



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

CUUATS Technical Committee Meeting

This meeting will be held online

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Meeting ID: 930 9008 5319

Passcode: 852503

Date: Wednesday, June 9, 2021
Time: 10:30 a.m.
Place: Online
Chair: Karl Gnadt
Members: Jeff Blue, John Cooper, Amy Snyder, Dalitso Sulamoyo, David Clark, Rob Kowalski, Tim Cowan, Lorrie Pearson, Robert Nelson, Daniel Magee, Stacey DeLorenzo, Ehab Kamarah, Christopher Walton, Roland White

AGENDA

- I. Call to Order, Roll Call
- II. Audience Participation
- III. Approval of Agenda
- IV. Approval of Minutes from the CUUATS Technical Committee meeting of April 7, 2021
- V. New Business
 - A. Approval of Transportation Improvement Program (TIP) FY 2020-2025 Amendments – Ashlee McLaughlin
 - B. Presentation of Transportation Improvement Program (TIP) FY 2020-2025 Modifications – Ashlee McLaughlin
 - C. Approval of LRTP 2045 Annual Report Card – Rafsun Mashraky
 - D. Approval of Freight Plan Annual Report Card – Mahamudul Hasan
- VI. Old Business
 - A. Projects and Working Groups
 1. Multimodal Corridor Enhancement (MCORE) Project – David Clark



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2. Champaign County Rural Transit Advisory Group (RTAG) – Rita Morocoima-Black
3. Safety Committee – Rita Morocoima-Black

B. Agency Reports

1. City of Champaign – David Clark
2. City of Urbana – Tim Cowan
3. Village of Savoy – Roland White
4. MTD – Karl Gnadt
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 – Robert Nelson
10. IDOT Central Office – Tom Caldwell
11. FHWA – Betsy Tracy

VII. Announcements

VIII. Audience Participation

IX. Adjournment

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CUUATS Technical Committee Meeting

Date: Wednesday, April 7, 2021

Time: 10:30 a.m.

Place: VIA ZOOM

Members Present: Karl Gnadt (Chair), Amy Snyder, Chris Sokolowski (Proxy), Lorrie Pearson, Tim Cowan, Robert Nelson, Dan Magee, Stacey DeLorenzo, Christopher Walton, Roland White

Members Absent: Jeff Blue, David Clark, Rob Kowalski, Ehab Kamarah

Staff Present: Rita Morocoima-Black, Ashlee McLaughlin, Rafsun Mashraky, Mahamudul Hasan, Xiyue Li, Kazi Jahan, Gabe Lewis, Debbie Peterik

Others Present: Brian Trygg, Tom Caldwell, Betsy Tracy, Maurey Williamson

MEETING MINUTES

Subject to Review and Approval

I. Call to Order

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

II. Roll Call

The roll was taken by voice roll call and a quorum was declared present:

Roll Call Taken:

Jeff Blue	Absent	Dalitso Sulamoyo	Present
Karl Gnadt	Present	Amy Snyder	Present
Chris Sokolowski (P)	Present	Rob Kowalski	Absent
Lorrie Pearson	Present	Tim Cowan	Present
Robert Nelson	Present	Dan Magee	Present
Stacey DeLorenzo	Present	Ehab Kamarah	Absent
Roland White	Present	Christopher Walton	Absent

III. Audience Participation

None

IV. Approval of Agenda

Ms. Pearson made a motion to approve the agenda. Dr. Sulamoyo seconded.

Voice Roll Call taken for votes:

Jeff Blue	Not present	Dalitso Sulamoyo	Yes
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Karl Gnadt	Yes	Amy Snyder	Yes
Chris Sokolowski (P)	Yes	Rob Kowalski	Not present
Lori Pearson	Yes	Tim Cowan	Yes
Robert Nelson	Yes	Dan Magee	Yes
Stacey DeLorenzo	Yes	Ehab Kamarah	Not present
Roland White	Yes	Christopher Walton	Not present

Upon vote, the motion unanimously carried.

V. Approval of Minutes

Ms. Pearson made a motion to approve the minutes from the CUUATS Technical Committee Meeting on February 3, 2021. Ms. Snyder seconded.

Jeff Blue	Not present	Dalitso Sulamoyo	Yes
Karl Gnadt	Yes	Amy Snyder	Yes
Chris Sokolowski (P)	Yes	Rob Kowalski	Not present
Lorrie Pearson	Yes	Tim Cowan	Yes
Robert Nelson	Yes	Dan Magee	Yes
Stacey DeLorenzo	Present	Ehab Kamarah	Not present
Roland White	Present	Christopher Walton	Not present

Upon vote, the motion unanimously carried.

VI. New Business

A. Approval of Transportation Improvement Program (TIP) FY 2020-2025 Amendments – Ashlee McLaughlin

BACKGROUND

The Illinois Department of Transportation submitted one amendment to the Transportation Improvement Program FY 2020-2025. The following describes the amendment:

State of Illinois Project K027

This is an existing state project for resurfacing on IL 130 from Guardian Drive to the I-74 ramps in Urbana. The total project cost decreased 58 percent from \$200,000 to \$85,000 in State Only funds and the project description changed from partial width resurfacing to longitudinal joint repair. This project is in FY 21.

Mr. White made a motion to approve the Transportation Improvement Program (TIP) FY 2020-2025 Amendments. Mr. Cowan seconded.



