transportation system. Census 2000 tallied more than 12,000 persons in the urban area with one or more disabilities. For many people, specialized transit options will continue to be a necessity. In particular, options available to the general public must be sustained, to supply needs not met by agencies operating specialized services targeted to their own client populations.

The anticipated growth in the population of older residents, as a percentage of the total population, is a demographic trend demanding increasing attention. The East Central Illinois Area Agency on Aging has been an invaluable resource in developing data on the expecting increase in the population of persons over age sixty, data now being incorporated into regional and municipal comprehensive plans being developed by the McLean County Regional Planning Commission. Access to public transportation is a vital resource for aging residents, particularly the 34% of people over age 65 living alone (Census 2000). For these residents, and all of us as we move into later life, a broad array of accessible transportation choices will help sustain the quality of life available to older residents in Bloomington – Normal.

As the Human Services Transportation Plan is updated, the McLean County Regional Planning Commission will continue to develop detailed information on the demographics of transportation-challenged populations, with the assistance of participating agencies and organizations. Members of the Transportation Advisory Committee currently share information on overlapping client needs, when permitted to do so under the provisions of relevant privacy laws.

The “Aging in Place” Atlas

In a cooperative effort, the East Central Illinois Area Agency on Aging (ECIAAA) has worked with the faculty, staff, and students of the Geography-Geology Department at Illinois State University to create a web-based resource on aging populations in central Illinois. The “Aging in Place” Atlas uses data from the 2000 Census and GIS technology to illustrate the distribution and characteristics of the population 60 years of age and older, including:

- Identification of “Naturally Occurring Retirement Communities”
- Location of “At-Risk” Populations, e.g. persons 75 and older, living alone
- Location of Older Adults with Disabilities
- Location of Poverty among Older Adults

- Race and Ethnicity of Aging Populations
- Location of “Mixed Generation” Communities

Information regarding Bloomington – Normal and McLean County in the Atlas is located at <http://lilt.ilstu.edu/aipatlas/maps/McLean%20County/index.shtml>. This project was made possible with a grant of Federal Older Americans Act funds through the Illinois Department on Aging.

4. THE PLANNING PROCESS

The Human Services Transportation Plan is an element in the broader metropolitan planning process carried out by the McLean County Regional Planning Commission, which includes planning efforts targeted to transportation issues, such as the Long Range Transportation Plan, and comprehensive planning for municipalities and McLean County. Development of the plan included information and analysis contributed by MCRPC, transit stakeholders, municipal and county planning and engineering staff, local elected officials and Illinois Department of Transportation and Federal Highway Administration staff.

Elements of plan preparation have also been reviewed by the MCRPC Transportation Advisory Committee, which represents community agencies and groups with interests in transportation issues, including public transit providers, social service agencies, the Chamber of Commerce, State offices providing services to disadvantaged citizens, and others.

The planning process facilitates consideration of transportation priorities and needs for the entire community, and provides a mechanism for identifying areas of particular concern. In McLean County, the process is continual: the staff of the Regional Planning Commission, and planning and engineering staff representatives of each of the local governments engage in frequent consultation, regularly exchange information of matters of joint interest, and assist one another in carrying out their responsibilities to the public. Issues which affect public safety and welfare thus receive regional attention. The ongoing and constant communication among the participants in the planning process is the foundation of its continued success.

Intergovernmental Development Review

Planning in McLean County is designed to facilitate interdisciplinary involvement in all planning activities and programs. Intergovernmental and interagency cooperation in McLean County is facilitated through the Regional Planning Commission's Intergovernmental Development Committee, which generally meets on a weekly basis to discuss and evaluate current development activities in the urban area. The Committee is headed by the Regional Planning Commission Executive Director, and includes representation from engineering and planning staff from the McLean County Highway Department and Building and Zoning Department, and from the City of Bloomington and the Town of Normal. The staff of the Regional Planning Commission,

including the community planner, transportation planner and GIS staff, provides support for the Committee's activities.

The activities of the Intergovernmental Development Committee are manifold, but are always directed towards encouraging cooperation among jurisdictions. Interested agencies and organizations also participating include the Illinois Department of Transportation, the Bloomington-Normal Water Reclamation District, the League of Illinois Bicyclists, the McLean County Farm Bureau, Friends of the Kickapoo, Friends of Constitution Trail and others.

A principal function of the Intergovernmental Development Committee is the review of all development proposals deemed to have regional significance, which is defined as being five acres or more in area, for conformance and consistency with municipal and regional comprehensive plans. Development plans at various stages are brought to the Committee by representatives of the local jurisdictions. Evaluation of the proposals in the context of the comprehensive plans is facilitated by the use of a review checklist, which catalogues the elements of the comprehensive plans. The criteria for consistency with the comprehensive plans include access to public transit, the functionality of the street network, provision of adequate transportation connectors between existing, proposed and future development, and provision for pedestrian and bicycle facilities. In addition to aspects of development impact on the transportation system, the development consistency review also assesses other criteria derived from the comprehensive plans relating to infrastructure improvement needs, impact on local schools, availability of land for schools, stormwater management, landscaping features and compliance with local ordinances.

Through the work of the Intergovernmental Development Committee, the Regional Planning Commission sustains a continuous planning process beneficial to all the participants, and designed to promote an integrative approach to assessing new development. Representatives to the Committee view it as an important tool for fostering cooperation, maintaining communication between jurisdictions, and creating sustainable responses to the challenges posed by the rapid growth of the region.

Transportation Advisory Committee

In addition to the Intergovernmental Staff Committee, the McLean County Regional Planning Commission sponsors the Transportation Advisory Committee (TAC), a collaborative coalition of diverse agencies and organizations that address ways in which service providers can cooperate to best utilize resources.

For some years, the Committee has coordinated an ongoing process of identifying and planning for the transportation needs of area residents with transportation challenges and special needs. The majority of the agencies involved are human service organizations that serve minority and low-income populations. The MCRPC's transportation planner serves as chair and distributes documentation on Committee activities to an extended list of organizations.

In monthly meetings, the committee reviews the current transportation needs of the clients and constituencies of member organizations, and evaluates future needs. For specific program initiatives, the committee solicits letters of support for applications to pursue funding for transportation programs that target underserved populations.

The Committee examines a range of issues, including transportation services for older residents and persons with disabilities, transportation options for members of the workforce with limited means, alternate transportation modes and others. The Transportation Advisory Committee has placed substantial emphasis on the process for developing both the urban area and regional rural human services transportation plans. Several entities within the TAC are engaged in conducting rider surveys of their constituencies; as available this data is compiled and evaluated as part of the needs assessment and resource inventory processes required in the continuing development of the HSTP.

Participants in the Committee include the Bloomington-Normal Public Transit System, SHOWBUS, the primary provider for rural transit in McLean County, the YWCA of McLean County, which operates the Bloomington-Normal urban area Wheels-to-Work program and a new medical transport service, and the MARC Center, which provides transportation services for its clients with developmental disabilities. Other active Committee participants include the local Office of Rehabilitation Services of the Illinois Department of Human Services, Life Center for Independent Living, and the East Central Illinois Area Agency on Aging. Other agencies and stakeholder groups are involved periodically. These have included Catholic Charities, the McLean County Chamber of Commerce, BroMenn Regional Medical Center, the University of Illinois Extension office in McLean County, and the local chapter of Faith In Action.

Participating organizations both contribute to the knowledge base of the Committee, through reports on program activity and needs assessment, and receive the benefit of input and information from other member agencies. In addition to the Committee's work on the development of the HSTP itself, the group functions as an active agent in

facilitating cooperation and coordination between participating agencies, and in the community at large.

