CUUATS Policy Committee Meeting

Date: Wednesday, April 10, 2019
Time: 10:30 a.m.
Place: John Dimit Conference Room
Brookens Administrative Center
1776 E. Washington St., Urbana
Chair: Giraldo Rosales
Members: Diane Marlin, Deborah Feinen, Bradley Diel, Scott Neihart, Mohamed Attalia, Joan Dykstra

AGENDA

I. Call to Order, Roll Call
II. Audience Participation
III. Approval of Agenda
IV. Approval of Minutes from the Policy Committee Meeting February 13, 2019
V. New Business
   A. Approval of Transportation Improvement Program (TIP) FY 2019-2022 Amendments – Ashlee McLaughlin
   B. Presentation of Transportation Improvement Program (TIP) FY 2019-2022 Modifications – Ashlee McLaughlin
   C. Approval of Draft Unified Technical Work Program (UTWP) FY 2020 – Rita Morocoima-Black
VI. Old Business
   A. Projects and Working Groups
      1. Multimodal Corridor Enhancement (MCORE) Project – David Clark
      2. Champaign County Rural Transit Group (RTAG) – Rita Morocoima-Black
      3. Champaign-Urbana Long Range Transportation Plan (LRTP) 2045 – Ashlee McLaughlin
      4. Safety Committee – Rita Morocoima-Black
   B. Agency Reports
      1. City of Champaign – David Clark
2. City of Urbana – Craig Shonkwiler
3. Village of Savoy – Levi Kopmann
4. MTD – Bradley Diel
5. Champaign County – Jeff Blue
6. University of Illinois – Stacey DeLorenzo
7. Village of Mahomet – Ellen Hedrick
8. CC Regional Planning Commission – Rita Morocoima-Black
9. IDOT District 5 - Scott Neihart
10. IDOT Central Office – Tom Caldwell
11. FHWA – Betsy Tracy

VII. Announcements
VIII. Audience Participation
IX. Adjournment

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217.328.3313 to request special accommodations.
CUUATS Policy Committee Meeting

Date: Wednesday, February 13, 2019
Time: 10:30 a.m.
Place: John Dimit Conference Room
Brookens Administrative Center
1776 E. Washington St., Urbana

Members Present: Giraldo Rosales, Karl Gnadt (Proxy), David Clark (Proxy), Craig Shonkwiler (Proxy), Robert Nelson (Proxy), Stacey DeLorenzo (Proxy), Joan Dykstra

Members Absent: Bradley Diel, Deborah Frank Feinen, Diane Marlin, Scott Neihart, Mohamed Attalla

Staff Present: Ashlee McLaughlin, Debbie Peterik

Others Present: John Cooper, Levi Kopmann, Tom Caldwell, Betsy Tracy

MEETING MINUTES
Subject to Review and Approval

I. Call to Order

Mr. Rosales called the meeting to order at 10:30 a.m.

II. Roll Call

The roll was taken by written record and a quorum was declared present.

III. Audience Participation

None

IV. Approval of Agenda

Mayor Dykstra made a motion to approve the agenda. Ms. DeLorenzo seconded. Upon vote, the motion to approve the agenda was unanimously carried.

V. Approval of Minutes

Mr. Clark made a motion to approve the CUUATS Policy Committee Meeting Minutes of December 12, 2018. Mayor Dykstra seconded. Upon vote, the motion to approve the minutes unanimously carried.

VI. New Business

A. Approval of Transportation Improvement Program (TIP) FY 2019-2022 Amendments – Ashlee McLaughlin
Background: The Champaign-Urbana Mass Transit District and the Illinois Department of Transportation propose six amendments to the Transportation Improvement Program FY 2019-2022. The following describes the proposed amendments:

**Champaign-Urbana Mass Transit District Project MTD-20-02**
This is an existing CUMTD project for the replacement of five (5) 40-foot hybrid buses. This amendment includes a total cost increase of one (1) percent from $3,100,000 to $3,125,000 due to the unit cost increasing from $620,000 to $625,000. In addition, CUMTD capital reserve funding is removed from the project and federal 5307 funding is added to cover 35 percent ($1,093,750) of the total cost. State funding increases and continues to make up 65 percent ($2,031,250) of the total cost. This project is in FY 20.

**Champaign-Urbana Mass Transit District Project MTD-21-01**
This is an existing CUMTD project for the replacement of six (6) 60-foot hybrid buses. This amendment includes a total cost decrease of thirteen (13) percent from $6,120,000 to $5,400,000 due to the unit cost decreasing from $1,020,000 to $900,000. Federal 5307 funding continues to cover 35 percent ($1,890,000) of the total cost and state DOAP funding continues to cover 65 percent ($3,510,000) of the total cost. This project fiscal year changes from FY 21 to FY 20.

**Champaign-Urbana Mass Transit District Project MTD-20-01**
This is an existing CUMTD project for the replacement of four (4) 60-foot hybrid buses. This amendment includes a total cost decrease of eleven (11) percent from $4,000,000 to $3,600,000 due to the unit cost decreasing from $1,000,000 to $900,000. In addition, federal 5307 funding is removed and CUMTD capital reserve funding is added to the project to cover 35 percent ($1,260,000) of the total cost. State funding decreases and continues to make up 65 percent ($2,340,000) of the total cost. This project fiscal year changes from FY 20 to FY 21.

**State of Illinois Project H350**
This is an existing state project for I-74 bridge deck repairs over Prospect Avenue in Champaign. The cost for this project has increased 32 percent from $1 million to $1,316,000 using 90 percent ($1,184,000) federal NHPP funds and a 10 percent ($132,000) state match. This project is in FY 19.

**State of Illinois Project 2018BP-3**
This is an existing state project for I-74 bridge painting over I-57. The cost for this project has increased 28 percent from $304,000 to $390,000 using 90 percent ($340,000) federal NHPP
funds and a newly added federal funding source, STP-URB 5-200K-S. The remaining 10 percent ($50,000) is covered by state matching funds for both federal funding sources. This project is in FY 19.

**State of Illinois Project HSIP 2019-2**
This is a new state project for traffic signal modernization at 66 locations in the MPA. The total cost of this project is $204,600 using 90 percent ($184,140) federal HSIP funds and a 10 percent ($20,460) state match. This project is in FY 19.

**Mayor Dykstra made a motion to approve the Transportation Improvement Program (TIP) FY 2019-2022 Amendments. Mr. Clark seconded. Upon vote, the motion to approve the TIP Amendments was unanimously carried.**

B. Presentation of Transportation Improvement Program (TIP) FY 2019-2022 Modifications – Ashlee McLaughlin

**Background:** The Illinois Department of Transportation and the Champaign-Urbana Mass Transit District have submitted four administrative modifications to the Transportation Improvement Program FY 2019-2022. The following describes the modifications:

**City of Champaign and Village of Savoy Project CH-19-05/SA-19-01**
This is an existing City of Champaign and Village of Savoy project for complete street engineering and reconstruction on Prospect Avenue from Curtis Road to Windsor Road. According to the Illinois Department of Transportation, this project is in “Advanced Construction” status due to the specific apportionment or state contract ceiling being insufficient to meet project specifications and/or no eligible costs have been incurred on this project. This project is in FY 19.

**Champaign-Urbana Mass Transit Project MTD-19-04**
This is an existing CUMTD project for the replacement of two (2) 60-foot hydrogen fuel cell buses with additional facilities and infrastructure costs. The total project cost increased 1 percent from $11,062,327 to $11,199,327 using 32 percent ($3,583,686) from federal 5307 and 5339 funds, 59 percent ($6,655,416) in state DOAP funds, and 9 percent ($960,225) in CUMTD capital reserve funds. This project is in FY 19.
State of Illinois Project H350
This is an existing state project for I-74 bridge deck repairs over Prospect Avenue in Champaign. According to the Illinois Department of Transportation, this project is in “Advanced Construction” status due to the specific apportionment or state contract ceiling being insufficient to meet project specifications and/or no eligible costs have been incurred on this project. This project is in FY 19.

State of Illinois Project 2018BP-3
This is an existing state project for I-74 bridge painting over I-57. According to the Illinois Department of Transportation, this project is in “Advanced Construction” status due to the specific apportionment or state contract ceiling being insufficient to meet project specifications and/or no eligible costs have been incurred on this project. This project is in FY 19.

VII. Old Business
A. Projects and Working Groups
1. Multimodal Corridor Enhancement (MCORE) Project – David Clark
   • Construction will begin on Project Four, which is Armory Avenue from Fourth Street to Wright Street, and Wright Street from Armory Avenue north up to Springfield Avenue.
   • The contractor selected for Project Four is Open Road Paving Company. The bid amount was slightly over $12 million. A preconstruction open house and preconstruction conference will be held soon.
   • Weather permitting, construction will begin in March. The contractor expects to be aggressive and complete as much work as possible this year in order to reduce the amount of work the following year.
2. Champaign County Rural Transit Group (RTAG) – Ashlee McLaughlin
   • C-CARTS ridership continues to increase.
   • C-CARTS is preparing for a compliance review.
3. Champaign-Urbana Long Range Transportation Plan (LRTP) 2045 – Ashlee McLaughlin
   • CUUATS staff is in the second year of developing the LRTP 2045 plan.
   • The staff is currently working on validating the modeling suites in order to run some scenarios.
• The first meeting of the Scenario Planning Working Group, a subgroup of the Steering Committee, was held last week.
• The staff is in the process of completing the existing conditions portion of the plan, and looking forward to the second round of public input.
• Mayor Dykstra asked for confirmation of the timeline. Ms. McLaughlin commented the LRTP 2045 plan must be completed and approved by December of this year. The CUUATS Policy Committee and the RPC Board must make the final approval of the plan. The staff will present the plan to other councils and committees. The councils and committees who request a presentation may or may not choose to formally approve the plan.
4. Safety Committee – Ashlee McLaughlin
• CUUATS staff is finishing the drafts of the Rural Safety Plan and the Urban Safety Plan.
• The goal is to distribute the plan documents for review as soon as possible before the next Technical and Policy meetings in April. The staff will be asking for approval of both plans.
B. Agency Reports
1. City of Champaign – David Clark
• There are two projects for Bradley Avenue:
  o The annual asphalt overlay project will focus on Bradley Avenue from State Street east to the Urbana city limits.
  o The second project is a safety project which will hopefully address pedestrian crossing hazards that have occurred at Prospect Avenue west towards McKinley Avenue. The project will consist of an overlay and installing a crosswalk, street lighting, and a Rapid Flash Beacon (RFB) signal for the crosswalk.
• The city is partnering with the Village of Savoy on the Prospect Avenue Project which is south of Windsor Road down to Curtis Road. The contractor is Feutz Contractors. The bid was approximately $4.5 million, and the work is expected to begin in early March.
2. City of Urbana – Craig Shonkwiler
• The search for the new Public Works director is ongoing.
• The Facilities Master Plan is a work in process with a timeframe of one to two years.
• Crawford, Murphy and Tilly (CMT) have been selected to complete an updated Stormwater Master Plan for the city.

• The big project that will be completed in-house is the resurfacing of Lincoln Avenue from Green Street up to University Avenue, and then Springfield Avenue one block west over to Gregory Street, to two blocks east of Coler Avenue. Crosswalks will be enhanced across Lincoln Avenue, Stoughton Street, Main Street and Clark Street with the pending development at the southeast corner of Lincoln Avenue and University Avenue. The lanes will be narrowed to create space for a refuge island, curb ramps will be redone, and at least one side of the sidewalk will be made accessible throughout the entire project along Lincoln Avenue and Springfield Avenue.

• The consultant is working on the design of MCORE Project Five. The project is scheduled to go out for bid later in summer or early fall pending acquisition of right-of-way. The water main work will start in winter of 2019-2020. Road work will start in spring of 2020 and wrap up in the fall.

3. Village of Savoy – Levi Kopmann

• Bids have been received on resurfacing and reconstruction of the Airport Road and Hartwell Drive project which will start in mid-March.

• The village is continuing to work on updates to the INFRA Grant for the Curtis Road grade separation project.

• Mayor Dykstra thanked everyone who had given the Village of Savoy assistance in completing the INFRA Grant application process.

4. MTD – Karl Gnadt

• MTD has completed bus stop shelter agreements for bus stop shelter installment and right-of-way with the City of Urbana and City of Champaign. The University and the Village of Savoy will be approached next.

• The Yards Project in downtown Champaign continues to move forward. Financial matters need to be detailed out and intergovernmental agreements completed between the City of Champaign and the developer, but everything is moving in a positive direction.

• The hydrogen fuel cell project continues. The project is expected to be out for bid in a month or so. MTD is waiting for concurrence from IDOT on the facility modification
work that will allow MTD to house the gaseous fuel vehicles inside the maintenance facility. Construction work is expected to begin mid-summer.

- MTD is conducting a route analysis. Nelson/Nygaard, a national transit consulting firm, has been hired to complete a system-wide route planning analysis to ensure that MTD is providing the appropriate service levels. The last analysis was completed 15 years ago.
- MCORE Project Four will affect ridership in terms of service levels for MTD due to the rerouting and shutting down of Wright Street.
- Mr. Shonkwiler inquired if MTD would involve the cities on the route analysis if routes are changed on streets that presently don’t have routes. Mr. Gnadt commented that there may be some tweaks in service, but he didn’t anticipate any major changes as a result of the analysis. Stakeholders and cities, as well as the University will be involved in the process.

5. Champaign County – John Cooper
- The countywide guardrail project will begin this spring.
- There are two township bridges that will be replaced.
- 25 miles of sealcoating will be replaced east of Ludlow from Route 45 over to the forest preserve.

6. University of Illinois – Stacey DeLorenzo
- Involvement with the MCORE project is ongoing.
- The University will begin to look at the St. Mary’s Road improvement project from Fourth Street to Neil Street. This project will include improving the condition of the asphalt pavement and installing a sidepath/sidewalk underneath the viaduct in the current footprint. The University is not allowed to expand upon or improve the viaduct itself, but the intention is to make the area safer for bicyclists and pedestrians. The funds are coming from IDOT and the City of Champaign is the lead agency. The project will probably not occur until the year 2021 due to the ongoing MCORE projects, the availability of other stakeholders putting time into the project, and the availability of funding. The University has to close out Pennsylvania Avenue (in about a year) before they can begin this project.
- The University is looking at some maintenance projects in the spring.
7. Village of Mahomet – Ellen Hedrick
   Not present

8. CC Regional Planning Commission – Ashlee McLaughlin
   • The CUUATS funding allocation was received. A new budget is being prepared and will be included in the UTWP draft, which will be presented at the April CUUATS meetings.
   • The staff is assisting the Village of Savoy with updating the benefit cost analysis for the INFRA grant application. Giraldo Rosales, the Chair of the Policy Committee will be signing a letter of support for the grant application.