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Voice Roll Call taken for votes:

Jeff Blue	Yes	Dalitso Sulamoyo	Yes
Karl Gnadt	Yes	Amy Snyder	Yes
Chris Sokolowski (P)	Yes	Rob Kowalski	Not Present
Lorrie Pearson	Yes	Tim Cowan	Yes
Robert Nelson	Yes	Dan Magee	Yes
Stacey DeLorenzo	Yes	Ehab Kamarah	Not Present
Roland White	Yes	Christopher Walton	Not Present

Upon vote, the motion unanimously carried.

- B. Presentation of Transportation Improvement Program (TIP) FY 2020-2025 Modifications – Ashlee McLaughlin

BACKGROUND

The Illinois Department of Transportation, Champaign County Forest Preserve District, City of Champaign, University of Illinois, City of Urbana, Village of Savoy, and Champaign-Urbana Mass Transit District submitted seven administrative modifications to the Transportation Improvement Program FY 2020-2025. The following describes the modifications:

State of Illinois Project C001

This is an existing state project for microsurfacing on US 45 from Curtis Road in Savoy to just North of Tolono. According to the Illinois Department of Transportation, this project is authorized 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 21.

Forest Preserve District Project FPD-20-01

This is an existing Forest Preserve District project for trail amenities and a parking lot for the Kickapoo Rail Trail from Main Street in Urbana to 7th Street in St. Joseph. This project has moved from FY 20 to FY 21.

St Marys Road Reconstruction

This is a project proposed by the University of Illinois and the City of Champaign to reconstruct St. Marys Road from Oak Street to 4th Street. The total project cost is estimated at \$4.5 million. This project was added to the Illustrative Projects table to be considered for future funding.



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Lincoln Avenue Reconstruction

This is a project proposed by the City of Urbana and the University of Illinois to reconstruct Lincoln Avenue from Florida Avenue to Green Street as well as Pennsylvania Avenue from Lincoln Avenue to Dorner Drive, and Dorner Drive from Pennsylvania Avenue to Gregory Drive. The total project cost is estimated at \$8.25 million. This project was added to the Illustrative Projects table to be considered for future funding.

Kickapoo Rail Trail Extension in Urbana

This is a project proposed by the City of Urbana to carry out preliminary engineering for the extension of the Kickapoo Rail Trail from its current terminus in east Urbana west to the Urbana city limit. The cost for preliminary engineering is estimated at \$280,000. This project was added to the Illustrative Projects table to be considered for future funding.

Curtis Road Grade Reconstruction

This is a project proposed by the Village of Savoy to construct a railroad grade separation on Curtis Road including one mile of roadway improvements on Curtis Road (including STBGP-funded Curtis Road Complete Streets Project SA-20-05), and one mile of shared-use path improvements along First Street from Curtis Road to Windsor Road. This project was added to the Illustrative Projects table to be considered for future funding.

Multimodal Transit Hub

This is a project proposed by the Champaign-Urbana Mass Transit District to construct a multimodal transit hub in downtown Urbana (location TBD). The design and construction of the transit hub is estimated at \$20 million. This project was added to the Illustrative Projects table to be considered for future funding.

Ms. McLaughlin urged the agencies to let her know of any projects for the illustrative table that they might want to consider for additional infrastructure money in the future.

- C. Approval of Final Unified Technical Work Program (UTWP) FY 2022 – Rita Morocoima-Black
The CUUATS Technical and Policy Committees approved the Draft UTWP FY 2022 at their last meetings on February 3 and 10, respectively. The UTWP was put on the RPC website for public comments from February 12 until today and no comments were received from the public. Two changes were made to the UTWP:



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1. **Work Tasks 340: u.** Develop updated MPO Intergovernmental Agreement including new formula for membership fees upon release of Census 2020 boundaries and population data.
2. **Work Products: n.** Updated MPO Intergovernmental Agreement.

The changes could be delayed until FY 23 depending on the Census 2020 data release date.

Ms. Pearson made a motion to approve the Final Unified Technical Work Program (UTWP) FY 2022. Mr. White seconded.

Jeff Blue	Yes	Dalitso Sulamoyo	Yes
Karl Gnadt	Yes	Amy Snyder	Yes
Chris Sokolowski (P)	Yes	Rob Kowalski	Not Present
Lorrie Pearson	Yes	Tim Cowan	Yes
Robert Nelson	Yes	Dan Magee	Yes
Stacey DeLorenzo	Yes	Ehab Kamarah	Not Present
Roland White	Yes	Christopher Walton	Not Present

Upon vote, the motion unanimously carried.

D. Discussion of Proposed Urban Area Criteria for the 2020 Census – Ashlee McLaughlin

The Census Bureau posted the proposed new criteria for the Urban Area Boundaries with the release of the 2020 data. The Census Bureau updates the criteria with every decennial census. Ms. McLaughlin presented highlights of the proposed changes.

- Currently the Champaign-Urbana urbanized area is an urbanized area of 50,000 plus in population. We also have the Mahomet urban cluster with a population of approximately 7,000 in the village limits, but the minimum population is 5,000. The proposed change would be to increase the minimum threshold to qualify as an urban area: 4,000 housing units or 10,000 in population. This means that the Census Bureau is getting rid of the separate urban category and starting at a minimum threshold of 10,000 population or 4,000 housing units. This means that the Champaign-Urbana urbanized area would exceed that, but the Mahomet urban cluster would not, so that would mean possibly getting rid of the Mahomet urban cluster.