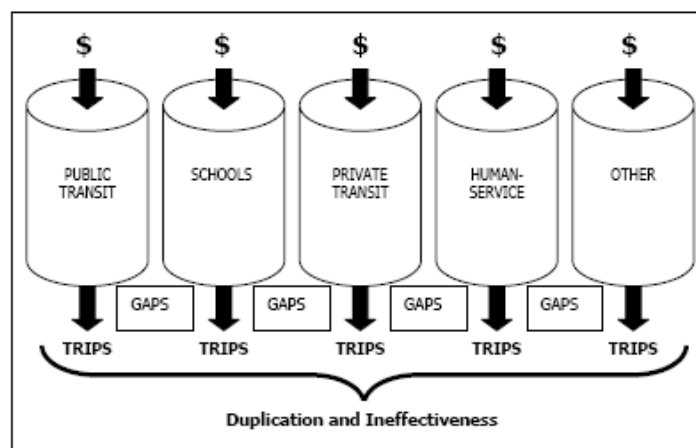
5. COORDINATION

The SAFETEA-LU initiative which created the Human Services Transportation Plan as an element of metropolitan and statewide transportation planning focuses on coordination as a primary mechanism to achieve better transit service and more efficient use of public resources. Consequently, as discussion of the general characteristics of coordinated transportation planning, and the ongoing local efforts in coordinating transportation resources and programs, is in order.

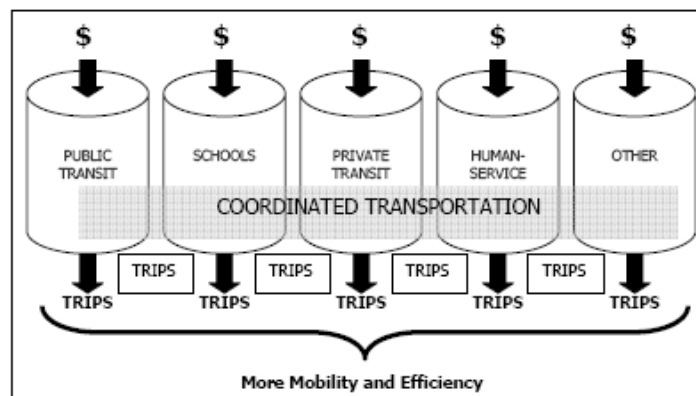
What Is Coordinated Transportation?

Coordinated transportation is when multiple organizations work together to their mutual benefit to gain economies of scale, eliminate duplication, expand service, and/or improve quality of service in order to better address transportation needs of individuals that the agencies serve.

THE PROBLEM



THE SOLUTION



Coordination Opportunities

Coordination of transit service might include anything from simple sharing of training resources to full integration of services. The appropriate level of coordination must be determined on a case-by-case basis. In general, there are four levels of equipment and facilities coordination:

1. **Communication:** Involves recognizing and understanding problems, and discussing possible solutions between individuals from various agencies who are in a position to influence transportation developments within their jurisdiction.
2. **Cooperation:** Involves working together in a cooperative way, with individuals or agencies retaining their separate identities. This can be sharing of training resources, vehicle procurement or fuel contracts, or arranging a ride for a client using a different service.
3. **Coordination:** Involves bringing together independent agencies to act together to provide a smooth interaction of separate transportation systems. Individual provider funds, equipment, facilities, and services are used in concert to enhance delivery and efficiency of services. Agencies retain their individual identities.
4. **Consolidation:** Involves joining together or merging agencies for mutual advantage. This is a fully integrated system, and individual agency identity is no longer maintained.

Because each community and region is unique, the appropriate level of coordination is what project partners are comfortable with, and what is best for the customer. Examples of coordinating transportation include:

- Identifying barriers to coordination in the regulatory environment and advocating for change.
- Making greater use of technology to match transportation users to transportation providers and trip scheduling.
- Finding ways to group riders on the same vehicle even when they are sponsored by different funding agencies.
- Leveraging purchasing power for vehicles, fuel, maintenance, or training.
- Sharing training resources.

Regardless of the type of coordination, it should involve consultation with a broad range of stakeholders, such as:

- Transportation providers: Transit agencies, school districts, social service agencies, transportation brokers, private providers, non-profit providers, and human-service based agencies.
- Service providers: Doctors scheduling medical appointments based on transportation
- availability, land-use planners including mobility options as part of zoning decisions,
- developers building “walkable” communities.
- People with special transportation needs.

Because Illinois has no universally applied rural public transportation planning infrastructure, the Illinois Department of Transportation created a framework for developing the plan and project submission process for public and human services transportation funding. Sub-state rural regions were established to facilitate the HSTP process in rural areas. McLean County lies within Region 6, which shares a regional coordinator with Region 8. Each region has adopted an HSTP to coordinate the delivery of services within its boundaries. McLean County Regional Planning Commission staff engages in continuing coordination with statewide and regional staff to ensure that the HSTP developed for the Bloomington-Normal urban area is correlated to the plans developed for Region 6. The MCRPC transportation planner serves as a technical advisor to the regional HSTP committee, as does the transportation planner for the Kankakee MPO.

Since July 1, 2009, the McLean County Regional Planning Commission has been designated as the agency for regional coordination in Region 6. This task is shared between the transportation planner and the community planner, both of whom participate in regular meetings of the Region 6 Policy and Technical Committees, and carry out other tasks in support of regional coordination efforts.

In addition, the Bloomington – Normal HSTP recognizes the interrelationship with other urban areas in the regions, which include Champaign-Urbana, Danville, Decatur and Kankakee. As part of the ongoing updating of the HSTP, the plan will consider regional transportation needs for human services between the Bloomington-Normal area and the Peoria metropolitan area, represented by the Tri-County Regional Planning Commission.

A History of Coordination: The Transportation Advisory Committee

As noted in Section 4, the Transportation Advisory Committee has for several years served as both a point of contact between the Regional Planning Commission and challenged and underserved populations in Bloomington – Normal, and as a forum in which opportunities for cooperation and coordination in the delivery of services can and do take place. The Committee's initial work, in connection to the Bloomington – Normal Transit Needs Assessment concluded in 2003, both enhanced and expanded the scope of the study. As participants in the needs assessment, members of the TAC provided perspectives on evolving transit requirements which might not have been evident to a general observer. In turn, the Board of Trustees of the transit system relied upon input from the Transportation Advisory Committee and its members in developing the expansion plan for the transit system that arose from the final report on the needs assessment.

One consequence of the needs assessment process was the formation of the YWCA Wheels-to-Work program, funded in part through two Job Access/Reverse Commute (JARC) grants. At the time the program began, B-NPTS fixed-route service ended early in the evening, with no Sunday service. Wheels-to-Work provided a transit alternative for workers with schedules requiring second- or third-shift working hours. Demand for the service was so high that it helped spur a decision by B-NPTS to expand its hours of operation for the fixed-route system, and to create additional service categories to address transit needs in the evening and late night hours. Due to the changes in the B-NPTS schedule, Wheels-to-Work now functions as a Sunday-only service, and continues to provide access to employment for workers with limited transportation choices. The YWCA, working with the Chamber of Commerce and other TAC members, has found match funding for the program from various community sources, and support from employers whose staff use Wheels-to-Work.

