

Multimodal Corridor Enhancement

Champaign-Urbana, Illinois

Project Partners



Champaign-Urbana Mass Transit District



City of Champaign



City of Urbana



University of Illinois

Department of Transportation
National Infrastructure Investments Further
Continuing Appropriations Act, 2014

Table of Contents

Executive Summary	ii
I. Project Description	1
II. Project Parties	6
III. Grant Funds and Sources/Uses of Project Funds	7
IV. Selection Criteria	9
a. Primary Selection Criteria.....	9
i. State of Good Repair.....	9
ii. Economic Competitiveness.....	10
iii. Quality of Life.....	13
iv. Environmental Sustainability	15
v. Safety	16
b. Secondary Selection Criteria	18
i. Innovation.....	18
ii. Partnership.....	18
V. Project Readiness	19
a. Technical Feasibility.....	19
b. Financial Feasibility	20
c. Project Schedule	21
d. Assessment of Project Risks & Mitigation Strategies.....	23
e. Results of Benefit-Cost Analysis	24
f. NEPA Status.....	26
g. Legislative Approvals	26
h. State and Local Planning Approvals.....	27
VI. Federal Wage Rate Certification	27

Executive Summary

On behalf of the University of Illinois at Urbana-Champaign and the Cities of Champaign and Urbana, the Champaign-Urbana Mass Transit District (CUMTD) seeks support from the TIGER Program to rehabilitate streets on core transit corridors to bring them into a state of good repair while redesigning them to safely accommodate all users—bicyclists, pedestrians, vehicles, and transit riders.

The overarching goal of this project is to improve mobility choices and provide increased access to jobs, healthcare, and services in the corridors that connect the downtown centers of Champaign and Urbana with the University of Illinois campus. The streets that will receive improvements over a period of five years serve as critical linkages between the two cities and their downtowns. Over 80 percent of the jobs in the Champaign-Urbana area are located within an approximate one mile buffer of the project corridors. Increasing efficiency and options for mobility will increase all road users' access to major employers, education, healthcare, and necessary services.

Specifically, this project improves the condition of the existing transportation network by addressing the poor condition of the existing pavement and bringing it to a state of good repair. The current pavement condition threatens the efficiency of the network for pedestrians, bicyclists, transit riders, and vehicles. The complete street design components will further increase the efficiency of the network.

Along with the pavement repairs, the improvements proposed in each corridor also include complete street design components such as:

- *Reduced width vehicle lanes*
- *Shared lane markings*
- *Bicycle/bus lanes*
- *ADA accessible curb ramps*
- *Enhanced bus stops*
- *Bus prioritization of traffic signals*
- *On-street bicycle lanes*
- *Bus only lanes*
- *Curb bump-outs*
- *Vehicle and pedestrian level street lighting*
- *Streetscape elements*

The estimated total project cost is \$34,883,465. Of this total, the Partners will contribute approximately 55 percent of the total project cost.

The **Champaign-Urbana Multimodal Corridor Enhancement (MCORE)** project is a keystone element in a unified effort by all of the grant partners to create the infrastructure that allows for more urban growth without degradation to the quality of life enjoyed by smaller communities and at the same time preserve agricultural land. In doing so, this land use strategy will save the communities significant resources over the life cycle of this project.

Consistent with the goals of the TIGER program, this transformative project will support the creation of jobs in the urban core, enhance access to jobs and healthcare, and promote a quality of life that invites a diversity of population in terms of interests and income with commensurate housing opportunities.

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I. Project Description

The **Champaign-Urbana Multimodal Corridor Enhancement (MCORE)** project is a multimodal network of roads, on-street bike lanes, shared lane markings, bus-only lanes, and other transit services that will further enhance mobility for residents and visitors, particularly non-drivers, persons with disabilities, senior citizens and economically disadvantaged populations. Implementing the **MCORE** pattern will develop the urban core and offer safe and economical transportation choices, decreasing household transportation costs, reducing our dependence on foreign oil, improving air quality, improving quality of life, reducing greenhouse gas emissions, and promoting public health, consistent with the Champaign-Urbana urbanized area's Long Range Transportation Plan (LRTP).