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- Use of housing unit density instead of population density to define initial urban area cores; instead of looking at population, looking at already built housing units as a more stable measure that is not privacy-protected.
- Use of only census block instead of census tract & block as the unit of analysis to define the initial urban area cores. This is significant for us because our census blocks are quite small, and our census tracts are significantly larger. That does impact our ability to determine what our new urban area boundary will look like.
- Changes in Jumps and Hops. These are the things that allowed, in the previous iteration, the Village of Tolono, and the Village of Bondville to be included in our urbanized area. The proposal is to reduce the maximum jump distance from 2.5 miles to 1.5 miles and to no longer include the corridors that connect those additional areas. That reduction from 2.5 miles to 1.5 miles would eliminate both Tolono and Bondville from the C-U urban area.
- No longer distinguishing between urbanized areas and urban clusters.
- Use Longitudinal Employer-Household Dynamics (LEHD) data to determine whether to split large agglomerations – not likely to apply to us.

Ms. McLaughlin commented that the shift to housing units is a more stable unit of counting. It could mean that they would be updating urban areas between censuses so they would not necessarily wait 10 years to update the urban area boundaries. There is no defined increased update schedule, that is something they are looking for feedback on, in terms of what update frequency would be useful or productive if it were to be updated more often.

The Census Bureau is asking for comments about these changes by May 20, 2021. It is expected that the Final 2020 Urban Areas criteria will be published in the winter and then publish the updated areas in summer of 2022.

One impact of changes is that federal-aid eligibility is determined, partially, by the location of the roadway in or out of an urban area. If Mahomet is no longer included as an urban area, there could be a couple minor collectors that would no longer be eligible for federal aid in the Mahomet area.

Ms. McLaughlin presented details of how CUUATS staff applied the actual proposed criteria to our own urban area to estimate the urban area boundary with the proposed criteria.



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Discussion followed the presentation.

- It was clarified that the urban area boundary would not determine the Metropolitan Planning Area, that boundary would still be determined at the local level by the member agencies
- STPU funds could be impacted, but that allocation is not necessarily tied directly to urban area boundaries
- IDOT and FHWA representatives were not aware of any specific proposed changes to MPO funding allocation related to these boundary changes

Christopher Walton joined the meeting at 10:48 a.m.

VII. Old Business

A. Projects and Working Groups

1. Multimodal Corridor Enhancement (MCORE) Project – Chris Sokolowski

- Projects are wrapped up. Close-out activities are being completed.
- Project One was closed-out with material certifications of IDOT. The city is just waiting on the final invoice from them. The City of Champaign will then submit a final invoice to the City of Urbana.
- Projects Two and Three in Champaign are close to having material certifications completed. The city is waiting on the final invoice from IDOT.
- The city will then be moving on to close-out Project Four.
- CUUATS staff will be completing some data collection for the post project reporting in April.
- Mr. Cowan commented that Project Five is slated for completion in the next month.
- Ms. Morocoima-Black commented that the CUUATS staff completed a traffic count on April 1. A camera was installed yesterday at one location and another one will be installed today. There are three locations counted out of the 12 locations planned.

Mr. Gnadt commented that MTD was happy that they applied for the Federal grant that funded MCORE and gave a heartfelt thank you for all of the participation and partnerships on getting the MCORE projects completed. He gave a special shout out to the City of



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Champaign being the lead agency for all the paperwork and all of the construction, and the University of Illinois and the City of Urbana.

2. Champaign County Rural Transit Advisory Group (RTAG) – Rita Morocoima-Black
 - Staff submitted the FY 22 grant application for State and Federal funding for C-CARTS operation for a total amount of \$1,009,230 on April 1.
 - C-CARTS participated on IDOT's application for deployment of zero emission buses as replacement of internal combustion powered buses that have met useful life. As a named recipient in the grant application, if awarded, C-CARTS will be getting one electric paratransit vehicle along with a charging station to serve rural Champaign County.

3. Safety Committee – Rita Morocoima-Black

The Safety Committee met on April 1 and staff provided an update on several safety projects:

- HSIP applications are due in May and offered the members of the committee support for the grant application. At this time, Ms. Morocoima-Black did not believe any of the CUUATS member agencies will be applying for this grant.
- Champaign County Safety Plan Implementation: Safety study of top 20 high priority intersections and segments that we are analyzing and providing recommendations. At this point, we have collected data and analyzed one of the rural intersections.
- The Champaign County Traffic Crash Dashboard: <https://crashdashboard.ccrpc.org/> was developed as part of the Safety Forecasting Tool.
- Champaign County Safety Forecasting Tool update.
- Systemic Safety Evaluation Tool (SSET). This project was started in January. Staff will be developing a web-based tool for completing a systemic analysis of crashes and then be able to apply for HSIP funding using the web-based tool at the end.

Mr. Gnadt inquired about C-CARTS and the stop payment. Is it more of a delayed payment where, once the audit gets submitted and the County gets up to date, grant programs are expected to pay back the expenses incurred during the stop payment period? Regarding C-CARTS, MTD incurs the expenses for the operations and then the County seeks reimbursement to the grant programs and then pays MTD. The County cannot attain reimbursement for those expenses at this point in time. Mr. Gnadt asked for confirmation that there is an expectation that in the future when all the issues get worked out that they



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will get reimbursed. Dr. Sulamoyo confirmed that this is his understanding. Dr. Sulamoyo presents details of the stop payment issue later in these meeting minutes.

B. Agency Reports

1. City of Champaign – Chris Sokolowski

- The St. Marys Road project is ongoing with the University. St. Marys Road is currently closed between Neil Street and Oak Street.
- The 2021 asphalt project was awarded which focuses on some streets downtown and just north of downtown. Work will include some intersection work at Walnut Street and Main Street to replace traffic signals as there were some accessibility issues. This work will begin in June.
- The annual concrete project will be open for bids on April 8. The main work locations are on Windsor Road from Neil Street to First Street, and then possibly some patching around the corner on First Street near Windsor Road.