The YWCA and Bloomington – Normal Public Transit have engaged in other cooperative ventures. During the summer of 2007, the YWCA created a limited-term demand-response service to provide access to areas on the east side of Bloomington, where new commercial development was creating jobs in locations not yet served by the transit system. Both agencies were supported in this endeavor by outreach conducted by staff from the Chamber of Commerce, including direct surveys of employers and employees regarding emerging transit needs. In October 2007, Bloomington – Normal Public Transit began service on the new Teal (J) route, serving the far east side of Bloomington, and providing connections throughout the transit system. The Transit System also initiated the Aqua (K) route in southwest

Bloomington, which with other route adjustment was designed to increase service availability across the route network.

In the fall of 2007, the YWCA initiated its Medivan service, rescuing a vital transportation component following the dissolution of the former operator. In taking on this substantial challenge, which includes service in rural areas of McLean County as well as in Bloomington – Normal, the YWCA has been supported by the member agencies of the Transportation Advisory Committee, including SHOWBUS, the ECIAAA and Bloomington – Normal Public Transit.

Other coordination opportunities have been fostered by and among members of the Transportation Advisory Committee. SHOWBUS leases a paratransit vehicle from Bloomington – Normal Public Transit, demonstrating that vehicle sharing arrangements are not a speculative future possibility, but realized fact. SHOWBUS also works with the YWCA in finding transportation solutions for persons living in rural areas who may require trips at times not consistent with the SHOWBUS service schedule, but who may be served by the YWCA Medivan program.

As implementation of the plan has continued, the Transportation Advisory Committee has continued its role in evaluating projects and offering recommendations to the Transportation Study Technical and Policy Committees. Meetings of the Transportation Advisory Committee provide a venue for the exchange of information, and for direct coordination among member agencies. In the context of the Human Services Transportation Plan, the Committee's role in the planning process, and its connection to the Technical and Policy Committees of the Transportation Study, continue to evolve and expand. The TAC membership is and will continue to be vital to the coordination of urban and rural transportation services through the Region 6 human services transportation planning process.

As a result of the economic conditions spurred by the 2007 – 2009 recession, new challenges have confronted the Transportation Advisory Committee. As has been the case across Illinois, social service agencies and other organizations involved in providing services to challenged populations have confronted serious fiscal threat, resulting in restrictions on services or agency closures. At the same time, economic pressures have created greater demand for transportation services, as people struggle to maintain access to employment, to health care and other vital needs. Consequently, participants in the local coordination process have focused even more intently on service coordination and consolidation, to better serve increasing demand and create greater efficiency in service delivery.

Some relief has been found through the American Recovery and Reinvestment Act of 2009, which included funding to supplement existing transit operations. Several transit agencies in the Bloomington – Normal area sought or received funding through the recovery act, primarily for vehicle replacement or fleet expansion. Bloomington – Normal Public Transit System also received significant funding under the Recovery Act for the new transit facility on the west side of Normal, which will support service expansion. In addition, B-NPTS received a Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grant, in the form of two hybrid paratransit vehicles. Additional capital grants may still be forthcoming from various programs implemented under the Recovery Act.

The changes caused by recent economic conditions have spurred a new focus in the plan on transitioning individual agency transportation programs to reliance on public transit providers. Broadly, the Transportation Advisory Committee has concluded that expanding the scope of public transit to provide the resources needed by social service agencies and their clients is the preferred goal, in terms of sustainability and fiscal efficiency. The goals as updated in March of 2010 call for a continuing planning effort to effect this transition, with emphasis on coordinating with social service program needs, and providing agencies a level of confidence that their needs can be met by public providers. Additionally, the plan recommends advocacy to revise legislative mandates for private transportation programs in instances where public transit can safely, reliably and efficiently serve their needs.

6. THE HUMAN SERVICES TRANSPORTATION PLAN IN CONTEXT

The Human Services Transportation Plan for Bloomington – Normal is maintained and updated as part of a comprehensive planning process for the urban area, which includes other transportation planning documents and initiatives, as well as community planning addressing a broad array of issues. In particular, the planning activities of the McLean County Regional Planning Commission focus on the coordination of land use and transportation planning. Plans produced by the MCRPC reflect a process which is based in community input. The planning process is ongoing, and planning documents are developed with the expectation that plan updating and implementation are ongoing and continuous.

The Metropolitan and Statewide Transportation Planning Process

Federal law requires MPOs to prepare a Transportation Improvement Program (TIP) every three years for regionally significant transportation projects, and all projects receiving federal funding over the next five years. The McLean County Regional Planning Commission TIP for the Bloomington – Normal urban area is reviewed and updated annually. In addition, the TIP itemizes cost and program details for all transportation projects programmed over the ensuing five year period, not just those projects which receive federal funding. This practice allows local government and the public to evaluate programmed transportation investment in its full context, and to consider how transportation spending at all levels of government is allocated to meet local and regional needs. Priorities for allocation are developed through ongoing coordination with local and state government, and through the public involvement activities carried out through local government and the regional planning commission.

A coordinated human services transportation plan can be developed separately from metropolitan and statewide transportation processes and then incorporated in to broader plans, or it may be developed as part of the statewide transportation planning process. The MPO is responsible for determining that projects selected within the human services plan are included in the TIP, statewide transportation plans, and the State Transportation Improvement Program (STIP).

In light of historical and ongoing transit coordination efforts in Bloomington – Normal, MCRPC has chosen to fulfill the plan requirement through a separate document which reflects and extends existing coordination practices.

FTA proposes that the coordinated human services transportation plan follow update cycles for MPO plans (four years in air quality non-attainment and maintenance areas,

and five years in air quality attainment areas such as Bloomington - Normal). The Human Services Transportation Plan will be utilized by MCRPC as a framework for prioritizing FTA funding for programs covered by the plan, and to encourage coordinated planning. As such, the plan evolves through an ongoing process, conducted in concert with other planning activities, but not limited to the update schedule of other transportation plans produced for the urban area.

Updating the Plan

Much of the information available in the plan is organized in Appendices, including those relating to participating agencies and transit providers, and to public involvement activities. This arrangement allows for new and supplemental information to be readily incorporated into the plan as it is developed or otherwise becomes available. Updates to the appendices will be posted at www.mcplan.org, and will be provided to the Transportation Technical and Policy Committees of the McLean County Transportation Study for review and approval.

The Plan will be reviewed in its entirety, and updated as required, every three years. As noted above, the plan is intended as a framework for ongoing coordination efforts.

7. EVALUATING IMPLEMENTATION

The Transportation Advisory Committee reviewed, revised and prioritized the following goal, objectives and strategies. These elements of plan implementation evaluation will evolve with ongoing updating of the plan.

Goals, Objectives and Strategies

Mission

To facilitate a cooperative transit network for Bloomington-Normal which provides the greatest possible access to transportation for all riders, including persons with disabilities, older riders, lower-income residents with limited transportation options, and the general public, through coordination among all transit providers in the region.

Goal 1: Improve human service transportation coordination in Bloomington-Normal.

Objectives and Strategies:

- Promote participation in the Transportation Advisory Committee through agency and community outreach, including providers, public and private entities and social service agencies.
 - Expand Committee membership.
 - Create an electronic forum for Committee coordination.
 - Expand community outreach through member agencies.
- Broaden the scope of activities of the Transportation Advisory Committee through the public involvement process
 - Conduct public forums on transit issues.
 - Coordinate Committee outreach through development of the Long Range Transportation Plan.

Goal 2: Promote and support transitions of riders from agency programs to public transit services and providers, to improve efficiency and safety.

Objectives and Strategies:

- Develop a transition process.
 - Create a Transition Task Force.
 - Develop transition recommendations and protocols.
 - Solicit funding to study effective transition programs.
- Implement a transition process.
 - Study and assess regulations regarding agency transportation programs.