9. IDOT District 5 – Robert Nelson
   • Projects for the March letting:
     o Project 2018BP-3 is a bridge painting project
     o Project H350 is a project to repair the bridge deck on the bridge over I-74 and Prospect Avenue
   • Projects on the April letting:
     o Project HSIP 2019-2 is a traffic signal back plate installation project
     o Project J005 is the University Avenue Project. The project has been submitted for letting, but there are still some land acquisition concerns. Ms. DeLorenzo requested that the plans on what the project will look like be sent to her to share with the University.
     Mr. Gnadt commented that when he was in Cincinnati recently, he noticed that all of the lights in Cincinnati had the yellow traffic signal back plates, which really stand out at night.

10. IDOT Central Office – Tom Caldwell
    • CUUATS funding allocation has been received. It is hopeful the agreement will be completed and executed by June 30.
    • IDOT is still waiting on the announcement of the new Secretary of Transportation.

11. FHWA – Betsy Tracy
    • Applications are being taken for the INFRA grant. This program includes rails, roads, transit and port infrastructure projects with funding amounts to be distributed around $850-900 million. The deadline for submission is March 4, 2019.
VIII. Announcements
   None
IX. Audience Participation
   None
X. Adjournment

   There being no further business Mr. Rosales adjourned the meeting at 11:10 a.m.
Memorandum

To: CUUATS Policy Committee Members
From: CUUATS Staff
Date: April 3, 2019
Re: Transportation Improvement Program FY 2019-2022, Amendment
Requested Action: Approve Transportation Improvement Program FY 2019-2022 Amendment

Background: The Illinois Department of Transportation proposes one amendment to the Transportation Improvement Program FY 2019-2022. The following describes the proposed amendment:

K005B
This is a new state project for SMART resurfacing and microsurfacing on I-74 from Prospect Avenue in Champaign to University Avenue in Urbana. The total project cost is $2,438,000 with 90 percent ($2,194,000) federal NHPP-State funds and a ten percent ($244,000) state match. This project is in FY 20.

The TIP FY 19-22 amendment was approved by the CUUATS Technical Committee at its last meeting on April 3, 2019.
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Amendments TIP FY 19-22
Presented for approval to CUUATS Technical Committee on April 3, 2019 and CUUATS Policy Committee on April 10, 2019

Updated/New Information Highlighted
Memorandum

To: CUUATS Policy Committee Members
From: CUUATS Staff
Date: April 3, 2019
Re: Transportation Improvement Program FY 2019-2022, Administrative Modifications

Background: The Illinois Department of Transportation submitted two administrative modifications to the Transportation Improvement Program FY 2019-2022. The following describes the modifications:

CH-19-05/SA-19-01
This is an existing City of Champaign and Village of Savoy project for complete street engineering and reconstruction on Prospect Avenue from Curtis Road to Windsor Road. According to the Illinois Department of Transportation, this project has changed from “Advanced Construction” status to “Current” status due to the specific apportionment or state contract ceiling being sufficient to meet project specifications and/or the project being financially active. This project is in FY 19.

K005
This is an existing state project for resurfacing on US 150/Bloomington Road from Mattis Avenue to Prospect Avenue in Champaign. According to the Illinois Department of Transportation, this project has changed from “Advanced Construction” status to “Current” status due to the specific apportionment or state contract ceiling being sufficient to meet project specifications and/or the project being financially active. This project is in FY 19.
### Administrative Modifications

**TIP FY19-22**

Presented to CUUATS Technical Committee on April 3, 2019 and CUUATS Policy Committee on April 10, 2019

#### Updated/New Information Highlighted

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Memorandum

To: CUUATS Policy Committee Members
From: CUUATS Staff
Date: Wednesday, April 3, 2019
Re: Draft CUUATS Unified Technical Work Program (UTWP) FY2020
Requested Action: Approve Draft CUUATS Unified Technical Work Program (UTWP) FY2020

Background: The Fiscal Year 2020 CUUATS Unified Technical Work Program (UTWP) covers the period from July 1, 2019 to June 30, 2020. CUUATS UTWP is developed to coordinate transportation and related planning activities for a continuing, cooperative, and comprehensive planning process in the Champaign-Urbana urbanized area. CUUATS UTWP identifies transportation planning priorities for the Champaign-Urbana urbanized area and allocates CUUATS staff resources to specific projects. CUUATS staff developed annual planning priorities for the UTWP FY2020 based upon the goals and objectives delineated in the LRTP: Sustainable Choices 2040, 2017 Illinois LRTP Goals, and federal requirements regarding development of a 5-year LRTP, other federal required documents and federally required performance measures. Below are the proposed CUUATS planning priorities for FY2020:

• Implement recommendations of the Long Range Transportation Plan (LRTP) “Sustainable Choices 2040”
• Complete development of the Long Range Transportation Plan (LRTP) 2045
• Amend (as needed) the Transportation Improvement Program FY2020-2023
• Develop the Transportation Improvement Program FY2021-2024
• Develop the FY2019 Annual Listing of Federally Obligated Projects
• Update the existing CUUATS Public Participation Plan (PPP)
• Update the CUUATS Title VI document
• Enhance Geographic Information System (GIS) tools and capabilities
• Update, display and disseminate transportation data on the online Champaign County Regional Data Portal
• Complete the development of the parcel-based CUUATS Land Use Model and regularly update it
• Enhance and maintain the countywide CUUATS Travel Demand Model (TDM), the MOtor Vehicle Emissions Simulator (MOVES) model and the CUUATS Social Costs of Land Development Scenarios (SCALDS) model
• Regularly update the Access Score tool to enhance planning at the neighborhood level
• Continue to support the Illinois Model Users Group (IL-MUG) and provide technical assistance to Illinois’ MPOs and help them with the creation, maintenance and/or improvement of their travel demand models
• Implement recommendations of the 2019 Champaign-Urbana Urbanized Area Freight Plan
• Regularly update the 2019 Champaign-Urbana Intelligent Transportation System (ITS) Architecture
• Collect changes on sidewalk facilities and annually update the CUUATS inventory and assessment of the sidewalks in the urbanized area
• Continue to implement the recommendations on the 2014 Champaign County Greenways and Trails (G&T) Plan
• Analyze data collected through the administration of a pedestrian and bicyclist survey (PABS) for the Champaign-Urbana Metropolitan Planning Area
• Evaluate the feasibility of providing a bicycle and pedestrian facility that extends the Kickapoo Rail Trail (KRT) from its current terminus in East Urbana (Main Street) to Lincoln Avenue in Urbana
• Continue to provide support for active transportation education and encouragement activities for bicyclists and pedestrians of all ages
• Continue to provide support for the implementation of safety improvements in the University District, particularly working with CUUATS agencies on the M-CORE project
• Implement and track progress on implementation of strategies from the 2019 Champaign County Rural and Champaign-Urbana Metropolitan Planning Area (MPA) Safety Plans and convene Safety Committee
• Continue to track progress on implementation of strategies from the 2018 Human Services Transportation Plan (HSTP) for the urbanized area
• Continue to facilitate the Champaign County Rural Transit Advisory Group (RTAG) to improve transit service between the urbanized area and rural Champaign County and within Champaign County
• Continue coordinating planning activities with CUUATS member agencies to make sure regional transportation plans are consistent with local government comprehensive plans as well as other regional agencies’ plans

For FY2020, CUUATS will be receiving $385,491 in Federal funding which will be matched with local funding from the CUUATS member agencies in the amount of $96,373. The total funding available for transportation planning in the Champaign-Urbana MPO for fiscal year 2020 will be $481,864 which is $4,158 more than last year.

The Draft UTWP FY2020 was approved by the CUUATS Technical Committee at its last meeting on April 3, 2019.

Staff Recommendation: Approve Draft CUUATS UTWP FY2020
UNIFIED TECHNICAL WORK PROGRAM (UTWP) FY2020

July 1, 2019-June 30, 2020
UNIFIED TECHNICAL WORK PROGRAM (UTWP)

FOR THE

CHAMPAIGN-URBANA URBANIZED AREA
TRANSPORTATION STUDY (CUUATS)

FOR FY 2020

PREPARED FOR: Champaign-Urbana Urbanized Area Transportation Study (CUUATS)

IN COOPERATION WITH: Illinois Department of Transportation
Federal Highway Administration
Federal Transit Administration

PREPARED BY: Rita Morocoima-Black
CCRPC Planning and Community Development Director
CUUATS Transportation Planning Manager
CHAMPAIGN-URBANA URBANIZED AREA TRANSPORTATION STUDY

POLICY COMMITTEE

Giraldo Rosales, Chairperson
Diane Marlin, Vice-Chairperson
Bradley Diel
Deborah Frank Feinen
Joan Dykstra
Mohamed Attalla
Scott Neihart

Champaign County
City of Urbana
CU Mass Transit District
City of Champaign
Village of Savoy
University of Illinois
IDOT District 5

TECHNICAL COMMITTEE

Jeff Blue, Chairperson
Karl Gnadt, Vice-Chairperson
John Cooper
Amy Snyder
Dave Clark
Rob Kowalski
Lorrie Pearson
Craig Shonkwiler
Robert Nelson
Daniel Magee
Dalitso Sulamoyo
Ted Christy
Stacey DeLorenzo
Richard Helton
Levi Kopmann

Champaign County Highway Department
CU Mass Transit District
Champaign County Highway Department
CU Mass Transit District
City of Champaign
City of Champaign
City of Urbana
City of Urbana
IDOT District 5
IDOT District 5
Regional Planning Commission
University of Illinois
University of Illinois
Village of Savoy
Village of Savoy

STAFF

Dalitso Sulamoyo
Rita Morocoima-Black
Matthew Yoder
Ashlee McLaughlin
Harshala Sardar
Shuake Wuzhati
Gabriel Lewis
Lori Morgan
Bethany Carroll
Kristen Gisondi
Deborah Peterik

CCRPC Chief Executive Officer (CEO)
Planning and Comm. Develop. Director
Data and Technology Manager
Planning Manager
Transportation Engineer
Transportation Engineer
Transportation Planner II
Transportation Planner II
Transportation Planner I
HSTP Coordinator
Administrative Secretary
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glossary</td>
<td>6</td>
</tr>
<tr>
<td>Transportation Terms and Acronyms</td>
<td>6</td>
</tr>
<tr>
<td>I. Introduction</td>
<td>8</td>
</tr>
<tr>
<td>II. The Urban Transportation Planning Process</td>
<td>11</td>
</tr>
<tr>
<td>MPO History</td>
<td>11</td>
</tr>
<tr>
<td>CUUATS Urbanized Area</td>
<td>12</td>
</tr>
<tr>
<td>CUUATS Organizational Structure</td>
<td>13</td>
</tr>
<tr>
<td>CUUATS Policy Committee</td>
<td>13</td>
</tr>
<tr>
<td>CUUATS Technical Committee</td>
<td>13</td>
</tr>
<tr>
<td>CUUATS Staff</td>
<td>15</td>
</tr>
<tr>
<td>CUUATS Funding</td>
<td>16</td>
</tr>
<tr>
<td>III. CUUATS Unified Technical Work Program (UTWP)</td>
<td>17</td>
</tr>
<tr>
<td>Purpose</td>
<td>17</td>
</tr>
<tr>
<td>The Fast Act Summary</td>
<td>17</td>
</tr>
<tr>
<td>FHWA and FTA Planning Emphases Areas (PEA)</td>
<td>19</td>
</tr>
<tr>
<td>2017 State of Illinois Long Range Transportation Plan (LRTP) Goals</td>
<td>25</td>
</tr>
<tr>
<td>Champaign-Urbana LRTP: Sustainable Choices 2040 Adopted Goals</td>
<td>26</td>
</tr>
<tr>
<td>CUUATS Planning Priorities</td>
<td>28</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>35</td>
</tr>
<tr>
<td>UTWP Structure</td>
<td>37</td>
</tr>
<tr>
<td>IV. Tasks and Budget Description</td>
<td>38</td>
</tr>
<tr>
<td>TASK 310 – Data Development and Maintenance</td>
<td>38</td>
</tr>
<tr>
<td>Objective</td>
<td>38</td>
</tr>
<tr>
<td>Previous Work</td>
<td>38</td>
</tr>
<tr>
<td>Work Tasks</td>
<td>39</td>
</tr>
<tr>
<td>Work Products</td>
<td>39</td>
</tr>
<tr>
<td>TASK 320 - Long Range Planning and Programming</td>
<td>41</td>
</tr>
<tr>
<td>Objective</td>
<td>41</td>
</tr>
<tr>
<td>Previous Work</td>
<td>41</td>
</tr>
<tr>
<td>Work Tasks</td>
<td>43</td>
</tr>
<tr>
<td>Work Products</td>
<td>44</td>
</tr>
<tr>
<td>TASK 330 – Short Range Planning</td>
<td>46</td>
</tr>
<tr>
<td>Objective</td>
<td>46</td>
</tr>
<tr>
<td>Previous Work</td>
<td>46</td>
</tr>
<tr>
<td>Work Tasks</td>
<td>47</td>
</tr>
<tr>
<td>Work Products</td>
<td>47</td>
</tr>
<tr>
<td>TASK 340 – Administration/Management</td>
<td>48</td>
</tr>
<tr>
<td>Objective</td>
<td>48</td>
</tr>
<tr>
<td>Previous Work</td>
<td>48</td>
</tr>
<tr>
<td>Work Tasks</td>
<td>50</td>
</tr>
<tr>
<td>Work Products</td>
<td>51</td>
</tr>
<tr>
<td>TASK 350 – Special Studies</td>
<td>52</td>
</tr>
</tbody>
</table>
Glossary

Transportation Terms and Acronyms

ADA: Americans with Disabilities Act
ADT: Average Daily Traffic
CATS: Campus Area Transportation Study
CCRPC: Champaign County Regional Planning Commission
CFR: Code of Federal Regulations
CUUATS: Champaign-Urbana Urbanized Area Transportation Study
CU-MTD: Champaign-Urbana Mass Transit District
CVP: Consolidated Vehicle Procurement
DOE: Department of Energy
EMS: Emergency Medical Services
EPA: Environmental Protection Agency
FAST Act: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
GALUM: GIS-based and Adaptable Land-Use Model
GF: General Fund
GIS: Geographic Information System
GT: Greenways and Trails
GHG: Greenhouse gases
HIA: Health Impact Assessment
HSIP: Highway Safety Improvement Program
HSTP: Human Services Transportation Plan
HTF: Highway Trust Fund
IDOT: Illinois Department of Transportation
ILMUG: Illinois Modeling Users Group
ITEP: Illinois Transportation Enhancement Program
ITS: Intelligent Transportation System
ISTEA: Intermodal Surface Transportation Efficiency Act of 1991
LAMA: Local Accessibility and Mobility Analysis
LEAM: Land Use Evolution and Impact Assessment Model
LOS: Level of Service
LRTP: Long Range Transportation Plan
MAP-21: Moving Ahead for Progress in the 21st Century
MCORE: Multimodal Corridor Enhancement
MOVES: Motor Vehicle Emission Simulator
MPO: Metropolitan Planning Organization
PIP: Public Involvement Policy
PL: MPO planning funds administered by FHWA
RTAG: Rural Transit Advisory Group
SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCIL: Selected Crash Intersection Locations
SRTS: Safe Routes To School
STP: Surface Transportation Program
TAZ: Traffic Analysis Zone
TDM: Travel Demand Model
TFG: Transit Facility Guidelines
TEA-21: Transportation Equity Act for the 21st Century
TIP: Transportation Improvement Program
TSM: Transportation System Management
UTWP: Unified Technical Work Program
VMT: Vehicle Miles Traveled
3Cs: Continuing, Comprehensive and Cooperative Transportation Planning
I. Introduction

The purpose of the Unified Technical Work Program (UTWP) is to provide the Champaign Urbana Urbanized Area Transportation Study (CUUATS) staff with a work allocation plan that promotes a cooperative, comprehensive, and continuing (3C) transportation planning process for the Champaign-Urbana urbanized area as required under the Federal-Aid Highway Act of 1962. All significant elements of the area-wide planning process used in developing transportation plans, programs and projects are included in this document. The UTWP also contains transportation planning support activities including those related to land use, social, economic, demographic and health factors, and other comprehensive planning activities. Both federally funded tasks as well as those funded entirely at state and local levels are included. The UTWP is sufficiently comprehensive to provide descriptions of the specific technical activities and funding levels necessary to carry out the CUUATS transportation planning program for Fiscal Year 2020. Development of the technical work program is the joint responsibility of the Metropolitan Planning Organization (MPO), the Illinois Department of Transportation (IDOT), and member agencies authorized to carry out transportation planning and implementation activities in the urbanized area.