2. City of Urbana – Tim Cowan

- The Lincoln Avenue and Springfield Avenue resurfacing project will begin this summer. It will extend from the University Avenue improvements down to Green Street.
- Matthews Avenue lighting project, which is the third phase of our campus lighting improvements, will take place this summer as well.

3. Village of Savoy – Roland White

- A shout out to the CUUATS staff for preparing the cost benefit analysis for the INFRA Grant application that the Village of Savoy submitted. It is a very complicated calculation with more than a dozen spreadsheets. The village also received assistance from MTD and RPC on the narrative. It is a good grant application. It has a decent benefit to cost ratio. It is possible the announcement of the grant award will be made in June.
- The village will work on minor street maintenance including oil and chip, concrete patching, and sidewalk repairs. The Capital Fund is a little slim this year because we are accounting for the fact that we might have to do a significant match in this fiscal year.

4. MTD – Karl Gnadt

- Construction is underway on the hydrogen production station. Unfortunately, construction is behind schedule by about five months. The first hydrogen fuel bus should be arriving on site in the next week or so. MTD will not have a production or



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fueling station completed so a temporary fueling station will be put on site to fuel those buses over the next five months while they commission the vehicles and train the operators on the new vehicles. It is anticipated that the actual station will open and be running in late August or early September.

- Work continues on the Yards Project in downtown Champaign. MTD is well past the halfway mark of the NEPA process (the National Environmental Protection Agency) analysis and getting close to finishing. In addition, MTD is close to having a development agreement completed and turned over to the Federal Transit Administration for review.
 - This coming Friday, MTD is opening bids for the solar array expansion which will provide electricity for the hydrogen production station. The station will draw power from the grid until the solar array is completed, progress is being made, and hopefully, this time next year we will have an expanded solar array.
5. Champaign County – Jeff Blue
Not present
 6. University of Illinois – Stacey DeLorenzo
 - The St. Marys Road project from Neil Street to Oak Street is ongoing. Demolition has occurred and some of the stormwater sewer work is going to begin. Utility groups have been out there working and the project should be completed by August.
 - The University is planning on having in-person in a majority of the classes this coming fall.
 - Hopefully, the University will get their money back so maintenance improvements can be done in the next fiscal year.
 - July 4 plans are still under discussion.
 7. Village of Mahomet – Ellen Hedrick
Not present
 8. CC Regional Planning Commission – Ashlee McLaughlin/Dalitso Sulamoyo
Ms. McLaughlin commented that IDOT is going through their Five-Year Functional Classification Review so CUUATS staff looked over the roads where they are proposing to change functional classification within Champaign County, and she presented some priorities in reviewing the Functional Classification Review. Functional classification gives each roadway a different classification based on the level of traffic volume and the location



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of the roadway. She presented all the proposed changes to be made in the County. Four of the proposed changes are within the Metropolitan Planning Area:

- The first two are on Illinois 47 and are State roads so they are not under local jurisdiction.
- Rising Road in Champaign. It is under the jurisdiction of Champaign Township and the City of Champaign. Neither of those agencies had an issue with the change proposed which is upgrading it from a local road to a minor collector.
- Old Church Road and Race Street extended. These are under the jurisdiction of Urbana Township as well as Philo Township. Philo Township disagreed with part of the reclassification of Old Church Road, downgrading it from a 5 major collector to a 6 minor collector. This has been already discussed with IDOT, and they are taking his opinions into consideration. Urbana Township did not have an issue with either of the changes proposed.

Dr. Sulamoyo provided information on the Champaign County Single Audit:

Dr. Sulamoyo clarified that RPC is a department of Champaign County which means that we share the same Federal Employer Identification Number (FEIN) as the County. With regards to the single audit, when the audit is conducted for the County, RPC and various departments of the County are included in the single audit.

For the last three years, the Champaign County audit has been late. The 2018 audit was late and due to the onset of the COVID-19 pandemic, the State was relaxed on enforcing any issues regarding delinquency of the single audit. However, with the 2019 audit, the audit should have been completed, filed, and submitted in September of 2020. A three-month extension was provided to all entities, which meant that the Champaign County audit should have been filed and submitted by December 31. However, that was not the case.

Later this year we received communication from our cognizant agency, which is the Department of Commerce and Economic Opportunity (DCEO), that due to the fact that the 2019 audit was delinquent, they were going to undertake steps necessary to hold us accountable. They put a lock on our Federal Employer Identification Number and then



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issued the no payment status. This means that as a grant funded department of the County, if a no payment status is issued, we cannot draw down funds from the State. We essentially do the work and then we are reimbursed by the State as well as by the Federal government for any of the expenses we have incurred on behalf of the various grants that we operate here at the RPC. When that was issued, it created an issue of panic for not just the RPC, but for the County as a whole. We really work as a team with our Commissioners, the County Board members and the Champaign County Auditor trying to mitigate the impact on our organization given the fact that we have been in the midst of various projects, some of which are being shared here. We have other work that we are doing in providing COVID relief to the community. We did communicate with our various funding sources, including IDOT, and obviously because this was communication that had been initiated by our cognizant agency, there was not much that most of these agencies could do.

One of the things that we were able to discover during this timeframe was that there was a loophole. We could essentially request from any of our funding sources, where the work could fit the criteria of public health and safety, an exemption to allow us to draw down funds for some of those grants or projects that fit the criteria.