- Identify gaps between agency service needs and provider resources.
- Create agency transition plans.
- Solicit funding for ongoing staff support for transition programs, and monitoring agency transition plan implementation.

Goal 3: Increase public awareness and use of transit options.

Objectives and Strategies:

- Monitor transit use levels, including use of private-sector providers, as available.
 - Create a data collection schedule for providers participating in the HSTP process
 - Develop a reporting process for transit use data
- Monitor use of programs funded under the Human Services Transportation Plan, through ongoing reports to the Transportation Advisory Committee.
 - Develop a standard reporting system for use by providers and funding applicants
 - Create an archive of reports accessible to the public
- Conduct public outreach and marketing regarding transit alternatives, both by agency and by program.
 - Conduct public information forums regarding transit alternatives.
 - Advertise the HSTP process to the public

Goal 4: Create an easily accessible and user-friendly source of online information regarding transit schedules, routes and opportunities for multi-provider trips

Objectives and Strategies:

- Leverage existing online information sources through links and shared information.
 - Create a dedicated web space for the Transportation Advisory Committee
 - Establish a web resource page for information sharing
- Explore the creation of a sole-source transit website providing information on all transit providers serving Bloomington-Normal.
 - Investigate the use of social networking for information distribution
 - Explore the development of interagency agreements to support a shared transit website.

Goal 5: Increase available revenue resources.

Objectives and Strategies:

- Seek additional federal, state and local funding from public and private sources.
 - Submit both federal and state level applications to support transition and coordination activities
 - Explore public-private partnerships to support transit availability and cooperation
- Use Transportation Advisory Committee resources to identify and promote additional funding sources.
 - Use the TAC webspace to improve public understanding of funding available for needed services
 - Promote non-traditional funding through TAC member agencies

Goal 6: Resolve inter-jurisdictional and inter-agency concerns

Objectives and Strategies:

- Use Transportation Advisory Committee process to coordinate resolution of concerns.
 - Encourage participation by public and private agencies
 - Solicit local agency participation to aid in mediation.
- Resolve issues arising out of other governmental or institutional regulations and constraints.
 - Establish TAC subcommittee to monitor regulations
 - Conduct outreach to federal, state and local regulatory bodies regarding program impacts of regulation

Goal 7: Investigate methods to reduce operating costs for transit programs.

Objectives and Strategies:

- Develop joint asset and commodities acquisition arrangements, where cost savings can be obtained.
 - Research appropriate interagency agreements
 - Execute interagency agreements
- Develop joint operational procedures to reduce administrative costs.
 - Incorporate joint procedures to
- Introduce cost reduction mechanisms
 - Investigate methods and feasibility of cost reduction approaches, including legal constraints on such measures.

Goal 8: Facilitate schedule coordination and shared transfer points

Objectives and Strategies:

- Coordinate routes and schedules to promote logical shared transfer locations.
 - Map system locations and transfer points
 - Create chronological database to facilitate transfer
- Create safe and accessible transit transfer stations for use by all transit providers
 - Solicit funding to invest in infrastructure improvements

Goal 9: Coordinate shared use of vehicles

Objectives and Strategies:

- Maintain and improve agencies' vehicle inventories to facilitate vehicle sharing opportunities.
 - Solicit funding for vehicle acquisition
- Facilitate vehicle sharing agreements by and among coordinating agencies.
 - Develop standard agreement for vehicle sharing
 - Publicize vehicle sharing advantages

Evaluation of Program Proposals/Grant Applications

Under the human services planning process created by SAFETEA-LU, certain funding allocation decisions previously taken by the Illinois Department of Transportation are now the responsibility of the metropolitan planning organizations and the regional committees for rural transit. Consequently, prioritizing of funding applications, such as those for §5310, §5316 and §5317 program funds must now be considered by the Technical and Policy Committees. With the assistance of the Transportation Advisory Committee (with recusal by providers, as needed), the Technical and Policy Committees will promulgate program evaluation criteria consistent with policies previously used by the Illinois Department of Transportation.

The Transportation Advisory Committee will undertake an annual review of the implementation of the plan. From the review, the McLean County Regional Planning Commission will issue an annual report on the status of the plan goals, incorporating recommendations from the Transportation Advisory Committee regarding further steps for implementation, or revision of the plan at intervals within the three-year update cycle. Revision to the plan required by the anticipated reauthorization of SAFETEA-LU will also be considered by the Transportation Advisory Committee, and the Technical and Policy Committees of the McLean County Transportation Study.

Appendices

APPENDIX A

PARTICIPATING PROVIDERS AND AGENCIES

Bloomington – Normal benefits from the services of several transportation providers, and numerous social service agencies and advocacy organizations. Over time, it is expected that participation in the transportation planning process will broaden, and include entities who, to date, have not chosen to be involved in the process. Current active participants are described below. More information may be found on the McLean County Regional Planning Commission website, www.mcplan.org.

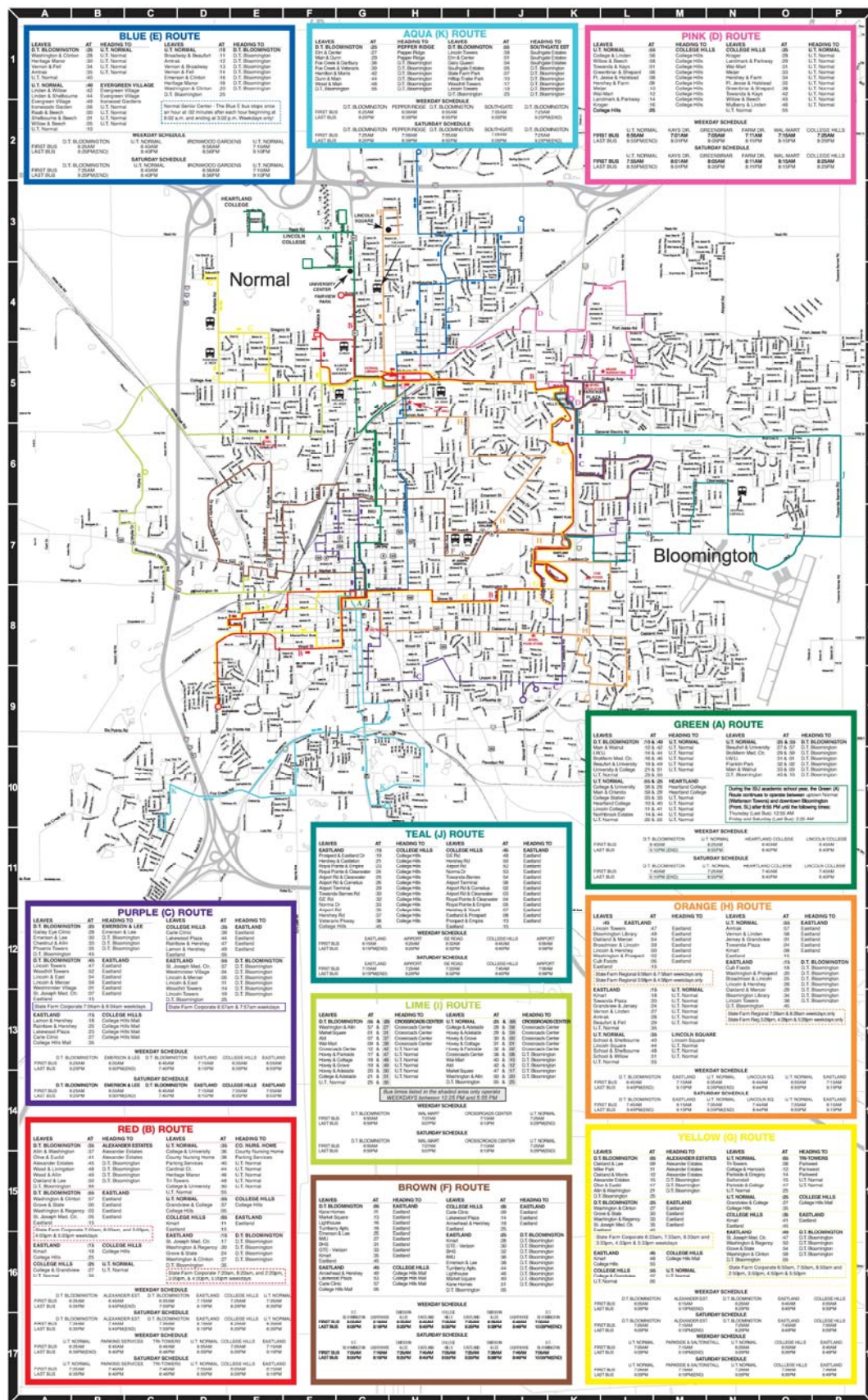
Transportation Services (Public and Specialized Transit)