The Fiscal Year 2020 UTWP covers the year from July 1, 2019 to June 30, 2020. As the federally-designated Metropolitan Planning Organization (MPO) for the region, the Champaign County Regional Planning Commission (CCRPC) must respond to the planning requirements of the Fixing America’s Surface Transportation Act or “FAST Act” adopted in December 2015. The FAST Act largely maintains the regional transportation planning programs and funding shares first advanced in ISTEA and TEA-21 and most recently in SAFETEA-LU and MAP-21. However, the FAST Act makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. Similar to previous federal transportation bills, the FAST Act also requires the MPO to produce and oversee a Transportation Improvement Program (TIP), the region’s short-range investment plan, which must be consistent with and serve to implement the region’s long-range transportation plan (LRTP). Furthermore, the FAST Act establishes that the TIP and LRTP must also provide for the development and integrated management of “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter vanpool providers.”
Consistent with past Unified Technical Work Programs, the CUUATS UTWP 2020 has been prepared to reflect the ongoing implementation of the current transportation bill Fixing America’s Surface Transportation Act or “FAST Act.” This law and its implementing regulations encourage MPOs to consult with State agencies that plan for tourism, introduce new planning factors - system resiliency and reliability, and reduce or mitigate storm-water impacts on surface transportation. It also requires that the LRTP include strategies to reduce vulnerability due to natural disasters. Other important changes or new elements of the FAST Act include new freight programs and a significant streamlining of project approvals and environmental reviews. The FAST Act also renamed the Surface Transportation Program (STP) as the Surface Transportation Block Grant (STBG) program and the Transportation Alternatives Program (TAP) became a set-aside program of this block grant.

The FAST Act provides five years of funding starting in FY2016 for Federal highways and transit programs at slightly increased funding levels and uses essentially the same funding programs established in MAP-21 (including the core funding programs for bicycling and pedestrian projects). Over the five-year life of the bill, highway funding increases by 15% and transit funding increases by 18%.

In terms of Planning and Performance, the FAST Act incorporates resiliency into the planning processes; incorporates intercity buses and intercity bus facilities into statewide plans; and provides flexibility within the MPO board transit representation requirements. MPOs are also encouraged to plan for job connectivity when planning for congestion mitigation.

Performance management increases the accountability and transparency of the Federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals.

Under the FAST Act, the FHWA is required to establish performance measures to assess performance in four areas generalized as follows:

Safety

1. Number of fatalities
2. Number of serious injuries
3. Rate of fatalities per 100 million vehicle miles traveled (VMT)
4. Rate of serious injuries per 100 million vehicle miles traveled (VMT)
5. Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure (Pavement and Bridge Condition)
1. Percentage of Interstate pavement in good condition
2. Percentage of Interstate pavement in poor condition
3. Percentage of non-Interstate National Highway System (NHS) pavement in good condition
4. Percentage of non-Interstate NHS pavement in poor condition
5. Percentage of NHS bridge deck (sq. ft.) in good condition
6. Percentage of NHS bridge deck (sq. ft.) in poor condition

System Performance
1. Percentage of person-miles traveled on the Interstate that are reliable
2. Percentage of person-miles traveled on the non-Interstate NHS that are reliable
3. Truck Travel Time Reliability (TTTR) Index
4. Annual hours of peak hour excessive delay (PHED) per capita
5. Percentage of non-single occupancy vehicle (SOV) travel
6. Total emissions reduction

Transit Asset Management
1. Percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB)
2. Percentage of non-revenue service vehicles (by type) that exceed the ULB
3. Percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale
II. The Urban Transportation Planning Process

MPO History

The transportation planning process began with congressional approval of the Federal-Aid Highway Act on October 23, 1962. This legislation requires that in urbanized areas (defined as areas with a population of 50,000 or more), programs for Federal-Aid Highway projects approved after July 1, 1965 must be based on a “…continuing and comprehensive transportation planning process carried out cooperatively by states and local communities.” This required “three-C” planning process established the basis for metropolitan transportation planning as implemented today.

As a result of the 1962 Act, a new official body, the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) was created in 1965 to build upon this planning effort and administer the region’s three-C transportation planning process. In order to assure that comprehensive regional planning efforts were achieved and to avoid duplication of efforts, in March 1974, the Governor of the State of Illinois designated the Champaign County Regional Planning Commission (CCRPC) as the Metropolitan Planning Organization (MPO) for the Champaign-Urbana urbanized area.

The Champaign County Regional Planning Commission’s Chief Executive Officer (CEO) serves as the CEO of the Champaign-Urbana area MPO. CCRPC administers the staff for CUUATS, and to avoid any duplication of efforts, it has recognized CUUATS as its own transportation planning entity. In March 1979, a Memorandum of Agreement was signed by all member agencies of CUUATS, “…for the purpose of documenting the framework of a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the Champaign-Urbana urbanized area.” In June 2001, a new Agreement was endorsed by all participating CUUATS member agencies. Then, in December 2011, an updated Agreement was validated by all CUUATS member agencies. The 2011 Agreement delineates responsibilities and actions between CUUATS and the CCRPC as well as the composition, roles, and responsibilities of the MPO Policy and Technical Committees.

In 2002 and 2012, the Villages of Bondville and Tolono respectively, were included as part of the CUUATS urbanized area, which made them eligible to be CUUATS member agencies. However, to date, neither has joined.
CUUATS Urbanized Area

The CUUATS urbanized area covers approximately 47 square miles and contains a population of more than 148,000 people. Five municipalities are partially or wholly within the Champaign-Urbana Urbanized Area: City of Champaign, City of Urbana, Village of Savoy, Village of Tolono, and Village of Bondville. From 2000 to 2017, the municipalities in the Champaign-Urbana urbanized area, for which CUUATS serves as MPO, experienced a growth in population of approximately 24% as can be seen on the Table below.

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<tbody>
<tr>
<td>Champaign</td>
<td>67,518</td>
<td>81,055</td>
<td>85,710</td>
<td>5.7</td>
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<tr>
<td>Urbana</td>
<td>36,395</td>
<td>41,250</td>
<td>42,141</td>
<td>2.2</td>
</tr>
<tr>
<td>Savoy</td>
<td>4,476</td>
<td>7,280</td>
<td>8,551</td>
<td>17.5</td>
</tr>
<tr>
<td>Tolono</td>
<td>2,700</td>
<td>3,447</td>
<td>2,900</td>
<td>-15.9</td>
</tr>
<tr>
<td>Bondville</td>
<td>455</td>
<td>443</td>
<td>473</td>
<td>6.8</td>
</tr>
<tr>
<td>Total</td>
<td>111,544</td>
<td>133,475</td>
<td>139,775</td>
<td>4.7</td>
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Population and employment projections along with spatial analysis data for the urbanized area suggest continued growth, which increases pressure on existing roadways and public transportation services.
CUUATS Organizational Structure

CUUATS operates under the principal direction of two committees: the Policy Committee and the Technical Committee. In its organizational structure, the Technical Committee acts as a working committee under the direction of the Policy Committee.

CUUATS Policy Committee

The CUUATS Policy Committee consists of local elected and appointed officials of those agencies that have a primary interest in transportation. Each member is expected to reflect the official position of his or her constituent agency and/or the public interest they represent. This committee assumes the decision-making authority for CUUATS and establishes policies that guide and form the transportation planning process. The committee has a variety of responsibilities, which range from approving the annual TIP to establishing the metropolitan planning area (MPA) boundary for the urbanized area.

Policy Committee members:

1. Chair, Champaign County Board
2. Chair, Champaign-Urbana Mass Transit District Board of Trustees
3. Mayor, City of Champaign
4. Mayor, City of Urbana
5. Bureau Chief of Program Development, IDOT District 5
6. Executive Director of Facilities and Services, University of Illinois
7. President, Village of Savoy

CUUATS Technical Committee

The CUUATS Technical Committee consists of staff from all CUUATS participating agencies. It performs analyses and makes recommendations concerning transportation issues to the Policy Committee for their approval. CUUATS Technical Committee membership is composed of representatives of the following agencies:
1. Champaign County (2 voting members):
   - County Engineer
   - Assistant County Engineer

2. Champaign-Urbana Mass Transit District (2 voting members):
   - Managing Director
   - Director of Operations

3. City of Champaign (2 voting members):
   - City Engineer
   - Assistant Planning Director

4. City of Urbana (2 voting members):
   - Director of Public Works
   - Community Development Director

5. Illinois Department of Transportation (2 voting members):
   - Planning and Services Chief (District 5)
   - Federal-Aid Coordinator (District 5)

6. University of Illinois (2 voting members):
   - Director of Engineering and Transportation
   - Transportation Demand Management Coordinator

7. Village of Savoy (2 voting members):
   - Director of Public Works
   - Village Administrator

8. Regional Planning Commission (1 voting member):

9. Technical Advisors (non-voting): IDOT Central Bureau of Planning; FHWA Division Office; Village of Bondville representative; Village of Tolono representative; IDOT Office of Intermodal Project Implementation; Airport, Rail, and Freight Representatives; Township Representatives (Somer, Hensley, Champaign, and Urbana)
CUUATS Staff

The professional time and services for transportation planning in this cooperative effort are provided through a composite approach. It consists of CUUATS staff housed in the Champaign County Regional Planning Commission, as well as staff from IDOT and other member agencies. The day-to-day operations of the agency are performed by CUUATS staff, with technical expertise in transportation systems planning, engineering and other related areas. CUUATS staff, in conjunction with CUUATS member agencies, collects, analyzes, and evaluates demographic, land use, and transportation data to determine the transportation system requirements of the urbanized area. The staff also prepares materials for use and discussion at Technical and Policy Committee meetings and other meetings. The professional staff members participate in all CUUATS meetings and provide expertise as needed. In addition, they represent the agency at other meetings of importance to planning activities within the region.

The current staff positions are:

1. CCRPC, Chief Executive Officer
2. CCRPC Planning and Community Development Director
3. CCRPC Data and Technology Manager
4. CCRPC Planning Manager
5. CCRPC, Transportation Engineer
6. CCRPC, Transportation Engineer
7. CCRPC Transportation Planner II
8. CCRPC Transportation Planner II
9. CCRPC Transportation Planner I
10. CCRPC, HSTP Coordinator
11. CUUATS, Administrative Secretary
CUUATS Funding

Transportation planning funds that support the unified technical work program scope are received from three primary sources. They are:

1. Federal Highway Administration (PL Funds)

2. Federal Transit Administration (Section 5303 Funds)

3. CUUATS member agencies (Local Match-subject to funding)

Approximately $385,491 of federal funding will be available for transportation planning in the region in Fiscal Year 2020. The majority of funds are authorized by 23 USC 104(f), Metropolitan Planning (PL) funds, and Section 8 (metropolitan planning) of the Federal Transit Act (1998). The required 20% local match ($96,373) is provided by Champaign County, the City of Champaign, the City of Urbana, the University of Illinois, and the Village of Savoy. To ensure that all funds are well managed and that planning activities are completed in accordance with federal and state guidelines, the Illinois Department of Transportation has entered into an agreement with the MPO and the agencies represented by the MPO to coordinate the planning process.
Ill. CUUATS Unified Technical Work Program (UTWP)

Purpose

CUUATS Unified Technical Work Program (UTWP) is developed to coordinate transportation and related planning activities for a continuing, cooperative, and comprehensive planning process. This Unified Technical Work Program describes the transportation planning efforts in the Champaign-Urbana urbanized area for the period of July 1, 2019 to June 30, 2020 by identifying transportation planning priorities for the Champaign-Urbana urbanized area, allocating CUUATS staff resources to particular projects, defining the functional and financial responsibilities of participating agencies that are involved in the urban transportation planning process, and serving as a management tool for the participating entities.

Tasks are encompassed by major areas of activity or programs in which Champaign County, the Champaign-Urbana Mass Transit District, the Cities of Champaign and Urbana, the Illinois Department of Transportation, the University of Illinois, the Village of Savoy, the Champaign County Regional Planning Commission, and CUUATS staff will participate. Work performed by CUUATS staff is outlined in each work task.

The FY2020 Unified Technical Work Program was developed in accordance with the planning requirements of the Fixing America's Surface Transportation Act or "FAST Act" signed into law in December 2015.

The FAST Act Summary

The FAST Act represents the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005. The FAST Act provides a moderate increase in funding compared to MAP-21 due to $70 billion in general fund (GF) transfers to the Highway Trust Fund (HTF).

The Surface Transportation Program (STP), one of the core Federal-aid Highway Program categories, is renamed the Surface Transportation Block Grant Program (STBGP). The STBGP is sub-allocated based on population in a graduated manner, increasing one percent per year from 51 percent of total STBGP dollars in 2016 to 55 percent by 2020.
The Transportation Alternatives Program (TAP) is folded into STBGP and renamed as an “STBGP Set-aside,” funded at $835 million in the first two years and $850 million in the last three. In addition, up to 50 percent of the sub-allocated portion of the STBGP set-aside could be transferred for broader STBGP eligibilities. The optional Recreational Trails eligibility remains the same.

The bill places major emphasis on freight investments by creating a new National Multimodal Freight Network (NMFN) and establishing a National Highway Freight Program (NHFP) as part of the core Federal-aid Highway Program structure. In addition, a new discretionary grant program entitled the Nationally Significant Freight and Highway Projects (NSFHP) was established.