LRTP Mission

To provide a safe, efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, sustainability, accessibility, economic development, and enhances quality of life for all users.

a. Location



The **MCORE** project is located in both the cities of Champaign and Urbana, and on the campus of the University of Illinois, in Champaign County, Illinois.

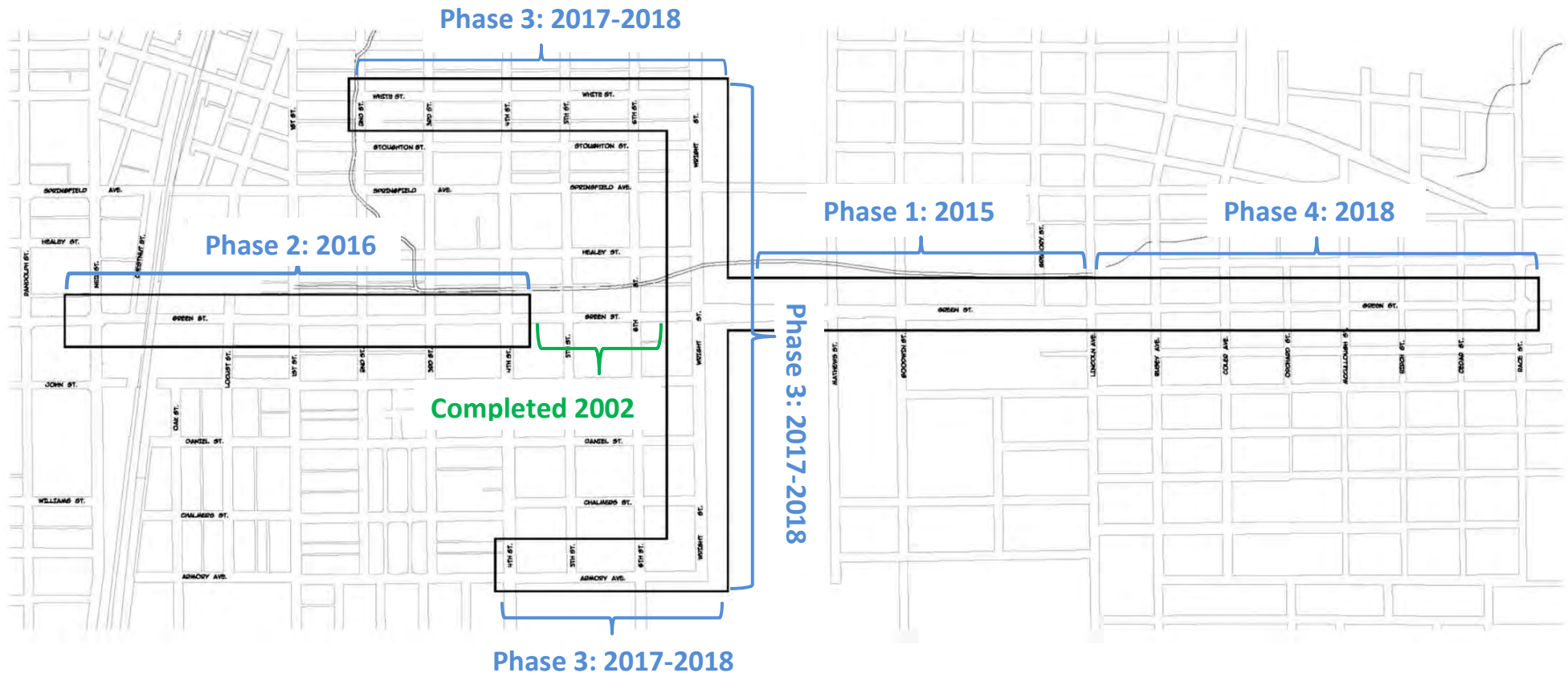
The project constructs pedestrian/bicycle/bus corridors that connect Downtown Champaign and Downtown Urbana with the campus of the University of Illinois via five (5) corridors.