Bloomington-Normal Public Transit System

The Bloomington-Normal Public Transit System has been operating public mass transit service in the Bloomington-Normal community since its takeover from the private mass transit service provider in 1972. In 1974 the service was significantly restructured to serve a greater portion of the community than had been served by the private provider. In 1975 the System began offering a complementary paratransit service for disabled persons in the community. Fixed route service was again expanded in 1976. Until 1995, service was added in small increments to meet the changing needs of the community. In 1995, a major route restructuring was implemented that again expanded service area coverage while maintaining the overall service hour offering to the community.

It is important to note that the Transit System is not operated as a mass transit district. Unlike many other transit systems in smaller metropolitan areas, Bloomington – Normal Public Transit is not a distinct governmental entity with taxing authority. The Transit System is an agency of the municipal governments of Bloomington and Normal, and under the terms of its charter, its service area is limited to the incorporated areas of the two municipalities. B-NPTS is governed by a Board of Trustees appointed by the City of Bloomington and Town of Normal, and receives funding through appropriations by the municipalities.

In 2003, the Transit System completed a major study of transit demand in the community, and began implementation of priority recommendations derived from the study outcomes. These include route additions to serve commercial and residential areas on the far west side of the urban area, expansion of service hours into the evening, and an increase in the number of buses in service.



The Transit System fixed routes are operated from approximately 6:15 a.m. to 9:20 p.m. on weekdays and from approximately 7:15 a.m. to 9:20 p.m. on Saturdays. The fixed route system is augmented as needed based on demand and resource availability. Complementary paratransit service is offered during the same operating hours and on the same days of the week as fixed route services. Although paratransit service availability is generally confined to points located within three-quarters of a mile of a fixed transit route, the Transit System attempts to provide service to qualified paratransit riders located outside the traditional service area, on a time and space available basis. As is the case with fixed route service, paratransit operations must remain within the incorporated areas of Bloomington and Normal. The fixed route system map is shown on page A-2. The route map may be viewed at the transit system website, www.bnpts.com.

During the Illinois State University academic year, the Transit System provides evening fixed-route and complementary paratransit services from 9:00 p.m. to 1:00 a.m. to the greater campus area. NiteRide buses run every half hour during this period. The NiteRide service area extends from Heartland College (Raab Road) to the Shoppes at College Hills with stops at various buildings on the ISU campus. Late NiteRide service is also available, with variable service dates and times of service closure. As with all of B-NPTS fixed route services, this service is available to students and the general public.

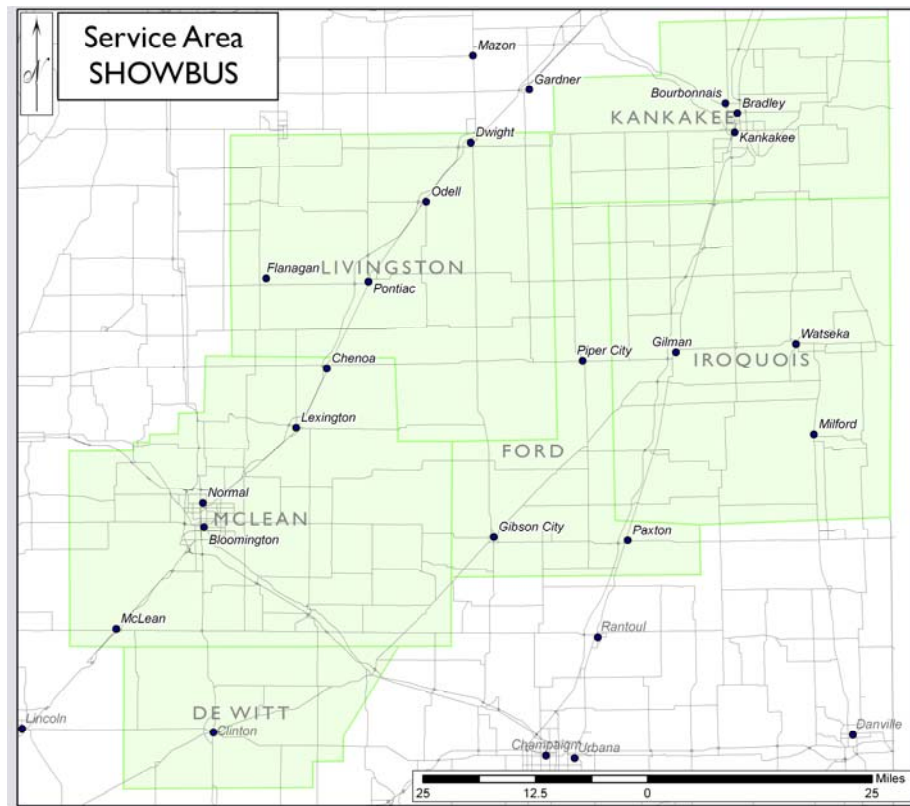
Beginning in the Fall Semester of 2004, the Transit Service also began operation of the Redbird Express, a campus shuttle provided under contract with Illinois State University. Redbird Express operates throughout the day and into the evening, until 7 p.m.

The Bloomington-Normal Public Transit System receives the bulk of its funding through the State of Illinois (IDOT) and the Federal Transit Administration. The remainder of its funding is provided by the City of Bloomington, the Town of Normal, and operating revenue. Some operating revenue is collected under service agreements with Illinois State University. The Transit System has diversified its fare structure, offering monthly passes for fixed route and paratransit services, as well as token packages for multi-fare purchases.

SHOWBUS

McLean County supports SHOWBUS, a provider of public transportation in rural areas operating in throughout east-central Illinois counties, including the counties of DeWitt, Ford, Iroquois, Kankakee, Livingston and McLean. Using vehicles accessible for persons with disabilities, SHOWBUS provides demand-response service throughout

McLean County. While SHOWBUS is not permitted to operate between points within the Bloomington-Normal Public Transit service area, it can provide transportation into and out of the urban area. SHOWBUS is funded by federal, state, local and other sources, and provides services eligible for reimbursement under various social service programs. The SHOWBUS service area is illustrated below.