The bill improves the process for carrying planning level decisions forward into the NEPA process and expands the decisions that may be carried forward. However, it also requires the concurrence of cooperating agencies if the planning product is “necessary for a cooperating agency to issue a permit, review, or approval for the project.”

There are no significant changes to the performance-based planning process established in MAP-21. This includes no new national-level performance measures beyond what has already being developed and approved by Federal legislation.

The FAST Act expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism within the transportation system. Also, it encourages consideration of intermodal facilities that support intercity buses as part of metropolitan and statewide planning processes.

The FAST Act includes new provisions to enable the USDOT to better support the State DOTs, MPOs, and FHWA in the collection and management of data for performance-based planning and programming.

The FAST Act removes current law eligibility which allows use of HSIP funds for non-infrastructure safety programs, such as education and enforcement activities. Overall HSIP funding is maintained at the current baseline levels of funding, which includes modest inflationary growth.
The FAST Act supports and continues the overall performance program and includes the National Performance Management Measures established under MAP-21. The Federal Rules that establish these measures applicable to MPOs and State Departments of Transportation are:

- Infrastructure: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490]

### National Performance Management Measure - Safety

1. **Number of Fatalities**
2. **Number of Serious Injuries**
3. **Rate of Fatalities per 100 Million VMT**
4. **Rate of Serious Injuries per 100 Million VMT**
5. **Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries**

### National Performance Management Measure – Infrastructure (Pavement and Bridge Condition)

1. **Percentage of Interstate System Pavement in Good Condition**
2. **Percentage of Interstate System Pavement in Poor Condition**
3. **Percentage of Non-Interstate National Highway System (NHS) Pavement in Good Condition**
4. Percentage of Non-Interstate National Highway System (NHS) Pavement in Poor Condition

5. Percentage of NHS Bridge Deck Area in Good Condition

6. Percentage of NHS Bridge Deck Area in Poor Condition

### National Performance Management Measure – System Performance

1. Percentage of Person-Miles Traveled on the Interstate that are Reliable

2. Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable

3. Truck Travel Time Reliability (TTTR) Index (on Interstate)

4. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita

5. Percentage Of Non-Single Occupancy Vehicle (SOV) Travel

6. Total Emissions Reduction

Note: 4 and 5 only apply to NHS in urbanized areas with a population over 1 million or urbanized areas with a population over 200,000, which excludes the Champaign-Urbana urbanized area. 6 only applies to projects financed with CMAQ funds, which excludes the Champaign-Urbana MPO.

### National Performance Management Measure – Transit Assets

1. Percentage of Revenue Vehicles (by type) that exceed the Useful Life Benchmark (ULB)

2. Percentage of Non-Revenue Service Vehicles (by type) that exceed the ULB

3. Percentage of Facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale
In addition to the Performance Measures listed above, The Transportation Improvement Plan (TIP) shall also address the effect projects in the TIP will have toward achieving the performance targets, as identified in the LRTP. The TIP should also link the investments of those projects to the performance targets. Therefore, projects in the TIP need to be identified and related to: Safety, Bridge, Pavement, System Performance, and Congestion.

2018 State of Illinois Long Range Transportation Plan (LRTP) Goals

IDOT identified five overarching goals that are the foundation of the 2018 State of Illinois Long Range Transportation Plan. The five goals identified in the 2018 Illinois LRTP are economy, livability, mobility, resiliency and stewardship.

Economy

Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods

Livability

Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.

Mobility

Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.

Resiliency

Proactively assess, plan and invest in the state's transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions.

Stewardship

Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois' transportation system.

CUUATS work activities for Fiscal Year 2020 include addressing the federally required performance management measures and the 2018 State of Illinois LRTP Goals through different tasks delineated later in this document.
Champaign-Urbana LRTP: Sustainable Choices 2040 Adopted Goals

The UTWP FY2020 will guide transportation planning activities in a performance-based approach toward implementing the adopted goals and objectives established in the LRTP: Sustainable Choices 2040.

Safety and Security
The Champaign-Urbana area will maintain, preserve and operate its existing transportation system in a safe and secure usable state to provide safe, efficient, and reliable movement of people, goods, and services in the short term, and in the long term, achieve the state’s goal of zero deaths and disabling injuries.

Resilient Economy
The Champaign-Urbana area will have a resilient economy by supporting existing and emerging local as well as global business development and job creation, fostering quality educational options for all income levels, continuing to invest in forward-looking infrastructure like fiber connectivity, establishing strong inter-regional transportation options like bullet trains, and promoting inter-municipal coordination that creates and maintains a high standard of living and quality of life for all.

Multimodal Connectivity
The Champaign-Urbana area will aim to increase accessibility, connectivity, and mobility of people and freight to all areas of the region through the use of an interconnected multimodal system of transportation that is cost-effective for people, businesses, and institutions that will increase the efficiency of the transportation system by allowing freedom of choice in all modes of transportation including active modes whenever possible.

Accessibility and Affordability
The Champaign-Urbana area will address issues of equity as well as segregation in its diverse communities in the area of transportation.

Healthy Neighborhoods
The Champaign-Urbana area will promote healthy communities and improve overall residential quality of life by strengthening existing neighborhoods and housing developments, evaluating and expanding active transportation infrastructure, and promoting energy conservation and environmental quality.
Balanced Development

The Champaign-Urbana area will support diverse and environmentally responsible types of development without encouraging sprawl or sacrificing important historical structures or new business opportunities by reinvigorating downtown areas, fostering more mixed use development, and protecting and preserving neighborhoods and business districts that contain historic structures.

CUUATS has identified specific performance measures in the LRTP to assess progress toward achieving these goals, and is also monitoring the performance of the Champaign-Urbana transportation system regarding the performance targets established by IDOT for the federally required performance measures in order to assess progress in achieving established goals.
CUUATS Planning Priorities

The annual planning priorities established for the UTWP FY2020 are based upon the previously established goals and objectives delineated in the LRTP: Sustainable Choices 2040, 2018 State of Illinois LRTP Goals, and the National Performance Management Measures established under MAP-21 and ratified by the FAST Act.

- Implement recommendations of the Long Range Transportation Plan (LRTP) “Sustainable Choices 2040”
- Complete development of the Long Range Transportation Plan (LRTP) 2045
- Amend (as needed) the Transportation Improvement Program FY2020-2023
- Develop the Transportation Improvement Program FY2021-2024
- Develop the FY2019 Annual Listing of Federally Obligated Projects
- Update the existing CUUATS Public Participation Plan (PPP)
- Update the CUUATS Title VI document
- Enhance Geographic Information System (GIS) tools and capabilities
- Update, display and disseminate traffic/transportation data on the online Champaign County Regional Data Portal
- Complete the development of the parcel-based CUUATS Land Use Model and regularly update the model
- Enhance and maintain the countywide CUUATS Travel Demand Model (TDM), the MOtor Vehicle Emissions Simulator (MOVES) model and the CUUATS Social Costs of Land Development Scenarios (SCALDS) model
- Regularly update the Access Score tool to enhance planning at the neighborhood level
- Continue to support the Illinois Model Users Group (IL-MUG) and provide technical assistance to Illinois’ MPOs and help them with the creation, maintenance and/or improvement of their travel demand models
- Implement recommendations of the 2019 Champaign-Urbana Urbanized Area Freight Plan
- Regularly update the 2019 Champaign-Urbana Intelligent Transportation System (ITS) Architecture
- Collect changes on sidewalk facilities and annually update the CUUATS inventory and assessment of the sidewalks in the urbanized area
- Continue to implement the recommendations listed on the 2014 Champaign County Greenways and Trails (G&T) Plan
- Analyze data collected through the administration of a pedestrian and bicyclist survey (PABS) for the
Champaign-Urbana Metropolitan Planning Area

- Evaluate the feasibility of providing a bicycle and pedestrian facility that extends the Kickapoo Rail Trail (KRT) from its current terminus in East Urbana near Weaver Park (Main Street) to Lincoln Avenue in Urbana
- Continue to provide support for active transportation education and encouragement activities for bicyclists and pedestrians of all ages
- Continue to provide support for the implementation of safety improvements in the University District, particularly working with CUUATS agencies on the M-CORE project
- Implement the recommendations and track progress on implementation of strategies from the 2019 Champaign County Rural Safety Plan and the 2019 Champaign-Urbana Metropolitan Planning Area (MPA) Safety Plan and continue to convene the CUUATS Safety Committee
- Develop a safety forecasting tool using the steps from the Highway Safety Manual (HSM) for estimating future crashes
- Continue to track progress on implementation of strategies from the 2018 Human Services Transportation Plan (HSTP) for the urbanized area
- Continue to facilitate the Champaign County Rural Transit Advisory Group (RTAG) to improve transit service between the urbanized area and rural Champaign County and within Champaign County
- Continue coordinating planning activities with CUUATS member agencies to make sure regional transportation plans are consistent with local government comprehensive plans as well as other regional agencies’ plans

During the period between June and December 2019, CUUATS staff will continue to implement the recommendations of the “LRTP: Sustainable Choices 2040”. The focus will be on increasing the mobility and accessibility of area residents and the connectivity of the entire transportation system in order to create a more efficient travel network. The LRTP 2040 has an overall mission to offer sustainable transportation choices within the region that will help balance the economic, environmental, and social aspects of urban growth and development. A multi-modal approach was used in the preparation of the LRTP: Sustainable Choices 2040 with the intention of creating transportation improvements which focus on active modes of transportation such as walking, biking, and transit. The implementation of the LRTP: Sustainable Choices 2040 also involves data collection for the purpose of measuring performance-based indicators to track progress made toward the goals and objectives recommended in this document.
CUUATS staff will be completing the development of the Long Range Transportation Plan (LRTP) 2045 by December 2019. The MPO is required by federal law to review and update the long range transportation plan on a five-year cycle, which implies that the Champaign-Urbana LRTP 2045 is due in December 2019. Since Summer 2017, staff has been working on updating existing tools and developing a unique integrated local modeling suite that connects land use and transportation to environmental and land use changes and has worked on conducting public outreach during Summer and Fall 2018. In early 2019, staff finished updating the suite of CUUATS models and is using them to examine a range of possible futures (scenario planning) to determine policies and strategies for advancing a sustainable transportation system for the region. During Fall 2019, staff will be presenting the LRTP 2045 and requesting its approval from the CUUATS member agencies.

The Transportation Improvement Program (TIP) FY2020-2023 will be amended as necessary during Fiscal Year 2020. Up-to-date information on project amendments and modifications in the TIP are made available on the CCRPC/CUUATS website. During the year, administrative modifications and amendments will likely need to be made to the TIP FY2020-2023 to revise funding information or reflect changes in priorities or the introduction of new project elements. Such modifications and amendments will follow the procedures adopted by CUUATS and explained in the TIP document.

The Transportation Improvement Program (TIP) FY2021-2024 will be prepared with the assistance of and in cooperation with the CUUATS member agencies and other implementing agencies in the region, including the Illinois Department of Transportation, local government agencies, the Champaign-Urbana Mass Transit District (CU-MTD), etc. The TIP must be approved by the CUUATS Technical and CUUATS Policy Committees, and is required as a condition for all federal funding assistance for transportation improvements within the Champaign-Urbana Metropolitan Planning Area. TIP documentation also includes projects contained in the member agencies’ Capital Improvement Plans (CIPs). Citizens, affected public agencies, private providers of transportation, freight shippers, users of public transit, and all other interested parties will be given an opportunity to review and comment on the TIP FY2021-2024 during a 30-day public comment period as well as any subsequent amendments to the TIP as they are proposed. To facilitate public review, the TIP document is accessible year-round on the CUUATS website and in hard copy at the public libraries and the CCRPC office during the public comment period.

MAP-21 required that “...an Annual Listing of Federally Obligated Projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated
in the preceding year be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP). This provision is intended to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to State and local officials, as well as to the public at large. Realizing this objective involves promoting accuracy and responsiveness in financial planning and adopting a proactive approach to sharing information with the public in a meaningful way, at an appropriate time, and in a user-friendly format.

CUUATS staff will update the CUUATS Public Participation Plan (PPP) and the Title VI (Title 6) report, as required by federally regulations every three years. The CUUATS PPP document presents how CUUATS facilitates public participation in the transportation planning process as defined in the Code of Federal Regulations. The Title VI (Title 6) report documents CUUATS compliance with Title VI of the Civil Rights Act of 1964.

CUUATS staff will continue to enhance their Geographic Information System (GIS) tools and capabilities. GIS is an important planning tool that provides benefits to CUUATS staff and its member agencies. Today, almost all projects incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. This ongoing program enables CUUATS staff to provide GIS services to our member agencies, and other outside parties. As part of this task, staff will work on expanding and improving the geospatial database by creating features and attributes from compiled source documents and obtaining data from member governments and operating agencies and publicly available sources (US Census, IDOT, etc.).

CUUATS staff will continue to collect new data and update the online Champaign County Regional Data Portal as a repository of information for the Champaign-Urbana urbanized area where people can search for transportation data and it will display and disseminate traffic/transportation data. CUUATS shares its GIS data with member agencies and other organizations, and the public in both static and digital format through our website (https://data.ccrpc.org/). Through the Champaign County Regional Data Portal, users can view, download, or link to selected data in various GIS or non-GIS formats. The Champaign County Regional Data Portal also conveys GIS information as interactive maps and applications that allow users to further explore these datasets using their web browser. Technical advances and methodologies to provide geospatial information in an efficient manner will continuously
be reviewed. Completion of this task may require the purchase of equipment or services.

In FY2019, CUUATS staff completed the development of a Cloud based land use model at the block level for the region using UrbanSim. UrbanSim is a simulation system for supporting planning and analysis of urban development, incorporating the interactions between land use, transportation, the economy, and the environment. The Cloud based land use model allows MPO staff to obtain more accurate forecasts at a smaller spatial scale which have the flexibility to adjust the model parameters, and better integrate with other model skims to serve MPOs’ transportation planning processes more effectively. In addition to the cloud based model, in FY2020, CUUATS staff will develop a python-based open source platform at the parcel level.

The CUUATS Travel Demand Model (TDM) is a tool that forecasts travel characteristics for the Champaign-Urbana Urbanized Area as well as for Champaign County. The CUUATS TDM will continue to be updated in order to be used to forecast traffic volumes for evaluating existing conditions and evaluating alternative scenarios for any corridor study and any other projects including testing the scenarios for the LRTP 2045.

CUUATS will continue to update, maintain and enhance the integration of the aforementioned CUUATS modeling tools designed to independently and collectively analyze impacts of policy and investment decisions on land use, transportation, environment, economy, affordability, population health, and livability at different levels (county, urbanized area, traffic analysis zones, and neighborhoods). This suite of tools includes several components, all dependent to some degree on the results produced by the land use and travel demand models. The Motor Vehicles Emissions Simulator (MOVES) Model provides mobile source emissions analyses at various scales and time frames based on projected changes in travel behavior and changes in the transportation network. The MOVES model is integrated with the Land Use and CUUATS Travel Demand models to develop estimates of transportation-related GHG and other emissions, and analyze impact of projects and plans on the level of emissions. The Social Costs of Alternative Land Development Scenarios (SCALDS) model provides monetary and non-monetary cost estimates for transportation, infrastructure, water, and energy use in alternative development scenarios.