Most of the projects that RPC does with IDOT did not fit that criteria. Dr. Sulamoyo communicated with all the State agencies. Some of them granted us the exemption and then in the midst of all of that, we found out that the Federal government on March 19 issued a memorandum that essentially provided guidance on the use of the new stimulus funding – the American Rescue Plan Act (ARPA). Contained within that memorandum was also conditional guidance on single audit. There was an additional three-month extension granted to grantees of government to have an audit completed. In RPC's case, the extension meant that we had an additional three months from December 31, 2020 meaning that the single audit would have to have been completed by March 31, 2021. There are some allowances within that, and it is our understanding that due to that memorandum, DCEO lifted the stop payment and essentially indicated that Champaign County was in compliance regarding the single audit delinquency issue. Given this extension, it is our understanding and the Champaign County Auditor, that this audit will have to be



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completed by May 1. If we are not going to be able to have the audit completed by May 1, these steps that were undertaken previously by DCEO will be undertaken at that point.

Regarding the stop payment, it is not just our ability to access reimbursement from the State, it is also not being able to submit any grants or modifications to the State. It is not just the limitation on drawing down funds, it is also a limitation that they are not allowing us to submit any grants or modifications to the State. Those grants or modifications would not be processed until stop payment issue is lifted. We are meeting on a weekly basis with the County leadership and our understanding is that they are working with the external auditor that completes the audit on behalf of Champaign County to try and get that audit completed before these other measures are undertaken by the State.

There was another step that was undertaken by the County Board before we found out about the memo that was issued by the Federal Office of Management and Budget within the White House granting the additional three-month extension. We met with the County Board and the County Board did approve a mechanism to provide cash flow to the RPC so that any of the projects and programs that we were operating, if indeed we were not able to access cash from the State that we would be able to pay for those expenses with funding from the County. We have not had to utilize that mechanism yet since now we are able to access cash from the State until there is another stop payment issue if the audit is not completed in time.

In summary, Dr. Sulamoyo commented that it is important for the group to know that this audit issue is not an issue that emanates from RPC. As a matter of fact, it is his understanding that there has not been any single audit finding that has been attributed to the RPC in the last 35 years. This is an issue that is beyond our control as a department of the County, but we are working with the County to try and get this resolved as soon as possible, so it does not impact our ongoing operations.

Mr. Caldwell from IDOT District 5 commented that he just received a note from IDOT Operation's Manager that IDOT received the green light to invoice payments and the 3C



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agreement procurement, which had also been put on hold. He suggested that RPC get their ICQ submitted so the agreement can move forward.

Ms. Snyder exited the meeting at 11:22 a.m.

9. IDOT District 5 – Robert Nelson

- Work has resumed on University Avenue. Contractors are working on curb and gutter work.
- Curtis Road interchange signal work is supposed to be started sometime in April.
- The structures on I-74 work is in progress. The Neil Street ramp was closed April 1. The work is supposed to begin to put the crossovers in place.
- The I-74 and I-57 interchange has been submitted for the June letting.

10. IDOT Central Office – Tom Caldwell

IDOT is working on payments to Champaign County.

11. FHWA – Betsy Tracy

There is discussion on the infrastructure bill at the national level, but nothing confirmed. Ms. Tracy commented that she appreciates your efforts on pulling together your local priorities.

VIII. Announcements

None

IX. Audience Participation

None

X. Adjournment

Mr. Gnadt adjourned the meeting at 11:38 a.m.



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CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

Memorandum

To: CUUATS Technical Committee Members
From: CUUATS Staff
Date: June 2, 2021
Re: Transportation Improvement Program FY 2020-2025, Amendments
Requested Action: Approve Amendments

BACKGROUND

The Illinois Department of Transportation submitted twelve amendments to the Transportation Improvement Program FY 2020-2025. The following describes the amendments:

H671

This is an existing state project for I-74 bridge work at the Saline Branch 1 mile east of US 45, over I-74 east of Urbana. The total project cost increased 40.2 percent from \$2,100,000 to \$2,945,000 using 90 percent federal NHPP-State funds with an NHPP-State Match. The project description also changed to include "Bridge Repair" in addition to "Bridge Deck Overlay." This project is in FY 22.

L007

This is an existing state project for designed overlay on US 45/US 150/Springfield Avenue from Prospect Avenue to Wright Street. This project has two different phases with amendments:

- The cost of the land acquisition phase of the project in FY 22 decreased 4.5 percent from \$1,100,000 to \$1,050,000 and the funding changed from 100 percent State Only funds to 80 percent federal NHPP-State funding with a 20 percent state match.
- The overlay phase of the project in FY 23 was moved to a year beyond FY 25 and will be removed from the current TIP.

K027

This is an existing state project for overlay on US 150/IL 130/University Avenue from Cunningham Avenue to IL 130 (S) and IL 130 (S) to I-74 in FY 23. Four changes are proposed for this project:

- The total project cost increased 18.4 percent from \$1,900,000 to \$2,250,000 using 80 percent federal NHPP-State funds.
- The matching funds have changed from NHPP-State Match to State Match.
- The project location has changed to US 150: E of N Maple Street to IL 130 (S): US 150 to I-74.
- The project description has changed from "SMART Overlay" to "Standard Overlay."



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K020

This is a new state project for jurisdictional transfer on Wilbur Avenue from Market Street to 0.4 miles east in Champaign. The total cost is \$990,000 in State Reimbursement funds. This project is in FY 22.

70D78

This is a state project for bridge deck overlay on I-74 under TR30C west of Mahomet. This project was originally programmed in FY 23 and has been moved to a year beyond FY 25 and will be removed from the current TIP.

A142

This is a state project for a pedestrian overpass on I-57 at Curtis Road southwest of Champaign. This project was originally programmed in FY 24 and has been moved to a year beyond FY 25 and will be removed from the current TIP.