- Armory Avenue – 4th Street to Wright Street
- Wright Street – Armory Avenue to White Street
- White Street – 2nd Street to Wright Street
- Green Street – Wright Street to Race Street
- Green Street – Neil Street to 4th Street

These five corridors are centrally located within the community. Armory Avenue is an east-west local street located in the heart of campus. Wright Street is a north-south collector street that is the dividing line between the cities of Champaign and Urbana. White Street is an east-west collector street that runs between downtown Champaign and the north campus of the University. Green Street is an east-west arterial that runs through both Champaign and Urbana and splits the University in two. Green Street also connects to downtown Urbana.

These five corridors are at the “urban core” of the community and currently have, or are connected to, pedestrian facilities, bicycle facilities, and transit routes.

MCORE Project Corridors and Phasing

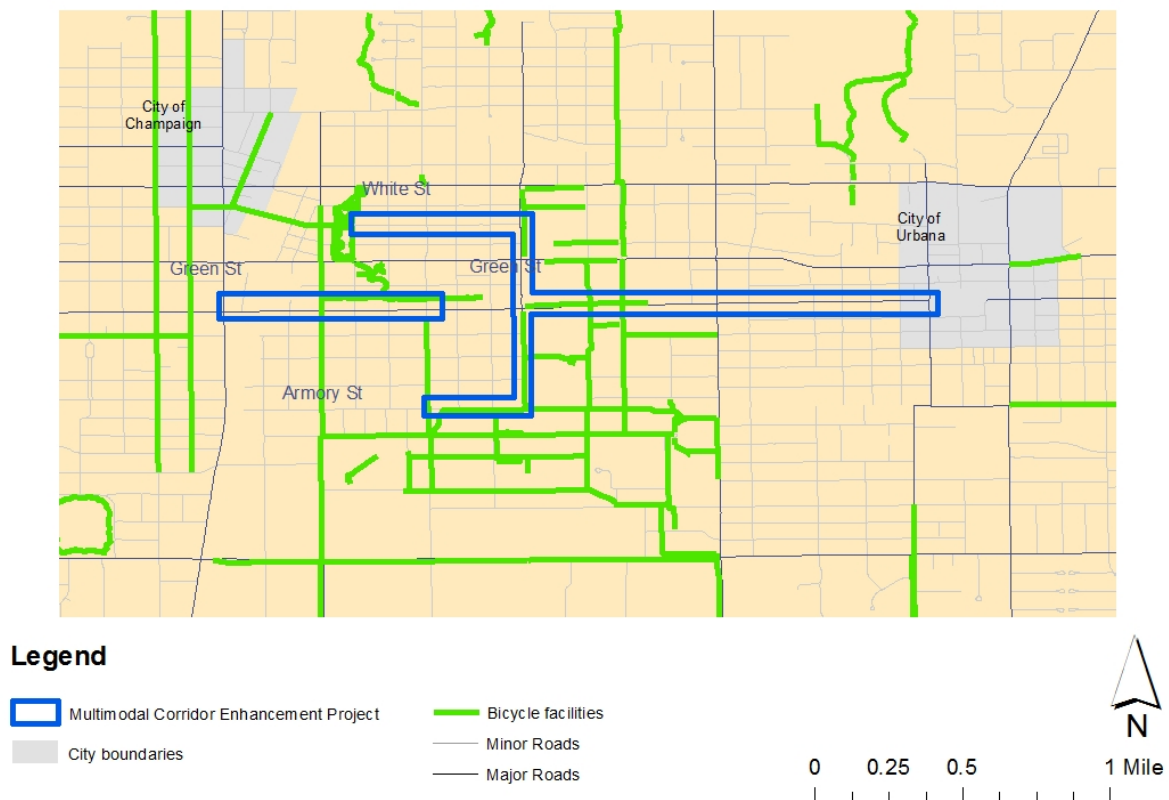


b. Bicycle Facility Connections

As can be seen in the figure below, the proposed bike lanes on Armory Avenue, Wright Street, White Street, and Green Street will directly connect to multiple existing bicycle facilities including bike lanes, bike routes, off-road multi-use trails, bike lockers, bike racks, and bike repair stations. The **MCORE** project provides road access to campus and community cyclists, increasing connectivity for individuals who depend on multimodal transportation.