As part of the planning process for the Long Range Transportation Plan 2045, CUUATS staff has been working on developing the Access Score tool (Sustainable Neighborhoods tool) which aims to create an integrated suite of tools and resources that builds on the Local Accessibility and Mobility Analysis (LAMA),
Health Impact Assessment (HIA), and Transit Facility Guidelines (TFG) and other CUUATS models and data to enhance planning at the neighborhood level. Utilizing modal level of stress assessments, accessibility “cost” analyses, and geography neutral methodologies, the first phase of the project will create a toolkit that will allow staff to evaluate neighborhood-level impacts on mobility, accessibility, and health. These tools will then be used for scenario analysis, evaluating proposed future projects for their impacts. Finally, an interactive website will be created, allowing the public to engage with local transportation priorities and their impacts on neighborhoods. The resulting tools and resources will allow planners and members of the public to more effectively plan for healthy neighborhoods connected by a multimodal transportation system.

CUUATS staff will continue to facilitate the Illinois Model Users Group (IL-MUG) by providing training and technical assistance for MPOs to improve and develop their travel demand models, particularly in FY2020, CUUATS staff will provide direct technical support and assistance to the Kankakee and Bloomington-Normal MPOs. The purpose of the IL-MUG is to promote the use of travel demand modeling as part of the regional transportation planning process for small and medium sized MPOs in Illinois.

In FY2019, CUUATS staff finalized the 2019 Champaign-Urbana Urbanized Area Freight Plan. This plan provides a relatively comprehensive and accurate picture of the freight movements on the transportation network and proposed recommendations to enhance the mobility of both people and goods in the Champaign-Urbana area while mitigating the negative impacts of freight on mobility, safety, environment, and quality of life. During FY2020, CUUATS staff will work on implementing the recommendations for meeting future freight demand delineated in the 2019 Champaign-Urbana Urbanized Area Freight Plan.

The Champaign-Urbana MPO area has undertaken several deployments of Intelligent Transportation System (ITS) programs throughout the region in the last ten years. CUUATS staff updated the Champaign-Urbana ITS Architecture in FY2019 to keep up with the changes in technology occurred in the Champaign-Urbana area in the last several years. In FY2020, CUUATS staff will continue to update the existing intelligent transportation system architecture across the region in order to be better prepared for emerging technologies such as connected vehicles and integrated communications systems.

CUUATS staff will continue to update the sidewalk inventory and condition assessment for the Champaign-Urbana urbanized area. CUUATS staff will collect new data on those areas where
pedestrian infrastructure improvements have occurred in the last year and will add it to the comprehensive public sidewalk inventory and condition assessment for the urbanized area.

The implementation of the 2014 Champaign County Greenways and Trails Plan will focus on executing the recommendations and implementation strategies from the plan that will manifest the county’s desire to create a bikeable, walkable, environmentally-aware, and active community.

Analyze data collected through the administration of a Pedestrian And Bicyclist Survey (PABS) for the Champaign-Urbana Metropolitan Planning Area. The purpose of the PABS survey is to document additional pedestrian and bicycling details including trip purposes, frequency of walking and biking, and who is walking and biking.

Evaluate the feasibility of providing a bicycle and pedestrian facility that extends the Kickapoo Rail Trail (KRT) from its current terminus in East Urbana near Weaver Park (Main Street) to Lincoln Avenue in Urbana. The primary purpose of the bicycle and pedestrian facility extension is to provide a safe, convenient, and functional off-street transportation facility connecting Kickapoo Rail Trail users to East Urbana neighborhoods and employers, the Champaign-Urbana Mass Transit District (CUMTD), Downtown Urbana, the Boneyard Crossing greenway, Leal Park, and Carle Foundation Hospital.

CUUATS staff will work with local bicycle groups, the C-U SRTS Project, the local school districts and other advocacy groups to support education and encouragement activities for bicyclists and pedestrians of all ages, especially primary and secondary school students. CUUATS staff will collaborate and participate in the following events: Bike to Work Day, Bike to School Day, bike rodeos, Light the Night, and Walk ‘n’ Roll to School Day.

CUUATS staff also will continue to work on supporting the Campus Area Transportation Study (CATS) agencies on implementing the recommendations of the Champaign-Urbana Multimodal Corridor Enhancement (M-CORE) project. This project will expand mobility choices and increase user access to employers, education, healthcare, and other services along five core transit corridors in the University District. CUUATS staff will collect and analyze traffic data regarding bike and pedestrian counts/trips at twelve specific locations on the five corridors of the M-CORE project to evaluate project impacts as part of the three performance measures established for this project through the TIGER VI Grant.

CUUATS staff completed the 2019 Champaign County Rural Safety Plan and the 2019 Champaign-Urbana Metropolitan Planning Area Safety Plan. Both plans include strategies that aim to reduce the
number of severe and fatal crashes on the local roadway system. In FY 2020, CUUATS staff will work with the members of the **CUUATS Safety Committee implementing the proposed recommendations in those plans**. Staff will continue to compile regional safety data and identify safety problems, and oversees the implementation of the Rural and Urban Safety Plans.

CUUATS staff will work on the **development of a safety forecasting tool** using the steps from the Highway Safety Manual (HSM) for estimating future crashes using the future annual average daily traffic (AADT) estimated using the CUUATS travel demand model (TDM). This tool will provide one platform to select and prioritize projects based on safety, guide corridor safety enhancements and intersection safety studies, and also assist in conducting benefit cost analyses of future projects. It will be a data-driven tool which will require geometric information of intersections and corridor segments for developing the safety performance function (SPFs) from the HSM to estimate future crashes. This project anticipates using IDOT’s state-specific safety performance functions (SPFs) for the network screening process to estimate future crashes using the CUUATS TDM.

CUUATS staff will work on implementing the strategies delineated in the **2018 Human Services Transportation Plan (HSTP) for the Champaign-Urbana urbanized area** by working with transportation providers and human service agencies. The HSTP identifies transit (Section 5307), Paratransit, and Human Service Transportation (Section 5310) needs, gaps, and barriers for older adults, individuals with disabilities, and individuals or families with low incomes.

CUUATS staff will continue to **facilitate the Champaign County Rural Transit Advisory Group (RTAG)**, a subcommittee of the Champaign County Board who provides direction regarding transit service in rural Champaign County. Additionally, staff will continue to provide compliance oversight, technical planning assistance, and performance measure analysis for Champaign County’s rural public transit system funded by Section 5311, which is currently operated by CUMTD per an intergovernmental agreement.

**Assistance to local agency members** in the areas of grant applications, safety studies and implementation, travel forecasting, traffic studies, traffic impact analysis, traffic simulation, access management, corridor analyses, and other areas of transportation planning and engineering that contribute to a comprehensive metropolitan transportation planning process will continue to represent a significant portion of the CUUATS Work Program.
Public Involvement

In all transportation planning processes, the input of residents and other interested parties are crucial to successful planning and project prioritization. The unique responsibility of regional transportation planners is to represent the needs and desires of the collective urbanized area without losing sight of the social, physical, and economic differences that exist within the urbanized area. To integrate local and regional issues, CUUATS staff uses a variety of innovative methods and analyses to capture the mobility needs and desires of the diverse individuals and neighborhoods that make up the Champaign-Urbana urbanized area.

CUUATS staff utilizes a variety of techniques to inform the public about CUUATS work products, gather input regarding specific plans, and raise awareness about the local transportation system. These techniques are loosely grouped under the categories of Connecting with People, Gathering Input, and Communication Tools. Table 1 summarizes which techniques CUUATS staff have used in different planning processes since 2007 and represents the minimum techniques that CUUATS staff will use for the given planning documents or processes.
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UTWP Structure

Specific transportation planning tasks to be undertaken by the MPO staff are organized into six major categories:

- Data Development and Maintenance
- Long Range Planning
- Short Range Planning
- Program Administration and Management
- Special Studies
- Transportation Modeling and Information System

Each category includes information on its objectives, previous work performed, work tasks involved, and work products anticipated.
IV. Tasks and Budget Description

TASK 310 – Data Development and Maintenance

Objective
CUUATS staff collects and maintains a comprehensive set of transportation, socio-economic, land use data in order to effectively perform the transportation planning functions required by federal and state laws. Staff will maintain and update as necessary GIS databases for all important variables for the transportation program. The main purpose of this Task is to collect, maintain, and analyze transportation data to be better informed with regard to issues affecting the development of the transportation systems.

Previous Work (July 1, 2018 –June 30, 2019)

a. Fulfilled data requests from University of Illinois students, member agency colleagues, consultants, and citizens.

b. Verified and provided feedback on data and information received from affiliated agencies used in local transportation planning processes.

c. Collected traffic counts (auto, buses, pedestrians and bicyclists) at several locations.

d. Integrated into the travel demand model all the traffic signals in the urbanized area including signal location, phasing and timing.

e. Collected detailed information of the bicycle facilities existing in the urbanized area.

f. Collected sidewalk and ramps’ width, conditions, materials, slope, etc. as well as crosswalk and signs locations in the urbanized area based on the 2017 construction locations provided by the local agencies.

g. Updated the Greenways and Trails (GT) layer.

h. Trained staff on the use of QGIS software, and used open source tools for new mapping projects.

i. Started the process of converting existing tools and data for use with QGIS software.

j. Created a Python tool to convert ArcGIS map documents into QGIS map documents.

k. Updated regularly the online CUUATS data portal using ArcGIS Online.


n. Migrated data from the CUUATS Data Portal to the new Champaign County Regional Data Portal.

o. Migrated content from the CUUATS website to the RPC website.

p. Updated information and documents on the CUUATS website.
q. Posted relevant information on the CUUATS Facebook and Instagram pages and Twitter account.

r. Regularly updated the CUUATS mailing list.

s. Migrated data from an ArcGIS enterprise geodatabase to an open source geodatabase.

t. Replaced the ArcGIS-based Transportation Improvement Program with an open source web application.

u. Made incremental improvements to the Plan Document static website theme.

v. Trained staff on web-based plan tools, and began developing a web-based Long Range Transportation Plan document.

Work Tasks (July 1, 2019 - June 30, 2020)

The following tasks are associated with this work element:

a. Collect, organize and update transportation data in support of CUUATS Models Suite as well as for the purpose of conducting traffic and planning studies. The data to be collected include: traffic counts, crashes, travel time, intersection geometry, roadway segment sections, traffic signal timing and phasing, sidewalk, ramps and crosswalk infrastructure, greenways and trails infrastructure, bicycle infrastructure, pictures, etc.

b. Display and disseminate traffic/transportation data on the online Champaign County Regional Data Portal.

c. Provide data to students, other agencies, consultants and the general public.

d. Coordinate with local government staff and private consultants to ensure consistent interpretation of the traffic data.

e. Conduct literature review about different topics associated with transportation and planning for specific projects.

f. Maintain, update and continue to improve CUUATS webpages, which provide basic information including meeting dates, times, locations, and agendas for upcoming CUUATS Committees, Working Groups and other related meetings.

g. Organize and reference all CUUATS documents and reports.

h. Complete the transition to the open source GIS database.

i. Deploy open source tools for field data collection, and train staff on these tools.

j. Deploy tools for producing web maps from desktop GIS software, and train staff on these tools.

k. Add project history functionality to the online Transportation Improvement Program.

l. Continue to improve the Plan Document theme and web-based plan processes.
Work Products
Work products for FY2020 may include, but are not limited to:

a. Roadway network data and traffic volume by mode data.

b. Up to date transportation data in the Champaign County Regional Data Portal.

c. Tabular and spatial data regarding performance measures related to the LRTP: Sustainable Choices 2040 Annual Report Card available on the CCRPC website.

d. GIS maps illustrating roadways functional classification, traffic data, land use model data, environmental and historic resources, etc.
TASK 320 - Long Range Planning and Programming

Objective
CUUATS is responsible for developing and coordinating the implementation of a long-range transportation strategy for the urbanized area. Long-range planning functions support needs or requirements that affect long-term planning performance, or refine issues identified in the existing “Long Range Transportation Plan: Sustainable Choices 2040” or in the “Long Range Transportation Plan: 2045” once it is approved in December 2019. In addition, as part of this program element, CUUATS staff prepares a variety of grant applications based on projects or strategies recommended in the current Long Range Transportation Plan.

Previous Work (July 1, 2018 – June 30, 2019)

a. Collected data and created the 2018 Report Card for the LRTP: Sustainable Choices 2040.


c. Worked with member agencies staff on defining fiscal needs to carry out transportation projects for the urbanized area that are included in the LRTP: Sustainable Choices 2040.

d. Developed interactive LRTP public input map.

e. Created the Champaign Urbana LRTP 2045 website as a tool to keep open communication with the public about issues and opportunities affecting the community and the transportation system in particular.

f. Attended several public events to promote the LRTP 2045 online input map and survey.

g. Collected over 1,251 transportation public comments at outreach events and using the online input map and 669 online surveys with information about how residents use the local transportation system and what their priorities are for the future.

h. Developed LRTP 2045 objectives and performance measures based on five goals: Safety, Economy, Multimodal Connectivity, Equity, and Environment.

i. Utilized local news media and social media to inform the public about the LRTP outreach and to promote the online tools for residents to access on their own electronic devices.

j. Contacted other local agencies to extend CUUATS LRTP Twitter, Facebook, and Instagram outreach.

k. Scheduled and held quarterly LRTP steering committee meetings.

l. Submitted to IDOT Planning TAG the project “Policy and Design Guidelines to Plan for Connected and Autonomous Vehicles (CAVs). Case Study: Champaign-Urbana” as a Proposed Research Idea for consideration for funding under ICT.

m. Developed a Champaign-Urbana Land Use Model using UrbanSim.
n. Updated CUUATS MOVES Model including Champaign County 2017 vehicle registration data and 2011-2016 vehicle sales data and meteorology data for 2015.

o. Worked with EPA finalizing the Travel Efficiency Assessment Method (TEAM) Case Study Report highlighting implementation of recommendations proposed in the LRTP 2040 regarding travel efficiencies.

p. Developed several scenarios for evaluating future conditions as part of the development of the LRTP 2045.

q. Created a standing Champaign-Urbana Urbanized Area HSTP Committee.

r. Conducted bi-monthly urbanized area HSTP working group meetings.

s. Updated the Region 8 HSTP Transportation directory.

t. Collected data and created the 2018 Report Card for the Champaign-Urbana Urbanized Area HSTP.

u. Regularly updated the new facilities on the Greenways and Trails map.

v. Completed the Champaign-Urbana Metropolitan Area Safety Plan.

w. Updated the 2005 Champaign-Urbana ITS Architecture.

x. Participated in the 11th annual Light the Night free bike light installation event on the University of Illinois campus and discussed rules of the road with bike light recipients.