D068

This is a state project for overlay on US 150 from Mansfield to Mahomet. This project has two phases originally programmed in FY 24 that have both been moved to a year beyond FY 25 and will be removed from the current TIP:

- Designed overlay from Mansfield to Mahomet
- Bridge deck overlay at the stream two miles west of Mahomet

H623

This is a state project for bridge superstructure on FAP 725 (W Church Street) over ICRR and Copper Slough west of Champaign. This project was originally programmed in FY 24 and has been moved to a year beyond FY 25 and will be removed from the current TIP.

Y011

This is a state project for overlay on IL 10 from Staley Road to Mattis Avenue in Champaign. This project was originally programmed in FY 24 and has been moved to a year beyond FY 25 and will be removed from the current TIP.

H469

This is a state project for bridge replacement on I-72 under Staley Road west of Champaign. This project was originally programmed in FY 25 and has been moved to a year beyond FY 25 and will be removed from the current TIP.

Staff Recommendation: Approve Transportation Improvement Program FY 2020-2025 Amendments



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Amendments TIP FY 20-25

Presented to CUUATS Technical Committee on June 9, 2021 and CUUATS Policy Committee on June 16, 2021

Updated/New Information Highlighted													
Amendments	Listing Status	Project ID	Fiscal Year	Project Title	Start Terminus	End Terminus	Lead Agency	All Agencies	Fund Type	Federal Funding	State Funding	Total Cost	Description
Cost Increase 40.2%, Description	Proposed	H671	2022	I-74 Bridge Work	Saline Branch 1 mile E of US 45; Over I-74 E of Urbana	Saline Branch 1 mile E of US 45; Over I-74 E of Urbana	State	State, Federal	NHPP-State, NHPP-State Match	\$ 2,651,000	\$ 294,000	\$ 2,945,000	Bridge Deck Overlay, Bridge Repair; SN 010-0025, 0026, 0033
	Current									\$ 1,890,000	\$ 210,000	\$ 2,100,000	Bridge Deck Overlay; SN 010-0025, 0026, 0033
Cost Decrease 4.5%, Fund Source	Proposed	L007	2022	US 45/ US 150 (Springfield Avenue/ Wright Street)	Prospect Avenue	Wright Street	State	State, Federal	NHPP-State, State Match	\$ 840,000	\$ 210,000	\$ 1,050,000	Land Acquisition
	Current							State	State Only		\$ 1,100,000	\$ 1,100,000	
Remove Project	Current	L007	2023	US 45/ US 150 (Springfield Avenue/ Wright Street)	Prospect Avenue	Wright Street	State	State, Federal	NHPP-State, NHPP-State Match	\$ 1,648,000	\$ 412,000	\$ 2,060,000	Designed Overlay - 3P Policy, ADA Improvements
Cost Increase 18.4%, Location, Fund Source, Description	Proposed	K027	2023	US 150/IL 130 (University Avenue) Overlay	US 150: E of N Maple Street to IL 130 (S): US 150 to I-74	US 150: E of N Maple Street to IL 130 (S): US 150 to I-74	State	State, Federal	NHPP-State, State Match	\$ 1,800,000	\$ 450,000	\$ 2,250,000	Standard Overlay
	Current				Cunningham Avenue to IL 130 (S)	IL 130 (S) to I-74			NHPP-State, NHPP-State Match	\$ 1,520,000	\$ 380,000	\$ 1,900,000	SMART Overlay
New Project	Proposed	K020	2022	Wilbur Ave (OR 3)	Market Street	0.4 MI E in Champaign	State	State	State Reimburse		\$ 990,000	\$ 990,000	Jurisdictional Transfer
Remove Project	Current	70D78	2023	I-74 Bridge Deck Overlay	Under TR30C W of Mahomet	Under TR30C W of Mahomet	State	State, Federal	NHPP-State, NHPP-State Match	\$ 585,000	\$ 65,000	\$ 650,000	Bridge Deck Overlay
Remove Project	Current	A142	2024	I-57 Pedestrian Overpass	At Curtis Road SW of Champaign	At Curtis Road SW of Champaign	State	State, Federal	NHPP-State, NHPP-State Match	\$ 1,305,000	\$ 145,000	\$ 1,450,000	Pedestrian Overpass
Remove Project	Current	D068	2024	US 150 Overlay	Mansfield	Mahomet	State	State, Federal	STP-RURAL-State, STP-URBN5-200K-S, State Match	\$ 4,368,000	\$ 1,092,000	\$ 5,460,000	Designed Overlay - 3P Policy, ADA Improvements
Remove Project	Current	D068	2024	US 150 Overlay	Stream 2 miles W of Mahomet	Stream 2 miles W of Mahomet	State	State, Federal	STP-RURAL-State, State Match	\$ 80,000	\$ 20,000	\$ 100,000	Bridge Deck Overlay
Remove Project	Current	H623	2024	FAP 725 (W Church Street)	Over ICRR and Copper Slough W of Champaign	Over ICRR and Copper Slough W of Champaign	State	State, Federal	NHPP-State, NHPP-State Match	\$ 2,400,000	\$ 600,000	\$ 3,000,000	Bridge Superstructure
Remove Project	Current	Y011	2024	IL 10 Overlay	Staley Road	Mattis Avenue in Champaign	State	State, Federal	NHPP-State, NHPP-State Match	\$ 1,316,000	\$ 329,000	\$ 1,645,000	Standard Overlay - 3P Policy, ADA Improvements
Remove Project	Current	H469	2025	I-72 Bridge Replacement	Under Staley Road W of Champaign	Under Staley Road W of Champaign	State	State, Federal	NHPP-State, NHPP-State Match	\$ 3,600,000	\$ 400,000	\$ 4,000,000	Bridge Replacement, Bridge Office P.E., SN 010-0168