Multimodal Corridor Enhancement Project Connectivity to bicycle facilities

Champaign Urbana Mass Transit District
1101 E. University Ave., Urbana, IL
Source: CCGIS Consortium

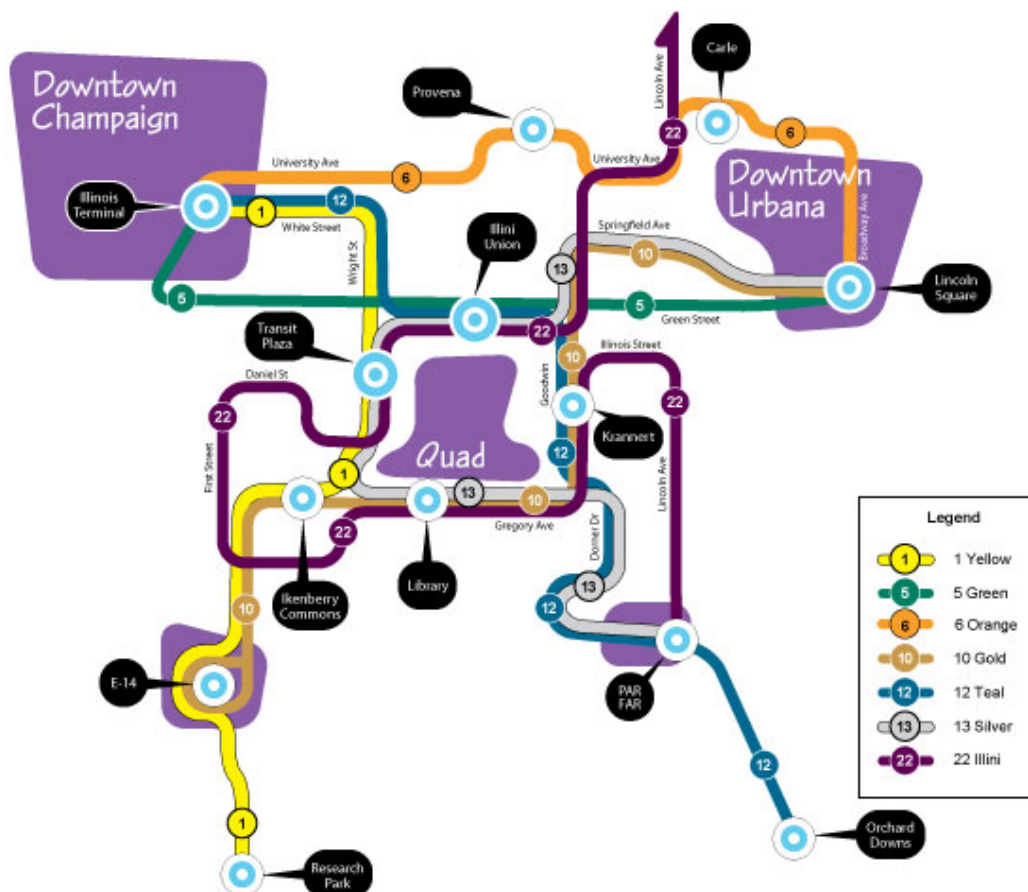


c. Transit Route Connections

CUMTD operates 19 weekday daytime campus routes to which University of Illinois students, faculty, and staff have unlimited access. CUMTD service operates nearly 24/7 during the University of Illinois fall and spring semesters. Service is reduced during breaks and summer.