**Work Tasks (July 1, 2019 - June 30, 2020)**

The following tasks are associated with this work element:

a. Amend the LRTP 2045 as needed.

b. Continue to coordinate with other agencies to implement the strategies and recommendations of the LRTP 2045.

c. Identify needed planning projects based on the implementation strategies established in the LRTP 2045.

d. Finish the development of the Champaign Urbana Long Range Transportation Plan (LRTP) 2045.

e. Regularly update the CUUATS Models Suite (Land Use Model, TDM, MOVES, SCALDS, Access Score, etc.)

f. Amend the Champaign Urbana Urbanized Area Human Services Transportation Plan (HSTP) as needed.

g. Evaluate CVP applications based on the goals established in the Champaign-Urbana HSTP and forward the applications to IDOT for review by the State Oversight Committee.

h. Update the Champaign County Greenways and Trails Plan as needed.

i. Review and provide comments to IDOT on ITEP grant applications for funding within the Champaign-Urbana Metropolitan Planning Area (MPA).

j. Respond to emerging issues that have significance to transportation planning and/or our urbanized area transportation system.
Work Products

Work products for FY2020 may include, but are not limited to:

a. Policies, programs, projects and studies proposed in the LRTP 2040 and LRTP 2045 for implementation.

b. Implemented strategies identified in the LRTP: Sustainable Choices 2040 and LRTP 2045.


d. Implemented strategies proposed in the Champaign Urbana Urbanized Area Human Services Transportation Plan (HSTP) 2018.


f. List of prioritized CVP applications submitted to IDOT for recommended approval by the State Oversight Committee.

g. Implemented policies, programs, projects and studies proposed in the Champaign County Greenways and Trails Plan.

h. Prioritized list of ITEP projects submitted for local competitive funding.
TASK 330 – Short Range Planning

Objective
CUUATS must continually fulfill various state and federal requirements in support of regional and local projects. Short-range planning functions are those which address near-term needs or requirements. Included in this task is all work related to developing and updating the TIP in accordance with federal guidelines as they pertain to project selection criteria and public involvement. Amendments to the TIP are made either at the request of IDOT, CUUATS agency members, or other agencies that are part of the transportation planning process. Administrative modifications are also made as requested. This task also includes developing the Annual Listing of Obligated Projects for which Federal funds are obligated in the preceding year and regularly updating the Title VI document and the MPO Public Participation Plan.

Previous Work (July 1, 2018 – June 30, 2019)
a. Amended and administratively modified the Transportation Improvement Program (TIP) for FY2019-2022.
b. Prepared the Transportation Improvement Program (TIP) for FY2020-2023.
c. Reviewed and scored three applications submitted for STBGP funding using the CUUATS Project Priority Review (PPR) guidelines.
d. Analyzed the Pavement and Bridge Condition Performance Measures (PM2) and System Performance/Freight/CMAQ Performance Measures (PM3) data provided by IDOT for the Champaign-Urbana Metropolitan Planning Area (MPA) and set up targets for PM2 and PM3 in the Champaign-Urbana MPA.
e. Analyzed and set Pavement and Bridge condition targets for 2020 for the Champaign-Urbana MPA.
f. Created the Annual Listing of Federally Obligated Projects (FOP) for FY 2018.
h. Conducted crash data analysis for the section of Lincoln Avenue between Nevada Street and Pennsylvania Avenue in Urbana.
i. Prepared an INFRA grant application including text, maps and benefit/cost analysis on behalf of the Village of Savoy for the Curtis Road Grade Separation and Complete Streets Project that was submitted on March 4, 2019.
j. Prepared and submitted a grant proposal to the Federal Transit Administration for the Champaign County One-Call One-Click Center.
Work Tasks (July 1, 2019 - June 30, 2020)

The following tasks are associated with this work element:

a. Amend and administratively modify the TIP FY2020-2023 according to FHWA/FTA/IDOT regulations.
b. Develop the TIP document for FY2021-2024 in cooperation with IDOT.
c. Solicit early public involvement in developing the TIP.
d. Create the FY2019 Annual Listing of Federally Obligated Projects according to Federal regulations.
e. Update the Title VI document.
f. Update the Public Participation Plan (PPP) document.
g. Analyze crash data provided by IDOT to identify regional crash trends and report on Highway Safety Improvement Program Safety Targets for 2020.
h. Analyze intersections and segments identified in the five percent maps for Champaign County provided by the Illinois Department of Transportation and create crash summaries for each corridor segment.
i. Complete the feedback Excel sheet requested by IDOT regarding the 5% segments and intersections.
j. Prepare grant applications for federal and state funding.
k. Provide grant application assistance, including preparation of INFRA, HSIP, ITEP, and SRTS grants.
l. Prepare/update safe walking route maps for public elementary and middle schools in Champaign, Urbana, Savoy and Thomasboro for distribution as needed.

Work Products

Work products for FY2020 may include, but are not limited to:

a. Amendments and modifications to the FY2020-2023 TIP.
b. FY2021-2024 Transportation Improvement Program (TIP).
c. Projects integrated into the TIP as part of implementation of the LRTP: Sustainable Choices 2040 Vision and LRTP 2045.
e. Memoranda and reports documenting short range planning efforts.
f. Memoranda and reports documenting responses to emerging issues for the urbanized area including, but not limited to: FAST Act implementation, rail, freight, and other modes of transportation.
g. Grant applications for funding projects contained in Champaign-Urbana MPA Plans and/or Champaign County Plans.
h. Updated safe walking route maps for public elementary and middle schools in Champaign, Urbana, Savoy and Thomasboro.
TASK 340 – Administration/Management

Objective
CUUATS must conduct federal and state mandated program administration requirements. In that sense, CUUATS staff needs to support the functions of the Policy Committee and any designated subcommittees in carrying out the transportation planning process; establish administrative procedures for the organization of the planning process; coordinate the planning activities of CUUATS with other transportation agencies, and ensure that the transportation planning process is conducted in conformity with applicable federal and state regulations.

Previous Work (July 1, 2018 – June 30, 2019)
c. Prepared quarterly reports for federal and state grants.
d. Organized and provided support for CUUATS Technical and Policy Committee meetings.
e. Updated and maintained CUUATS database of interested citizens, consultants, state and local officials, and committee members.
f. Recruited and hired full time staff for CUUATS.
g. Recruited and hired interns to collect traffic data, do research, and help with graphics and mapping for CUUATS projects.
h. Developed timely materials and information to support decisions made by CUUATS’ Committees.
i. Prepared and attended CUUATS Committees and working groups meetings including development of materials (agendas, minutes, reports) and mailings.
j. Attended monthly CCRPC meetings in order to keep staff informed of CCRPC activities, provide direction, and facilitate the exchange of ideas.
k. Attended several community meetings (County Board Committee of the Whole, Champaign County Highway Committee, Urbana Bicycle and Pedestrian Advisory Committee (BPAC), C-U Safe Routes To School (SRTS) Project, Champaign County Rural Transit Advisory Group (RTAG), C-U Human Service Transportation Plan (HSTP), Region 8 HSTP, Champaign-Urbana Age Friendly Community, Champaign County First, etc.).
l. Purchased and upgraded computer equipment and software in support of planning activities.
m. Prepared and submitted to the Illinois Center for Transportation (ICT) a Proposed Research Idea Statement for the “Development of policies and design framework for implementing Connected and Autonomous Vehicles (CAVs) in Champaign-Urbana.”
n. Prepared and submitted a grant to IDOT Office of Intermodal Project Implementation (Section 5305 State Planning and Research Grants) for conducting BikeMoves Illinois Phase II: Bicycle Data Submission from Fitness Applications for $201,656

o. Prepared and submitted a Federal Transit Administration Human Service Research Program competitive grant for funding the Champaign County One-Call One-Click center project.

p. Prepared the text and finalized the benefit-cost analysis (BCA), completed the technical memo on the BCA, and prepared several maps for the Village of Savoy INFRA grant application.


r. Moderated the “Data and Modeling” Breakout session at the Fall Planning Conference.

s. Attended and presented at PlanWorks Peer Exchanges in Sacramento and Boston about the Curtis Road Corridor Study using PlanWorks.

t. Attended several conferences (Illinois Public Transit Association (IPTA) Fall Conference, Illinois; Traffic Engineering and Safety Conference in Champaign, iSEE Congress 2018 Sustainable Cities, IDOT Traffic Safety Summit, GIS Day at the University of Illinois, etc.).

u. Attended several trainings (Web Plan, Illinois Safety Workshop, Trauma 101, Document layout/design, etc.).

v. Attended trainings on Modeling Public Transport in Cube, Advanced Public Transport Modeling in Cube, Advanced Scripting in Cube hosted by Citilabs; CUBE Cargo, ITS Architecture software RAD-IT.

w. Attended several webinars.

x. Attended several conference calls (IDOT Planning TAG, Illinois State Freight Advisory Council, REPLICA, IDOT Fall Planning Conference, etc.).


z. Participated in several events (11th annual Light the Night free bike light installation event on the University of Illinois campus in September, Walk ‘n’ Roll to School Day (WRTSD) in October, Thomas Paine School Health Fair in Urbana in October, C-U Bike to Work Day and C-U Bike to School Day in May, etc.).

aa. Submitted an award application for the Curtis Road Corridor Study for the 2019 Transportation Planning Excellence Awards (TPEA) Program.

bb. Presented guest lectures (planning for healthy cities, with a focus on walking and bicycling; CUUATS Title VI Program; Curtis Road Corridor Study, Rantoul Transportation Equity) for several classes at the University of Illinois Department of Urban and Regional Planning.

cc. Held 11th annual bike to work day event at the Brookens Center on May.
Work Tasks (July 1, 2019 - June 30, 2020)
The following tasks are associated with this work element:

a. Develop the UTWP FY2021, monitor, and coordinate with federal fund administrators.
b. Prepare monthly, quarterly and annual closeout reports for the transportation planning funding programs.
c. Organize and announce CUUATS Technical and Policy Committee meetings as well as working group meetings.
d. Recruit and hire new CUUATS personnel, and prepare employee performance evaluations.
e. Prepare documentation and submit all documents required by State and Federal agencies (TIP, TIP amendments, UTWP, listing of federally obligated projects, Title VI, Public Participation Plan, etc.).
f. Serve as a liaison between local governments and State and Federal agencies.
g. Support Technical Committee and Policy Committee activities/meetings.
h. Conduct committee and working group meetings.
i. Organize and attend public meetings for different projects.
j. Attend conference calls related to specific topics or projects with local, State and/or Federal agencies.
k. Attend webinars related to topics relevant to transportation planning.
l. Attend training and professional development sessions to maintain professional competency in transportation planning and traffic analysis methods and procedures, and enhance the transportation planning process.
m. Attend and present at conferences on any relevant projects related to transportation planning conducted by CUUATS staff.
n. Organize and participate in community events related to transportation.
o. Keep governmental entities/general public updated on transportation program activities.
p. Assist CUMTD in responding to the findings of FTA’s Triennial Reviews.
q. Provide general program management and supervisory functions.
r. Monitor and make adjustments to the budget as necessary.
s. Purchase appropriate hardware and software to perform required technical work, as needed.
t. Purchase specialized equipment and supplies as needed.
u. Maintain technical and professional magazine subscriptions and association membership dues.
**Work Products**

Work products for FY2020 may include, but are not limited to:

a. UTWP FY2021.

b. Amendments to the UTWP FY2020.

c. Staff reports, minutes and agendas for CUUATS Policy and Technical Committees as well as other working groups.

d. Technical assistance to other agencies such as CUMTD, the City of Champaign, the City of Urbana, Village of Savoy, Champaign County and the University of Illinois through participation in committees when developing their plans or projects.

e. Monthly progress and annual closeout reports and accounting summaries for IDOT regarding CUUATS activities and other transportation projects.

f. Transportation planning information and data to agencies, municipalities and citizens.

g. Documents for public meetings and events.

h. Meetings and hearings that meet the needs of the transportation planning process.

i. Transportation planning staff that can provide current and reliable input to the transportation planning process.

j. Safety campaigns and events.

k. Public record of inquiries and issues specific to local transportation.

l. Mailing lists.

m. Grant applications.

n. Awards applications.
TASK 350 – Special Studies

Objective
An emphasis of CUUATS’ Unified Technical Work Program (UTWP) is to provide continued technical support to all CUUATS member agencies in carrying out detailed transportation studies. CUUATS frequently serves as an added resource to the various municipalities, the County, the University of Illinois, and the Illinois Department of Transportation (IDOT) by conducting and/or participating in a wide range of planning and technical projects referred to as Special Studies. This type of planning is usually referred to as transportation systems management (TSM), which typically focuses on topics such as safety studies, traffic signal warrant studies, traffic improvements, and service analysis. Projects range from administration of ongoing major studies and detailed intersection evaluations to local traffic impact analysis. Providing support to transportation agencies is critical in the planning, operation, and maintenance of a comprehensive regional transportation system. CUUATS staff is available to provide technical support to maintain and improve transportation planning and to process critical day-to-day information often not available at the local level.

Previous Work (July 1, 2018 – June 30, 2019)

Champaign-Urbana Urbanized Area Sidewalk Inventory and Assessment
a. Collected sidewalk network features constructed or updated during 2017 and updated the Sidewalk Network Inventory and Assessment for the Champaign Urbana Urbanized Area.
b. Digitized sidewalk segments in the Village of Mahomet to prepare for sidewalk data collection.

Safe Routes to School
a. Updated 2017 Safe Walking Route Maps book and posted them on the CCRPC website and social media, and promoted among Champaign and Urbana school districts.
b. Assessed the SRTS plan implementation for the 2018 LRTP Report Card, contacting schools, municipalities, the C-U SRTS Project, and the C-U Public Health District (CUPHD) to help assess plan implementation.
c. Processed the C-U SRTS Project surveys.
d. Attended the C-U SRTS Project meetings.
e. Assisted staff from the Urbana Park District, Champaign Park District, Thomasboro School District & Village of Thomasboro, Village of Mahomet and CU-MTD with IDOT SRTS grant applications.

Crash analysis: Lincoln Avenue from Nevada Street to Pennsylvania Avenue
a. Summarized crashes from 2012 to 2016 along the Lincoln Avenue corridor from Nevada Street to Pennsylvania Avenue including crash severity, collision type, road surface condition, lighting condition and weather conditions.

Champaign-Urbana Metropolitan Planning Area (MPA) Safety Plan
a. Staff completed the development of the Champaign Urbana Rural Area Safety Plan.