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

Memorandum

To: CUUATS Technical Committee Members

From: CUUATS Staff

Date: June 2, 2021

Re: Transportation Improvement Program FY 2020-2025, Administrative Modifications

BACKGROUND

The Illinois Department of Transportation submitted nine administrative modifications to the Transportation Improvement Program FY 2020-2025. The following describes the modifications:

H332

This is an existing state project for preliminary engineering for bridge work on I-57 under CH 17 1.8 miles east of Sadorus. According to the Illinois Department of Transportation, this project has changed from "Advanced Construction" to "Current" status due to the apportionment or state contract ceiling being sufficient to meet project specifications and/or the project being financially active. This project is in FY 21.

A167 D

This is an existing state project for I-57/I-74 interchange reconstruction and bridge replacement funded by NHPP-State and an NHPP-State Match. A new funding source was added to the project, HWY-INF-BR-REP-REH-S, with an additional state match. The total project cost is unchanged at \$91 million. This project is in FY 22.

H382

This is an existing state project for I-72 bridge work over I-57 west of Champaign. This project has two different phases with modifications:

- The preliminary engineering phase in FY 22 is funded with 90 percent NHPP-State funds. The 10 percent matching funds changed from "NHPP-State Match" to "State Match."
- The cost of the bridge superstructure work in FY 24 increased 9.9 percent from \$4.55 million to \$5 million.

H536

This is an existing state project for preliminary engineering on I-57 under Kirby Avenue west of Champaign. This project is funded with 90 percent NHPP-State funds. The 10 percent matching funds changed from "NHPP-State Match" to "State Match." This project is in FY 23.



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H612

This is an existing state project for IL 10 bridge replacement at Copper Slough east of Duncan Road. This project is funded with 80 percent NHPP-State funds. The 20 percent matching funds changed from “NHPP-State Match” to “State Match.” This project is in FY 23.

L008

This is an existing state project for roadway improvements on US 45 (Neil Street) from Springfield Avenue in Champaign to Curtis Road in Savoy. This project has two different phases with modifications:

- The land acquisition phase has moved from FY 22 to FY 23.
- The overlay phase in FY 24 removed “3P Policy” from the project description. The new description is “Designed Overlay, ADA Improvements.”

Y011

This is an existing state project for IL 10 land acquisition for a future overlay project from Staley Road to Mattis Avenue in Champaign. This project moved from FY 22 to FY 25.



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Administrative Modifications TIP FY20-25

Presented to CUUATS Technical Committee on June 9, 2021 and CUUATS Policy Committee on June 16, 2021

Updated/New Information Highlighted

Administrative Modifications	Listing Status	Project ID	Fiscal Year	Project Title	Start Terminus	End Terminus	Lead Agency	All Agencies	Fund Type	Federal Funding	State Funding	Total Cost	Description	AC
Current Status	Current	H332	2021	I-57 Bridge Work	Under CH 17 1.8 miles E of Sadorus	Under CH 17 1.8 miles E of Sadorus	State	State, Federal	NHPP-State, NHPP-State Match	\$ 270,000	\$ 30,000	\$ 300,000	PE (Phase I), PE (Phase II), SN 010-0124, (FY20 Carryover)	No
	Previous													Yes
Fund Source	Current	A167 D	2022	I-57/I-74 Interchange	Interchange	Interchange	State	State, Federal	NHPP-State, HWY-INF-BR-REP-REH-S, NHPP-State Match, State Match	\$ 81,900,000	\$ 9,100,000	\$ 91,000,000	Interchange Reconstruction, Bridge Replacement, SN 010-0018, 0019	No
	Previous								NHPP-State, NHPP-State Match					
Fund Source	Current	H382	2022	I-72 Bridge Work	Over I-57 W of Champaign	Over I-57 W of Champaign	State	State, Federal	NHPP-State, State Match	\$ 630,000	\$ 70,000	\$ 700,000	PE (Phase I), PE (Phase II), SN 010-0034, 0035	No
	Previous								NHPP-State, NHPP-State Match					
9.9% Total Cost Increase	Current	H382	2024	I-72 Bridge Work	Over I-57 W of Champaign	Over I-57 W of Champaign	State	State, Federal	NHPP-State, NHPP-State Match	\$ 4,500,000	\$ 500,000	\$ 5,000,000	Bridge Superstructure	No
	Previous									\$ 4,095,000	\$ 455,000	\$ 4,550,000		
Fund Source	Current	H536	2023	I-57 P.E.	Under Kirby Avenue W of Champaign	Under Kirby Avenue W of Champaign	State	State, Federal	NHPP-State, State Match	\$ 675,000	\$ 75,000	\$ 750,000	P.E. Phase I, P.E. Phase II	No
	Previous								NHPP-State, NHPP-State Match					
Fund Source	Current	H612	2023	IL 10 Bridge Work	At Copper Slough E of Duncan Road	At Copper Slough E of Duncan Road	State	State, Federal	NHPP-State, State Match	\$ 940,000	\$ 235,000	\$ 1,175,000	Bridge Replacement, SN 010-0135	No
	Previous								NHPP-State, NHPP-State Match					
Fiscal Year	Current	L008	2023	US 45 (Neil Street) Land Acquisition	Springfield Avenue in Champaign	Curtis Road in Savoy	State	State	State Only		\$ 25,000	\$ 25,000	Land Acquisition	No
	Previous		2022											
Project Description	Current	L008	2024	US 45 (Neil Street) Overlay	Springfield Avenue in Champaign	Curtis Road in Savoy	State	State, Federal	NHPP-State, NHPP-State Match	\$ 3,228,000	\$ 807,000	\$ 4,035,000	Designed Overlay, ADA Improvements	No
	Previous												Designed Overlay - 3P Policy, ADA Improvements	
Fiscal Year	Current	Y011	2025	IL 10 Land Acquisition	Staley Road	Mattis Avenue in Champaign	State	State	State Only		\$ 150,000	\$ 150,000	Land Acquisition	No
	Previous		2022											