YWCA of McLean County

The YWCA provides a range of social and transportation services to agency clients, including daycare, fitness programs and senior services. In addition to transportation programs targeting to YWCA clients, the agency operates two transportation programs available to the general public. These include the Sunday-only Wheels-to-Work Job Access – Reverse Commute program, and the recently instituted Medivan service operating Monday through Saturday, for which the YWCA has received funding under the New Freedom program. The YWCA transportation service programs concentrate in the Bloomington- Normal urban area, but the Medivan service is available to riders throughout McLean County, and in surrounding counties as demand and availability dictate.

marcfirst

marcfirst (formerly known as MARC Center) provides residential and other support programs, including transportation, for clients with developmental disabilities. marcfirst does not provide transportation services to the general public.

BroMenn Regional Medical Center

The BroMenn Regional Medical Center, part of BroMenn Healthcare, has in past years been among agencies and organizations seeking federal funding support for the purchase of vehicles for use in providing transportation services to their patients. BroMenn does not provide transportation services to the general public.

Social Service Organizations and Agencies

East Central Illinois Area Agency on Aging

The Area Agency on Aging serves a 16-county area, including Champaign, Clark, Coles, Cumberland, DeWitt, Douglas, Edgar, Ford, Iroquois, Livingston, Macon, McLean, Moultrie, Piatt, Shelby, and Vermilion counties. The ECIAAA provides the Transportation Advisory Committee with information regarding emerging transportation needs for seniors, and contacts and resources for addressing needs.

Illinois Department of Human Services – Office of Rehabilitation Services

The Office of Rehabilitation Services advises the Committee regarding transportation issues arising for their clients, and provides access to information and networking opportunities with respect to training and related programs.

LIFE Center for Independent Living

One of many Centers for Independent Living nationwide, the Bloomington Center serves the community in promoting self-determination and equal opportunity for people with disabilities. The agency addresses local concerns and priorities, and engages in advocacy for its constituency, and peer support, information and referral, and independent living skills training for clients. Active participants in the Transportation Advisory Committee, and host of the monthly TAC meeting, LIFE-CIL provides information on specific client needs, aids in identifying unmet needs in the community, and provides a conduit for information about transportation options to its constituents.

McLean County Chamber of Commerce

The Chamber of Commerce has long been active in the Transportation Advisory Committee, bringing an emphasis on transportation availability for the area's workforce, including working people with low incomes who may have difficulty meeting transportation costs.

APPENDIX B

PUBLIC INVOLVEMENT

Schedule of Public Meetings regarding the Human Services Transportation Plan

Members of the public are also encouraged to contact the Regional Planning Commission with comments on transportation issues and the Human Services Transportation Plan, and may also submit comments through agencies and organizations participating in the Transportation Advisory Committee.

Ongoing plan development includes the continuing updating of data regarding transportation providers, public and private agencies, other organizations and individuals with an interest in transportation services in Bloomington – Normal. A database of this information will be maintained by the Regional Planning Commission, and will be augmented with agency data as available, and where not limited by applicable privacy statute and regulation.

Ongoing review and revision of the plan will be conducted through the Transportation Advisory Committee, and the Technical and Policy Committees of the McLean County Transportation Study.

The Transportation Advisory Committee meets monthly, and encourages input from interested organizations and agencies, and from the general public.

Proceedings of original plan adoption, December 2007:

MINUTES
(draft pending Committee review and approval)
McLEAN COUNTY TRANSPORTATION STUDY POLICY COMMITTEE
meeting on
Friday, December 19, 2007, 3:00 p.m.
McLean County Highway Department
102 S. Towanda-Barnes Road, Bloomington, Illinois

Policy Committee Members Present (*italics indicated members represented by proxy*)

Don Fernandes	Chair, McLean County Regional Planning Commission
<i>Stan Hoselton</i>	(by proxy Jack Mitchell) Chairman, County Board Transportation Committee
<i>Steve Stockton</i>	(by proxy Doug Grovesteen) City of Bloomington, Mayor
<i>Chris Koos</i>	(by proxy Mike Hall) Town of Normal, Mayor
Dennis Markwell	IDOT District 5, Program Development Engineer (attended by telephone)

Others Present

Paul Russell	McLean County Regional Planning Commission
Jennifer Sicks	McLean County Regional Planning Commission

Call to Order

Mr. Fernandes called the meeting to order at 3:10 p.m.

Minutes

Mr. Fernandes solicited approval by assent of the minutes of the September 21, 2007 meeting of the Policy Committee. The minutes were approved as presented.

Items for Action

Bloomington – Normal Urbanized Area Human Services Transportation Plan

Mr. Russell noted that the draft Human Services Transportation Plan (HSTP), as mandated under SAFETEA-LU, was recommended for approval by the Technical Committee. Ms. Sicks briefly reviewed the content of the draft plan, noting that the plan goal, objectives and strategies had been formulated through discussions with the Transportation Advisory Committee (TAC), and noted the function of the TAC as a means of communication between the Regional Planning Commission and agencies, organizations and constituencies interested in public transportation issues and needs. Ms. Sicks noted that the plan provides a framework for ongoing transportation coordination in Bloomington - Normal. The content of the appendices to the HSTP,

including program inventory, coordination and public involvement activities are organized to allow for ongoing updates without requiring amendment of the central elements of the plan. Ms. Sicks noted that ongoing public participation activities are planned.

Mr. Hall moved that the Policy Committee approve the Human Services Transportation Plan, and was seconded by Mr. Mitchell. The motion passed unanimously.

YWCA of McLean County Application for Funding – New Freedom

Ms. Sicks reviewed the YWCA of McLean County application for funding under New Freedom to support the operation of its recently initiated Medivan service. Mr. Russell advised the Committee that the Technical Committee recommended approval of the application, and submission to the Statewide Oversight Committee.

Ms. Sicks advised that the YWCA funding application seeks \$42,420 in first-year operating costs, and an additional \$48,000 in capital funding to replace aging vehicles. Ms. Sicks noted that the New Freedom program will allocate approximately \$750,000 to the small urban area (population 50,000 to 200,000) MPOs Downstate.

Mr. Hall moved that the YWCA of McLean County application for funding under the New Freedom program be approved, and forwarded to the Statewide Oversight Committee. The motion was seconded by Mr. Grovesteen, and was approved unanimously.

Federal FY 2007 List of Federally Obligated Projects

The Committee reviewed the draft list of Federally Obligated Projects for the urban area during the Federal fiscal year 2007. Ms. Sicks noted the revisions made pursuant to comments from the Technical Committee, including additional information regarding the term of the allocations included, and data regarding Federal investment in public transit during the period.

Mr. Grovesteen moved that the List of Federally Obligated Projects be approved for release. The motion was seconded by Mr. Mitchell, and was unanimously approved.

Items of Information or Discussion

Local Crash Data Project

Ms. Sicks advised that the data input for the crash data project has been completed. Confirmation of completion will be forwarded to IDOT. Mr. Hall noted that 74 of the states counties have completed their crash data input, with most of the counties not yet finished with the projected located in the CMAP region. Mr. Hall further noted that some

technical difficulties have arisen in downloading the compiled data for use by local agencies around the state.

That Which May Arise

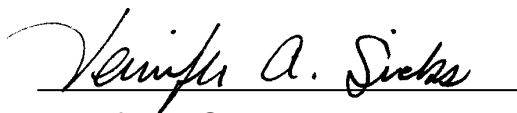
Mr. Russell noted that Mr. Fernandes will end his term as Chair of the McLean County Regional Planning Commission at the end of the year, and thus was presiding over his final meeting as Chair of the Policy Committee. The Committee thanked Mr. Fernandes for his efforts of behalf of the Committee during his chairmanship. Mr. Fernandes expressed his appreciation for the work done by the Committee's standing members. Mr. Russell noted that Mr. Bernard Anderson will assume the chairmanship of both the Regional Planning Commission and the Policy Committee in 2008.