Work Tasks (July 1, 2019 - June 30, 2020)
The following tasks are associated with this work element:

a. Conduct special studies of transportation and transportation related topics.
b. Conduct research on special transportation topics.
c. Prepare traffic impact analysis for new or existing facilities and development areas.
d. Prepare traffic studies for specific intersections or roadway segments.
e. Conduct travel time studies.
f. Prepare parking studies as requested by local agencies.
g. Prepare intersection and/or segments safety studies.
h. Conduct crosswalk evaluations using the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines.
i. Collect data for sidewalk network features constructed or reconstructed during 2018, and update the Sidewalk Network Inventory and Assessment.
j. Develop and evaluate potential strategies for addressing transportation problems.
k. Continue to provide support for Walk ’n Roll to School Day for schools in Champaign-Urbana.
l. Continue to promote and provide support for Bike to Work Day, Bike To School and Bike Month in Champaign-Urbana.
m. Update the C-U SRTS Report once surveys are received and processed in future years.
n. Prepare SRTS Plans for selected schools in the urbanized area.
o. Review and analyze crash data for safety studies.
p. Conduct meetings of the CUUATS Safety Committee.
q. Implement safety actions/strategies.
Work Products

Work products for FY2020 may include, but are not limited to:

a. Transportation plans and traffic studies prepared and reviewed as requested.
b. IDOT crash data analyzed to determine high crash locations in the Metropolitan Planning Area (MPA).
c. Safety data analysis reports for discussion at the CUUATS Safety Committee meetings.
d. Problems and issues identified as special projects.
e. Traffic impact analysis reports for new or existing developments.
f. Safety studies at selected signalized and unsignalized intersections as well as roadway segments.
g. Traffic signal warrant reports for selected locations.
h. Corridor studies for selected locations.
i. Events for Bike To Work, Bike To School, and Bike Month.
j. Events to celebrate Walk ’n Roll to School Day for schools in Champaign-Urbana.
k. SRTS Plans for selected schools in the urbanized area.
l. Updated Sidewalk Network Inventory and Assessment database and Sidewalk Explorer web app.
m. Safety meetings and trainings.
n. Traffic Safety reports.
o. Programs and activities coordinated with schools, law enforcement, and the media.
TASK 360 – Transportation Information System

Objective
To continue updating the CUUATS Travel Demand Model (TDM) to enhance its travel forecasting capabilities with greater reliability and utilize this tool along with the other CUUATS models for regional system level transportation analyses.

Previous Work (July 1, 2018 - June 30, 2019)

CUUATS Travel Demand Model (TDM)

a. Updated transportation network, externals station count input, and transit line input to the baseline year 2015 in the CUUATS travel demand model.
b. Updated non-transit leg input, turn penalty input, junction input.
c. Validated the U of I student trip production and attraction trips.
d. Updated the average daily traffic numbers from 2010 to 2015.
e. Added state designated truck routes and truck height limiting bridges into the highway network.
f. Updated inputs (population and employment projections) in the CUUATS travel demand model.
g. Established a workflow to validate three sets of modeled outputs (total vehicle volume/total VMT, transit ridership, and truck volume) for four geographic levels (Champaign County, the MPA, 436 validation links, and 12 screen lines), using FHWA guidelines.
h. Integrated the freight model Cube Cargo with the travel demand model Cube Voyager.

IL Statewide Travel Demand Model (ILSTDM)

a. Participated in the IL Statewide Travel Demand Model Steering Committee meetings.
b. Hosted and coordinated with IDOT and the ILSTDM Consultant meetings with the IL MPOs regarding the development of the ILSTDM.
c. Validated the IDOT statewide travel demand model TAZ and highway network drafts.
d. Provided comments to IDOT ILSTDM Consultant regarding parcels in the urbanized area that are expected to see substantial changes in the future, and suggested including University Avenue from Wright Street to Neil Street in the model because of its high volume.

Champaign Urbana Intelligent Transportation System (ITS) Architecture

a. Took online training to learn the ITS Architecture software, RAD-IT for updating the Champaign-Urbana ITS Architecture.
c. Segregated the ITS projects from the previous Champaign-Urbana ITS Architecture for distribution to various
agencies for review and update.
d. Incorporated updated list of Champaign-Urbana ITS Architecture related projects provided by local agencies.
e. Updated the Champaign-Urbana ITS Architecture incorporating new projects.

Work Tasks (July 1, 2019 - June 30, 2020)
The following tasks are associated with this work element:
a. Evaluate changes and trends in travel conditions on major roadways within the Metropolitan Planning Area using the CUUATS TDM.
b. Support regional planning efforts using the CUUATS Travel Demand Model.
c. Apply the CUUATS Travel Demand Model in support of design and development of federally funded projects and plans.
d. Forecast future travel demands and trip characteristics within the urbanized area.
e. Maintain and update the CUUATS Travel Demand Model.
f. Continue to support the development of the ILSTDM through the Illinois Model Users Group (ILMUG).
g. Continue to update the Champaign-Urbana ITS Architecture.

Work Products
Work products for FY2020 may include, but are not limited to:
a. Updated CUUATS Travel Demand Model.
b. Updated ITS Architecture.
Other Special Projects

Projects Completed

BikeMoves Illinois App (615) [https://bikemoves.me/](https://bikemoves.me/)
The main purpose of this project was to develop an open source smartphone application that can be used to gather bicycle route data in Champaign County and throughout Illinois. Staff promoted and deployed the application in Champaign County, collected more than six months of bicycle route data and analyzed and mapped the data collected using the application in order to identify patterns in cyclist route choice behavior. In January, 2018 staff sent a memo to IDOT summarizing the key findings from the project and outlining possibilities for the future of BikeMoves Illinois.

Champaign-Urbana Metropolitan Planning Area (MPA) Freight Plan (722)
The Freight Plan took an in-depth look at the current performance of the freight system in the Champaign-Urbana Metropolitan Planning Area (MPA) and provided policy, program and project recommendations. In addition, a freight model using CUBE Cargo software was developed for Champaign County. The model was integrated with the existing CUUATS Travel Demand Model.

Urbana Bicycle Friendly Community Application (761/100)
CCRPC staff at the request of the City of Urbana prepared Urbana’s Bicycle Friendly Community (BFC) application to renew its BFC status, as required every four years by the League of American Bicyclists (LAB). CCRPC staff updated the application, and met with or contacted City of Urbana Planning and Engineering staff, the C-U SRTS Project, Champaign-Urbana Mass Transit District (CUMTD), The Bike Project, Ride Illinois, League of American Bicyclists, Urbana Park District, and Champaign County Forest Preserve District.

The Urbana Park District, Champaign County Forest Preserve District, and City of Urbana contracted with the Champaign County Regional Planning Commission (CCRPC) to evaluate the feasibility of providing a bicycle and pedestrian facility that connects the Kickapoo Rail Trail (KRT) at the University Avenue/Main Street Spur to Weaver Park on Main Street in Urbana.

CCRPC staff completed and presented the study to the Urbana Bicyclist and Pedestrian Advisory Commission on July 17, 2018. The draft plan is posted on the CCRPC website, and will be finalized once it has been presented to Urbana City Council.
**Urbana Bicycle Wayfinding Plan (761/702)**

The City of Urbana hired CCRPC to create a bicycle wayfinding plan for Urbana to help implement a major part of its 2016 bicycle master plan. Specialized signs were designed to provide distance, time, and directional information to destinations on Urbana’s on-street bikeways and off-street trails.

**Freight Train Data Collection (761/1353)**

The Champaign County Emergency Management Agency (EMA) contracted with the Champaign County Regional Planning Commission (CCRPC) to conduct a survey of hazmat placards displayed on freight containers and railcars on major railroad tracks in Champaign-Urbana. In 2017, the survey of hazmat placards displayed on freight containers and railcars on the Class I railroad maintained and operated by the Canadian National Railway Company (CN) was conducted at the railroad crossing at Bradley Avenue in Champaign.

In 2018, staff collected seven weekdays of train video to identify hazmat placards displayed on freight containers and railcars on the railroad maintained by Norfolk Southern (NFS) Rail Company at the rail line passing through the Village of Philo during the months of June, July, October and November 2018. Staff summarized the data in an Excel sheet by train cars’ frequency and type and prepared a technical memo analyzing the data for the Champaign County EMA.

**Urbana Pedestrian Master Plan (795)**

The City of Urbana contracted with the Champaign County Regional Planning Commission (CCRPC) to develop a Pedestrian Master Plan for the city. The plan contains the steps needed to make the City of Urbana a more walkable, livable, and healthy city. The plan established policies, programs, projects, etc. that will further enhance pedestrian safety, comfort and accessibility in all of Urbana’s neighborhoods.

**IL Model Users Group (801) [https://ccrpc.org/documents/illinois-modeling-users-group/](https://ccrpc.org/documents/illinois-modeling-users-group/)**

Staff reviewed the IDOT Statewide Travel Demand Model Work Plan and provided comments to an IDOT consultant.

As part of this project, staff developed a 4-step travel demand model for the DeKalb Sycamore Area Transportation Study (DSATS), updated the travel demand model for the Peoria-Pekin Urban Area Transportation Study (PPUATS), provided information to the IL MPOs about research and development of best practices in travel demand modeling, provided four different trainings to the IL MPOs, coordinated activities related to travel demand modeling with similar groups (Midwest MUG) and the Illinois MPOs, disseminated information to support the travel demand-modeling program in Illinois, and updated and enhanced the ILMUG website.
Champaign County Rural Safety Plan (802)
Staff completed the development of the Champaign County Rural Area Safety Plan. The Champaign County Rural Safety Plan provides the framework for safety stakeholders and involved agencies at all levels of government (local, State, and Federal) to work together to align and leverage resources to address the safety challenges unique to rural roads in Champaign County. The Plan includes identification of high crash areas in the rural area of Champaign County using the tree-based analysis similar to what IDOT has conducted in the past, which identifies factors influencing crashes. After analyzing the crash data, staff identified emphasis areas in the rural area of Champaign County. Similar to the Illinois State Highway Safety Plan (SHSP), the Champaign County Rural Safety Plan utilizes the 4 E’s to address safety issues.

Land Use Model (UrbanSim) (814)
Staff completed the development of a Cloud based 2045 land-use model for the Champaign-Urbana area region by using UrbanSim, an open-source model for microscopic simulation of land development, location choices, and land values at fine spatial resolution.

Champaign-Urbana Bike Month
CCRPC staff was asked by local agencies to coordinate Champaign-Urbana Bike Month 2018. Staff organized monthly planning team meetings leading up to May events including Bike to Work Day and Bike to School Day.

Current Projects
Human Services Transportation Plan (HSTP – Region 8) (696) https://ccrpc.org/programs/hstp/
The Human Service Transportation Plan (HSTP) is an initiative to evaluate existing transportation services, identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, and establish goals and strategies for meeting these needs in Champaign, Clark, Coles, Cumberland, DeWitt, Douglas, Edgar, Macon, Moultrie, Piatt, Shelby, and Vermilion Counties in Illinois. The HSTP program was originally instated in 2005 as part of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which guaranteed funding for highways, highway safety, and public transportation.

C-CARTS/Champaign County Rural Transit Advisory Group (RTAG) (740) http://c-carts.com/
C-CARTS (Champaign County Area Rural Transit System) provides safe, reliable, and affordable public transportation to the residents and visitors of Champaign County. Fixed route and demand response services are offered to meet transportation needs.
The principal purpose of the Champaign County Rural Transit Advisory Group (RTAG) is to provide oversight for the provision of transportation services within Champaign County. This shall include, but is not limited to: advise transportation providers and the Champaign County Board on transportation needs, foster coordination of transportation services within Champaign County, review transportation services provided in Champaign County and recommend transportation service improvements in Champaign County.

Champaign-Urbana Bike Month
CCRPC staff has been asked by local agencies to coordinate Champaign-Urbana Bike Month 2019. Staff has organized monthly planning team meetings leading up to May events including Bike to Work Day and Bike to School Day.

IL Model Users Group (801) https://ccrpc.org/documents/illinois-modeling-users-group/
The Champaign County Regional Planning Commission (CCRPC) through the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) is in charge of administering and operating the Illinois Modeling Users Group (IL-MUG) and has been since its inception in 2009.

Under this project, staff is developing a 4-step travel demand model for the Kankakee Area Transportation Study (KATS), continuing research and development of best practices in travel demand modeling, providing training and on-site technical support to the ILMPOs particularly to the Bloomington-Normal, DeKalb-Sycamore and Kankakee MPOs and coordination of activities related to travel demand modeling with similar groups and the Illinois MPOs, dissemination of information to support the travel demand modeling program in Illinois, and updating and enhancing the ILMUG website.

Sustainable Neighborhoods: Tools and Resources for the Champaign-Urbana Urbanized Area (808)
The vision for the Sustainable Neighborhoods process is to create an integrated suite of tools and resources that builds on Local Accessibility and Mobility Analysis (LAMA), Health Impact Assessment (HIA), Transit Facility Guidelines (TFG), and other CUUATS models and data to enhance planning at the neighborhood level. This suite will bring together a wide variety of transportation factors, including mobility via the transit, bicycle, pedestrian, and street networks; accessibility of common destinations; travel behavior and affordability; health impacts of transportation choices; transit facility and service information; region-wide land use and travel patterns; and greenhouse gas emissions. The resulting tools and resources will allow planners and members of the public to more effectively plan for healthy neighborhoods connected by a multimodal transportation system.
The Sustainable Neighborhoods Toolkit includes three distinct phases:

a. **Phase I: Sustainable Neighborhoods Toolkit**
   By integrating LAMA, HIA, TFG, and other models, the Sustainable Neighborhoods Toolkit will allow planners to evaluate neighborhood-level impacts on mobility, accessibility, and health.

b. **Phase II: Sustainable Neighborhoods Scenario Analysis**
   Using the tools from the Sustainable Neighborhoods Toolkit, the Sustainable Neighborhoods Scenario Analysis will evaluate proposed projects to determine their neighborhood-level impacts on mobility, accessibility, and health.

c. **Phase III: Sustainable Neighborhoods Online Explorer**
   As an interactive website, the Sustainable Neighborhoods Online Explorer will educate members of the public and engage them in an ongoing conversation about local transportation priorities and their impact on neighborhoods.

**Village of Rantoul Transportation Plan (810)**
Staff is working on the development of the Village of Rantoul Transportation Plan, which focuses on implementing transportation system improvements. In this Plan, the focus on transportation goes beyond vehicular traffic to include bikeways, transit, and pedestrian needs. Recognizing the importance of planning for these active and healthy modes while continuing to maintain and improve the City’s existing transportation infrastructure for people to travel within the community is the main goal of the Plan. The use of transportation planning combined with engineering for transportation infrastructure improvements is a strategic effort to identify priority transportation system improvements and guide future capital expenditures in Rantoul.

**Land Use Model (Urban Sim) (814)**
Staff is in the process of developing of a parcel based land use model for the Champaign-Urbana Metropolitan Planning Area (MPA). This model uses individual buildings and parcels to represent location.