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

Memorandum

To: CUUATS Technical Committee Members
From: CUUATS Staff
Date: June 2, 2021
Re: 2020 LRTP 2045 Report Card
Requested Action: Approve 2020 LRTP 2045 Report Card

BACKGROUND

The [Annual Report Card for the Long Range Transportation Plan \(LRTP\) 2045](#), includes information and data corresponding to the performance measures established for each of the five overarching LRTP 2045 Goals: Safety, Multimodal Connectivity, Equity, Economy, and Environment. The intent of the annual report card is to help CUUATS and CUUATS Member Agencies track the progress toward achieving the goals and objectives established in the LRTP. The annual report card for the LRTP 2045 will track the performance measures for the active years of the plan, 2020 through 2024, with 2020 as the base year.

This is the first report card for the LRTP 2045 which establishes the 2020 baseline data for the performance measures. Subsequent report cards will include ratings for each performance measure indicating positive, negative, or neutral progress toward the LRTP 2045 goals as measured against the 2020 baseline.

The [Annual LRTP 2045 Report Card](#) is hosted in the RPC data portal and where the summary table of all the LRTP 2045 performance measures can be found and individual datasets can be explored in more detail. Over the next few months, staff will be adding additional historical information and other details to each of the performance measure datasets.

Five LRTP 2045 Report Card performance measures are yet to be updated. "Affordable housing access score", "Sidewalk and Curb ramps ADA compliance score", "Affordable housing access score", and "Access to job score for block groups with above average employment" are pending on data availability. Staff expect these performance measures to be updated in the upcoming months.

Staff Recommendation: Approve 2020 LRTP 2045 Report Card



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Memorandum

To: CUUATS Technical Committee Members
From: CUUATS Staff
Date: June 2, 2021
Re: Freight Plan Report Card (2021 update)
Requested Action: Approve the Freight Plan Report Card (2021 update)

BACKGROUND

[The Champaign-Urbana Region Freight Plan](#) (Freight Plan), approved in October 2019, includes performance measures to track progress toward the completion of the goals and objectives specified in the plan. The performance measures are organized by the Freight Plan’s five planning goals: improve safety, preserve existing infrastructure, improve efficiency, expand freight supporting services and grow the economy, and improve quality of life.

The Freight Plan Report Card (2021 update) assesses 9 performance measures (PM) using 2017-2020 data. Tables 1 presents the ratings assigned to the performance measures.

Table 1: Freight Plan Report Card Ratings

#	Performance Measure	2017 Rating	2018 Rating	2019 Rating
1	Heavy-vehicle-involved A-injuries	Neutral	Negative	Negative
2	Heavy-vehicle-involved fatalities	Neutral	Positive	Positive
3	Truck-viaduct crashes	Neutral	Neutral	Positive
4	Trucks and bike/ped crashes	Positive	Positive	Negative
5	Truck parking facilities	--	Neutral (2019)	Neutral (2020)
6	IDOT PM2	Rating will be assigned when 2020 and 2022 data becomes available.		
7	IDOT PM3	Rating will be assigned when 2020 data becomes available.		
8	Pavement condition	Data unavailable		Negative
9	Structurally deficient bridges	Rating will be assigned when 2020 data becomes available.		

Due to the one to two-year time lag of the crash and pavement condition data staff receives from IDOT and local agencies, we cannot yet measure the impact of the strategies implemented since the approval of the Freight Plan in late 2019. However, reducing heavy-vehicle-involved crashes, especially



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between heavy vehicles and pedestrians and bicyclists, and preserving and improving the region’s freight infrastructure assets and supporting services should continue to be priorities for the region’s freight partners.

For safety related performance measures, 2019 is the most recent year with crash data available (PM #1-4). The baseline year for PM #5 was 2018; therefore, the 2018 rating for this PM assesses 2019 data and the 2019 rating for PM assesses 2020 condition. Ratings will be assigned to PM #6, 7, and 9 when relevant data becomes available.

See the Freight Plan Report Card website (<https://ccrpc.org/documents/champaign-urbana-region-freight-plan-2/freight-plan-report-card/>) for additional details.

The ratings for the safety related PMs were assigned based on the following criteria, when applicable (Table 2):

Table 2: Safety Related Performance Measures Rating Criteria

Scenario	Actual number of crashes vs. baseline 5-year rolling average	5-year rolling average vs. baseline 5-year rolling average	5-year rolling average vs. annual objective	Rating
1	Equal or lower	Equal or lower	Equal or lower	Positive
2	Equal or lower	Equal or lower	Higher	Neutral
3	Equal or lower	Higher	Equal or lower	Not a plausible scenario
4	Equal or lower	Higher	Higher	Neutral
5	Higher	Equal or lower	Equal or lower	Positive
6	Higher	Equal or lower	Higher	Negative
7	Higher	Higher	Equal or lower	Not a plausible scenario
8	Higher	Higher	Higher	Negative

Staff Recommendation: Approve the Freight Plan Report Card (2021 update)



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