Next Meeting

The next meeting of the Transportation Policy Committee is currently scheduled for March 21, 2007, at 10:00 a.m., at the McLean County Highway Department.

Adjourn

The meeting was adjourned at 3:33 p.m.

A handwritten signature in cursive script, reading "Jennifer A. Sicks", is written over a horizontal line.

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

MINUTES

McLEAN COUNTY TRANSPORTATION STUDY POLICY COMMITTEE

meeting on

Friday, March 19, 2010, 10:00 p.m.

Government Center

115 East Washington Street, Bloomington, Illinois

Policy Committee Members Present (*italics indicated members represented by proxy*)

Carl Teichman Chair, McLean County Regional Planning Commission

Stan Hoselton (and by proxy Eric Schmitt) Chairman, County Board
Transportation Committee

Chris Koos (by proxy **Mike Hall**) Town of Normal, Mayor

Steve Stockton (by proxy **Jim Karch**) City of Bloomington, Mayor

Dennis Markwell IDOT District 5, Program Development Engineer

Others Present

Tom Kelso Illinois Department of Transportation

Meesa Otani Federal Highway Administration

Paul Russell McLean County Regional Planning Commission

Eric Schmitt McLean County Highway Department

J. D. Stevenson Federal Highway Administration

Jennifer Sicks McLean County Regional Planning Commission

Call to Order

Mr. Teichman called the meeting to order at 10:00 a.m.

Minutes

Mr. Karch moved that the minutes of the February 26, 2009 meeting of the Policy Committee be approved, and was seconded by Mr. Hall. The minutes were approved unanimously.

Items for Action

Amendment #7 - FY 2010 – 2014 Transportation Improvement Program

Ms. Sicks advised that the Amendment refers to a new Town of Normal street resurfacing project on Willow Street and Ft. Jesse Road. Total project cost is \$408,000, derived from local motor fuel tax revenue and state funds.

Mr. Markwell offered a motion that Amendment #7 to the Transportation Improvement Program be approved, and was seconded by Mr. Schmitt. The motion carried unanimously.

Amendment #8 - FY 2010 – 2014 Transportation Improvement Program

Ms. Sicks noted that the proposed Amendment #8 consists of revisions and additions to Town of Normal projects in fiscal years, 2010, 2011 and 2012. Included are revisions to the budget for the multimodal center in Uptown Normal, reflecting the award of a \$22 million TIGER grant to the project. Also included are streetscape improvements funded through the ITEP Green Streets program. The amendment is recommended for approval by the Technical Committee.

Mr. Karch offered a motion that Amendment #8 to the Transportation Improvement Program be approved, and was seconded by Mr. Markwell. The motion carried unanimously.

Bloomington – Normal Urban Area Human Services Transportation Plan

Ms. Sicks advised that the Transportation Advisory has developed an update of the Human Services Transportation Plan for the urbanized area. The plan includes a supplemental program of projects for March 2010, consisting of applications for funding as follows:

Bloomington – Normal Public Transit System: JARC, \$420,000

Bloomington – Normal Public Transit System: New Freedom, \$262,000

Marcfirst – New Freedom, \$50,000

The applications, for which project totals are shown above, are for vehicle replacements for paratransit service, and for a marcfirst rider training program.

Mr. Hall offered a motion that the update of the Human Services Transportation Plan for the Bloomington – Normal Urban Area be approved, and was seconded by Mr. Markwell. The motion carried unanimously.

Items of Information or Discussion

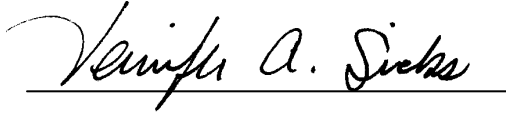
Mr. Stevenson noted that the HIRE Act was signed by the President, providing an extension of SAFETEA-LU through December 31, 2010, and reinstating the recissions under SAFETEA-LU to return \$8 billion in project funding. The legislation does not include additional stimulus funding, but does extend Federal Highway authority to access the highway trust fund.

Next Meeting

The next meeting of the Committee will take place on April 30, 2010, at 10:00 a.m. The Committee will also meet on May 21 and June 25, 2010.

Adjourn

Mr. Teichman adjourned the meeting at 10:09 a.m.

A handwritten signature in black ink, reading "Jennifer A. Sicks", is written over a horizontal line.

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

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APPENDIX C TRANSPORTATION LEGISLATION

Planning and Funding Sources

This plan meets the requirements of the Safe, Accountable, Flexible, and Efficient Equity ACT of 2003 (SAFETEA-LU) and enables participating agencies to submit funding requests for projects that meet the regional transportation needs of their communities.

Planning Under SAFETEA-LU

SAFETEA-LU is a six-year transportation reauthorization bill that authorizes funds for fiscal years 2004 through 2009. The Federal Transit Administration (FTA) requires projects funded from 2007 appropriations for the following programs be developed through a regional planning process. The McLean County Regional Planning Commission has developed this human services and public transit transportation plan to be a framework for administering those funds and encouraging coordinated planning.

The provisions of SAFETEA-LU have been extending pending the passage of reauthorization, anticipated in 2011.

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APPENDIX D PROGRAM OF PROJECTS

Application Date: December 2007
 Applicant: YWCA of McLean County
 Funding Program: New Freedom
 Project: Operating and Capital Support of Medivan Service
 Project Description:

The Medivan service provides non-emergency medical transportation to residents of McLean County. This service is directed towards individuals who cannot use public transportation due to a lack of accessibility or a need for one-on-one assistance. The demand-response service is offered door-to-door.

This service was initiated in October 2007 to meet a vital need; in its first month, it served 115 unduplicated clients, and provided 518 one-way trips. Only 20% of riders are able to pay the full price of the service, and thus supplemental operating funding is required to offset the cost of subsidizing the service. The capital request is intended to fund a vehicle to replace current equipment which has high mileage accrued.

Operating:

	Year 1	Year 2	Year 3	3-year Total
Federal Funding Requested:	\$42,420	\$49,300	\$55,085	\$146,805
Local Match Funding:	\$42,420	\$49,300	\$55,085	\$146,805
Total Operating Cost:	\$84,840	\$98,600	\$110,170	\$293,610

Capital:

\$48,000*

(*includes request for \$12,000 Toll Revenue Credits for total project cost of \$60,000; the capital request is subject to phased implementation.)

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APPENDIX D
PROGRAM OF PROJECTS
Supplemental – June 20, 2008

Application Date: June 2008
Applicant: **YWCA of McLean County**
Funding Program: §5310
Project: Medivan Service
Project Description:

The Medivan service provides non-emergency medical transportation to residents of McLean County. This service is directed towards individuals who cannot use public transportation due to a lack of accessibility or a need for one-on-one assistance. The demand-response service is offered door-to-door.

The capital request is intended to fund a vehicle to replace current equipment which has high mileage accrued.

Consolidated Vehicle Procurement request: \$58,000

Application Date: June 2008
Applicant: **marcfirst** (formerly Marc Center)
Funding Program: §5310
Project: marcfirst transportation program
Project Description:

marcfirst provides services to over 300 persons with disabilities through its residential services and training programs. The transportation program operated by marcfirst serves clients unable to access traditional transit services, and thus supports program participants in training and employment.

The capital request is intended to fund two six-passenger mini-van paratransit vehicles to replace current equipment which has high mileage accrued.