**Activating the LRTP (881)**
This project is being done as part of the development of the LRTP 2045. It includes two primary avenues for activating the long range transportation plan:

1. Make the web the primary medium for presenting plan content and collecting public input to create a more open and efficient planning process.
   a. Develop an ADA-accessible, web-based Long Range Transportation Plan
   b. Develop an ADA-accessible, web application for collecting and mapping public data
2. Expand and institutionalize our agency’s capacity to collect essential and ongoing pedestrian and bicyclist data in the Metropolitan Planning Area (MPA) to support performance based planning and increase the utility of the CUUATS transportation modeling tools for all modes.
   a. Install 6 permanent counters in the community to track pedestrians and bicyclists
   b. Use 12-hour video recordings to obtain all-mode traffic counts at 20 additional locations
   c. Administer a pedestrian and bicyclist survey (PABS) for the entire MPA

Urbana Kickapoo Rail To Trails (KRT) Planning Study (882)
This project aims to evaluate the feasibility of providing a bicycle and pedestrian facility that extends the Kickapoo Rail Trail (KRT) from its current terminus in East Urbana near Weaver Park (Main Street) to Lincoln Avenue in Urbana. The primary purpose of the bicycle and pedestrian facility extension is to provide a safe, convenient, and functional off-street transportation facility connecting Kickapoo Rail Trail users to East Urbana neighborhoods and employers, the Champaign-Urbana Mass Transit District (CUMTD), Downtown Urbana, the Boneyard Crossing greenway, Leal Park, and Carle Foundation Hospital.

Champaign County Transportation Plan (Phase I) (883)
Phase I of the Champaign County Transportation Plan will basically analyze existing socio-economic conditions of the residents of Champaign County, and conduct and inventory of existing transportation assets and services to meet the needs of residents, business and visitors of Champaign County. The inventory and assessment of the Champaign County transportation system characteristics including travel patterns will help CCRPC staff on identifying strengths and weaknesses that can be further analyzed to identify potential opportunities for improvements.

Rantoul Elementary Schools Safe Routes To Schools (SRTS) Plans (884)
Staff will be working on creating an inventory of existing pedestrian/bicycle infrastructure surrounding the four Rantoul Elementary Schools, analyzing motorized traffic behavior in school zones, identifying and prioritizing safe travel challenges with stakeholder participation, creating a thorough report identifying most practical and beneficial solutions to the identified needs; developing a means by which the success of this planning process may be measured; identifying funding sources to assist in implementation of the SRTS Plans and providing the Village of Rantoul and the Rantoul City Schools District #137 with a SRTS Plan for each elementary school (Broadmeadow Elementary, Eastlawn Elementary, Northview Elementary, and Pleasant Acres Elementary) to be adopted.
Champaign County Safety Forecasting Tool (848)

The purpose of this project is to develop a safety-forecasting tool using the steps from the Highway Safety Manual (HSM) for estimating future crashes, which requires future annual average daily traffic (AADT) estimated using the regional travel demand model (TDM). This tool will provide one platform to select and prioritize projects based on safety, guide corridor safety enhancements and intersection safety studies, and assist in conducting benefit cost analyses of future projects.
V. Budget Index

Exhibit I - Work Program Cost Distribution
Exhibit II - Line-Item Budget
Exhibit III - Revenue Allocation
Exhibit IV - Labor Distribution
Exhibit V - Accounting Narrative FY 2020
CUUATS Fee Structure
## Exhibit I

### UTWP Cost Category Distribution
Program Year 2020

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<th>UTWP Category</th>
<th>(1) Total Costs (cols 4+7)</th>
<th>(2) IDOT Reimbursement 80%</th>
<th>(3) Local Match 20%</th>
<th>(4) Total IDOT-PL 100%</th>
<th>(5) FTA Reimbursement 80%</th>
<th>(6) Local Match 20%</th>
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<tr>
<td>Total %</td>
<td>100.00%</td>
<td>80%</td>
<td>20%</td>
<td>80%</td>
<td>20%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Exhibit II

## Line-Item Budget

July 1, 2019 – June 30, 2020

<table>
<thead>
<tr>
<th>Personnel Salaries</th>
<th>Percent Time</th>
<th>Annual Salary 07/19 - 12/19</th>
<th>Annual Salary 01/20 - 06/20</th>
<th>Direct Labor Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCD Director (Rita)</td>
<td>45%</td>
<td>$115,067</td>
<td>$117,368</td>
<td>$52,298</td>
</tr>
<tr>
<td>Data and Technology Manager (Matt)</td>
<td>25%</td>
<td>$70,232</td>
<td>$71,636</td>
<td>$17,733</td>
</tr>
<tr>
<td>Planning Manager (Ashlee)</td>
<td>65%</td>
<td>$62,510</td>
<td>$63,760</td>
<td>$41,037</td>
</tr>
<tr>
<td>Associate Engineer (Harshala)</td>
<td>50%</td>
<td>$60,744</td>
<td>$61,958</td>
<td>$30,675</td>
</tr>
<tr>
<td>Associate Engineer (Shuake)</td>
<td>40%</td>
<td>$60,744</td>
<td>$61,958</td>
<td>$24,540</td>
</tr>
<tr>
<td>Planner II (Gabe)</td>
<td>40%</td>
<td>$57,543</td>
<td>$58,694</td>
<td>$23,247</td>
</tr>
<tr>
<td>Planner II (Lori)</td>
<td>40%</td>
<td>$55,831</td>
<td>$56,947</td>
<td>$22,556</td>
</tr>
<tr>
<td>Planner II (Kaz)</td>
<td>0%</td>
<td>$52,395</td>
<td>$53,443</td>
<td>-</td>
</tr>
<tr>
<td>Planner II (Rafsun)</td>
<td>0%</td>
<td>$52,395</td>
<td>$53,443</td>
<td>-</td>
</tr>
<tr>
<td>Planner I (Beth)</td>
<td>30%</td>
<td>$42,530</td>
<td>$43,381</td>
<td>$12,887</td>
</tr>
<tr>
<td>HSTP Coordinator (Kristen)</td>
<td>0%</td>
<td>$42,675</td>
<td>$43,529</td>
<td>-</td>
</tr>
<tr>
<td>Senior Secretary (Debbie)</td>
<td>80%</td>
<td>$40,325</td>
<td>$41,132</td>
<td>$32,583</td>
</tr>
<tr>
<td><strong>Subtotal Salaries</strong></td>
<td></td>
<td>$712,988</td>
<td>$727,248</td>
<td>$257,557</td>
</tr>
</tbody>
</table>

| Direct Labor @ 85.0% | $218,923 |

| Salaries (Part-Time/Temporary) | |
| Interns (1 part-time) | $6,500 |
| **Subtotal Part-Time Salaries** | $6,500 |

| Fringe Benefits @47.0% | $104,454 |

| Indirect/Administrative @45.0% | $101,440 |

| **Total Personnel** | $431,317 |

| Travel | |
| Job-Required Travel | $1,703 |
| **Total Travel** | $1,703 |

| Commodities | |
| Stationery and Printing | $300 |
| Postage, UPS, Fed Ex | $100 |
| Office Supplies | $2,775 |
| Books & Manuals | $200 |
| Computer, printers, laptops, projector, etc. | $2,000 |
| Plotter or printer supplies & repairs | $500 |
| Gasoline and Oil | $150 |
| **Total Commodities** | $6,025 |

| Contractual | |
| Computer services | $11,827 |
| Photocopy/Printers maintenance services | $1,000 |
| Advertisements | $2,500 |
| ITE, APA and Transportation Monitor Memberships | $1,500 |
| **Total Contractual** | $16,827 |

| Telecommunications | |
| Telephone Services | $1,602 |
| **Total Telecommunications** | $1,602 |

| Training & Education | |
| Conferences & Training | $5,040 |
| **Total Training & Education** | $5,040 |

| Other Miscellaneous | |
| Traffic Software | $1,500 |
| GIS Software | $2,250 |
| Adobe Software | $12,000 |
| Miscellaneous Software (Prezi, AutoCAD, Miovision, etc.) | $3,600 |
| **Total Miscellaneous** | $19,350 |

| **Total Expenses** | $481,864 |

*Reflects annualized salary increases of 2.0% effective 1/1/20.
### Exhibit III

**Revenue Summary**  
Program Year 2020

<table>
<thead>
<tr>
<th>Description</th>
<th>Federal (80%)</th>
<th>Local (20%)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDOT-PL FY2020 PL Allocation</td>
<td>$385,491</td>
<td>$96,373</td>
<td>$481,864</td>
</tr>
<tr>
<td>FTA FY2020 Section 5303</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$385,491</strong></td>
<td><strong>$96,373</strong></td>
<td><strong>$481,864</strong></td>
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</table>

### Cost Allocation

<table>
<thead>
<tr>
<th>Description</th>
<th>IDOT-PL</th>
<th>FTA</th>
<th>TOTAL</th>
</tr>
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<tbody>
<tr>
<td>Total Funds Available for Transportation Planning</td>
<td>$481,864</td>
<td>$0</td>
<td>$481,864</td>
</tr>
<tr>
<td><strong>Distribution Percentages</strong></td>
<td>100%</td>
<td>0%</td>
<td>100%</td>
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</tbody>
</table>
Exhibit IV

Labor Distribution FY 2020
CUUATS Staffing Requirements (a)
Number of Work Weeks Programmed

<table>
<thead>
<tr>
<th>UTWP Category (b)</th>
<th>UTWP Description</th>
<th>PCD Director</th>
<th>Data &amp; Tech Manager</th>
<th>Planning Manager</th>
<th>Associate Engineer</th>
<th>Associate Engineer</th>
<th>Planner II</th>
<th>Planner II</th>
<th>Secretary</th>
<th>Interns (c)</th>
<th>Total</th>
<th>Percent Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>310</td>
<td>Data Collection</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>14</td>
<td>30</td>
<td>12.4%</td>
</tr>
<tr>
<td>320</td>
<td>Long Range Planning</td>
<td>4</td>
<td>3</td>
<td>12</td>
<td>6</td>
<td>4</td>
<td>6</td>
<td>3</td>
<td>4</td>
<td>46</td>
<td>19.0%</td>
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</tr>
<tr>
<td>330</td>
<td>Short Range Planning</td>
<td>4</td>
<td>3</td>
<td>10</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td>4</td>
<td>2</td>
<td>41</td>
<td>16.9%</td>
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</tr>
<tr>
<td>340</td>
<td>Administration</td>
<td>8</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>42</td>
<td>59</td>
<td>24.4%</td>
</tr>
<tr>
<td>350</td>
<td>Special Studies</td>
<td>4</td>
<td>3</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>8</td>
<td>6</td>
<td>5</td>
<td>47</td>
<td>19.4%</td>
<td></td>
</tr>
<tr>
<td>360</td>
<td>Transportation Information System/Modeling</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>5</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>19</td>
<td>7.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>23</td>
<td>13</td>
<td>34</td>
<td>26</td>
<td>21</td>
<td>21</td>
<td>21</td>
<td>15</td>
<td>42</td>
<td>242</td>
<td>100%</td>
</tr>
</tbody>
</table>
EXHIBIT V—Accounting Narrative FY 2020

CUUATS funds are administered by the CCRPC system description that follows:

Separate accounts (departments) have been established in a general ledger. The account records identify the receipt and expenditure of funds for each grant, refer to subsidiary records and/or documentation that support the entry, and provide accurate and current financial reporting information.

Costs within the accounting system are classified into the following groups:

- Direct labor costs.
- Non-labor costs directly related to a specific program.
- Indirect costs (both labor and non-labor.)

Direct labor hours are charged to the specific general ledger account and work elements within that account based upon actual work hours spent. Work elements of the UTWP are numerically coded and are utilized in preparing staff timesheets. The payroll computer printout accumulates staff names, hours and cost for each work element within the transportation planning grant account. Non-labor costs are those incurred as being directly related to a specific program e.g., Transportation. Typical non-labor costs directly chargeable to the appropriate grant programs include:

- Costs of goods acquired, consumed or expended specifically for the purpose of the grant; i.e., postage;
- Services and contractual items specifically related to the grant program, i.e., photocopying expense.

These costs are chargeable to the appropriate grant program based on source documentation maintained by the accounting system evidencing the nature and purpose of the charges (e.g., postage logsheets, photocopying logsheets, etc.) Once charged to the transportation program these costs will be distributed to the various program work elements according to the proportion of direct salaries charged to each work element during the period.

The indirect costs (labor and non-labor) are those incurred which cannot be directly associated with the transportation program. These costs are charged to an administrative/overhead account. A statement of actual indirect charges and the final indirect cost rate for the period ended 12/31/19 will be submitted upon receipt of the audit. The indirect cost rate utilized in the budget is a projection based upon anticipated activity, as well as historical experience. The rate is subject to revision based on final audit. The indirect costs are determined by applying the provisional rate to the total direct labor cost for each individual work task. The resulting amounts are billed and reported under work program tasks.

The accounting system has established guidelines related to the methodology for classifying certain costs as direct or indirect. Each item of cost is treated consistently either as a direct or an indirect cost. Definitions and methodology related to direct and indirect costs are derived from federal circular A-87.
## CUUATS Fee Structure

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Champaign</td>
<td>$23,840</td>
<td>$25,032</td>
<td>$26,284</td>
<td>$27,598</td>
<td>$28,978</td>
<td>$30,427</td>
<td>$30,427</td>
<td>$31,948</td>
<td>$31,948</td>
<td>$31,948</td>
<td>$31,948</td>
</tr>
<tr>
<td>Urbana</td>
<td>$23,840</td>
<td>$25,032</td>
<td>$26,284</td>
<td>$27,598</td>
<td>$28,978</td>
<td>$30,427</td>
<td>$30,427</td>
<td>$31,948</td>
<td>$31,948</td>
<td>$31,948</td>
<td>$31,948</td>
</tr>
<tr>
<td>Champaign County</td>
<td>$23,840</td>
<td>$25,032</td>
<td>$26,284</td>
<td>$27,598</td>
<td>$28,978</td>
<td>$30,427</td>
<td>$30,427</td>
<td>$31,948</td>
<td>$31,948</td>
<td>$31,948</td>
<td>$31,948</td>
</tr>
<tr>
<td>University of Illinois</td>
<td>$12,363</td>
<td>$12,981</td>
<td>$13,630</td>
<td>$14,311</td>
<td>$15,027</td>
<td>$15,027</td>
<td>$15,778</td>
<td>$15,778</td>
<td>$16,567</td>
<td>$16,567</td>
<td>$16,567</td>
</tr>
<tr>
<td>Savoy</td>
<td>$4,417</td>
<td>$4,417</td>
<td>$4,638</td>
<td>$4,638</td>
<td>$4,870</td>
<td>$5,113</td>
<td>$5,113</td>
<td>$5,369</td>
<td>$5,369</td>
<td>$5,637</td>
<td>$5,637</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$88,300</strong></td>
<td><strong>$92,495</strong></td>
<td><strong>$97,119</strong></td>
<td><strong>$101,975</strong></td>
<td><strong>$107,074</strong></td>
<td><strong>$112,428</strong></td>
<td><strong>$118,049</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Billing:
- 1/09
- 1/10
- 1/11
- 1/12
- 7/13
- 7/14
- 7/15
- 7/16
- 7/17
- 7/18
- 7/19