Consolidated Vehicle Procurement request: \$72,000

Application Date: June 2008
Applicant: **Bloomington-Normal Public Transit System**
Funding Program: §5310
Project:
Project Description:

Bloomington – Normal Public Transit System is the publicly-owned and operating mass transit system serving the municipalities of Bloomington and Normal. As part of its range of transit services, B-NPTS operates paratransit services. Increases in demand have strained existing vehicle resources. Additional paratransit vehicles are

needed to properly meet current and anticipated demand for service in a rapidly growing community.

The capital request is intended to fund three vehicles to expand available services.

Consolidated Vehicle Procurement request: \$174,000

APPENDIX D
PROGRAM OF PROJECTS
Supplemental – March 3, 2009

Application Date: March 2009
Applicant: Bloomington – Normal Public Transit System
Funding Program: §5316 Job Access – Reverse Commute
Project: Mobility Management/Intelligent Transportation Systems
Project Description:

The project involves the installation of computer hardware and software to implement interactive real-time scheduling for After Hours and paratransit demand-response programs. Included in the implementation is the purchase of appropriately configured workstations, mobile data units for in-vehicle use, and scheduling software that permits continuous scheduling for the After Hours and Special Services. The After Hours program operates during hours when regular fixed-route service is unavailable, and is targeted to riders accessing employment during second and third shifts. The system will also be the basis for future enhancements of fixed-route services and expanded dissemination of passenger information.

Implementation elements include software, software maintenance, eight mobile units (including software), workstations and networking equipment.

JARC funding request:

Federal JARC Funds:	\$ 129,600
Local Matching Funds:	<u>\$ 32,400</u>
Total Project Cost:	\$162,000

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APPENDIX D
PROGRAM OF PROJECTS
Supplemental – July 31, 2009

Application Date: July 2009
Applicant: **Marcfirst**
Funding Program: §5310
Project: Marcfirst transportation program
Project Description:

Marcfirst provides services to over 300 persons with disabilities through its residential services and training programs. The transportation program operated by Marcfirst serves clients unable to access traditional transit services, and thus supports program participants in training, employment and other involvement in the community.

The capital request is intended to fund two six-passenger mini-van paratransit vehicles to replace current equipment which has high mileage accrued.

Consolidated Vehicle Procurement request: \$72,000

Application Date: July 2009
Applicant: **Bloomington-Normal Public Transit System**
Funding Program: §5310
Project: Special Service transit
Project Description:

Bloomington – Normal Public Transit System is the publicly-owned and operating mass transit system serving the municipalities of Bloomington and Normal. As part of its range of transit services, B-NPTS operates paratransit services. Increases in demand have strained existing vehicle resources. Replacement paratransit vehicles are needed to properly meet current and anticipated demand for service in a rapidly growing community.

The capital request is intended to fund five 14-passenger medium duty paratransit vehicles to replace vehicles which have exceeded the replacement mileage criteria.

Consolidated Vehicle Procurement request: \$295,000

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APPENDIX D
PROGRAM OF PROJECTS
Supplemental – March 2010

Application Date: March 2009
Applicant: **marcfirst**
Funding Program: §5317 New Freedom
Project: marcfirst transportation program
Project Description:

marcfirst provides services to over 300 persons with disabilities through its residential services and training programs. The transportation program operated by Marcfirst serves clients unable to access traditional transit services, and thus supports program participants in training, employment and other involvement in the community.

The request for operating funds is intended to fund a three-year bus rider training program, which will permit training of fifteen marcfirst clients of the Developmental Training Program and Supported Employment Program, in the use of Bloomington – Normal Public Transit System services. Funding will be used to cover staff costs associated with developing the training curriculum, managing safety issues, conducting training and testing training outcomes.

Operating:

	Year 1	Year 2	Year 3	3-year Total
Federal Funding Requested:	\$13,333	\$13,333	\$13,334	\$40,000
Local Match Funding:	\$ 3,333	\$ 3,333	\$ 3,334	\$10,000
Total Operating Cost:	\$16,666	\$16,666	\$16,668	\$50,000

Application Date: March 2010
Applicant: **Bloomington – Normal Public Transit System**
Funding Program: §5316 Job Access – Reverse Commute
Project: Replacement Vehicles

Project Description:

The project involves the purchase of five (5) replacement medium-sized paratransit vehicles, for use in the Special Services and After Hours programs. The After Hours program operates during hours when regular fixed-route service is unavailable, and is targeted to riders accessing employment during second and third shifts.

JARC funding request:

Federal JARC Funds:	\$ 336,000
Matching Funds*:	<u>\$ 84,400</u>
Total Project Cost:	\$ 420,000

*Match through Toll Revenue Credit

Application Date: March 2010
Applicant: **Bloomington – Normal Public Transit System**
Funding Program: §5317 New Freedom
Project: Replacement Vehicle(s)

Project Description:

The project involves the purchase of one (1) replacement medium-sized paratransit vehicle, for use in the Special Services program. Expanding capacity for paratransit services permits additional service which replaces medical trip services formerly offered by a private provider.

Application submission to be amended to request three (3) replacement medium-sized paratransit vehicles, for use as indicated above.

New Freedom funding request:

Federal NF Funds:	\$ 210,000
Matching Funds*:	<u>\$ 52,500</u>
Total Project Cost:	\$ 262,500

*Match through Toll Revenue Credit

APPENDIX D
PROGRAM OF PROJECTS
Supplemental – March 2010
Amendment #1

Application Date: March 2009
Applicant: **marcfirst**
Funding Program: §5317 New Freedom
Project: marcfirst transportation program
Project Description:

marcfirst provides services to over 300 persons with disabilities through its residential services and training programs. The transportation program operated by Marcfirst serves clients unable to access traditional transit services, and thus supports program participants in training, employment and other involvement in the community.

The request for operating funds is intended to fund a three-year bus rider training program, which will permit training of fifteen marcfirst clients of the Developmental Training Program and Supported Employment Program, in the use of Bloomington – Normal Public Transit System services. Funding will be used to cover staff costs associated with developing the training curriculum, managing safety issues, conducting training and testing training outcomes.

Operating:

	Year 1	Year 2	Year 3	3-year Total
Federal Funding Requested:	\$13,333	\$13,333	\$13,334	\$40,000
Local Match Funding:	\$ 3,333	\$ 3,333	\$ 3,334	\$10,000
Total Operating Cost:	\$16,666	\$16,666	\$16,668	\$50,000

Application Date: March 2010

Applicant: **Bloomington – Normal Public Transit System**

Funding Program: §5316 Job Access – Reverse Commute

Project: Replacement Vehicles

Project Description:

The project involves the purchase of five (5) replacement medium-sized paratransit vehicles, for use in the Special Services and After Hours programs. The After Hours program operates during hours when regular fixed-route service is unavailable, and is targeted to riders accessing employment during second and third shifts.

JARC funding request:

Federal JARC Funds: \$ 336,000

Matching Funds*: \$ 84,400

Total Project Cost: \$ 420,000

*Match through Toll Revenue Credit

Application Date: March 2010

Applicant: **Bloomington – Normal Public Transit System**

Funding Program: §5317 New Freedom

Project: Replacement Vehicles

Project Description:

The project involves the purchase of three (3) replacement medium-sized paratransit vehicle, for use in the Special Services program. Expanding capacity for paratransit services permits additional service which replaces medical trip services formerly offered by a private provider.

New Freedom funding request:

Federal NF Funds: \$ 210,000

Matching Funds*: \$ 52,500

Total Project Cost: \$ 262,500

*Match through Toll Revenue Credit