CUMTD high frequency routes operate at either 10- or 15-minute frequencies connecting the core of Urbana, Champaign, and the University of Illinois Campus. High frequency buses give passengers great flexibility when traveling. Passengers do not need to reference a time table with this level service, making it easy to get to work, shopping, entertainment, medical services, dining, and academic destinations. Guaranteed transfers are provided on weekday mornings for commuters at three times (6:33am, 6:40am, and 7:40am; all departing routes will hold until all passengers have completed their transfers. CUMTD operates service 358 days of the calendar year.

CUMTD High Frequency Routes



d. Micro-Urban Design

Champaign-Urbana is a diverse and culturally rich community. Considered to be a "micro-urban" community, Champaign-Urbana offers an atmosphere not typically found in communities its size. The influences of the University of Illinois and Parkland College permeate the community. These institutions are not only places of higher learning; they are also economic engines, major employers, cultural centers, and entertainment destinations. In the heartland of some of the most fertile farmland in America, the Champaign-Urbana community faces difficult questions and challenges regarding its future growth.

View the [Micro-Urban Video](#) to learn more about Champaign-Urbana.

The project partners are committed to evolving the micro-urban environment in the urban core to encourage a diversity of population in terms of income, age, and ethnicity that also stimulates a strong, varied job base. The vision includes:

- Focusing more mixed residential and business development and redevelopment along the existing transportation network.
- Utilizing complete streets design for new construction and reconstruction of roadways.
- Expanding multimodal transportation facilities for all transportation system users.
- Increasing connectivity between the University District and the two downtowns.
- Increasing mode share with bicyclists, pedestrians, and transit riders.
- Reducing single-occupancy vehicle trips.
- Improving the overall efficiency of the transportation network.
- Facilitating "place making."
- Creating a high quality urban environment that is a desirable place to live.

While each corridor varies slightly in design, they all include design features to help achieve the micro-urban vision.

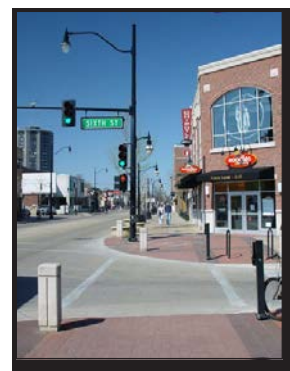
A complete set of schematic design plans as well as detailed descriptions of the improvements for the corridors can be found in the [Schematic Plans](#).

Although the term "micro-urban" does not yet appear in the formal lexicon of urban planning or economic development in the following manner of speaking, it applies to population centers of 250,000 or less that possess a highly uncommon set of desirable attributes normally exclusively associated with much larger metropolitan centers. Among these are a vibrant arts/culture/nightlife scene, an internationally diverse population, a strong technology base, and a palpably animated public discourse on major societal and global concerns, such as sustainability and the environment.

micro-urbanist.com



**Goodwin Avenue & Nevada Avenue
Complete Street on University of Illinois Campus**



**Green Street
Mixed-Use Development**

II. Project Parties

The streets within the proposed corridor are subject to three different jurisdictional agencies. Four entities are directly involved in this project and are contributing financially to this endeavor.

- *Champaign-Urbana Mass Transit District (CUMTD)*
CUMTD is the lead agency applying for the TIGER Grant and will serve as the grantee responsible for project oversight. The agency has an outstanding record of grants management.
- *The University of Illinois at Urbana-Champaign (University)*
The University has contracted with CUMTD to provide transit service for the campus for over 25 years. Armory Avenue from 4th Street to Wright Street is their jurisdiction.
- *The City of Champaign*
The City of Champaign will be responsible for overseeing the project work within its jurisdiction, including Wright Street from Armory Avenue to White Street, White Street from Wright Street to 2nd Street, and Green Street from 4th Street to Neil Street.
- *The City of Urbana*
The City of Urbana will be responsible for overseeing the project work within its jurisdiction, including Green Street from Wright Street to Race Street.

The Champaign-Urbana partners are committed to expanding mobility options that provide residents and visitors with more choices while enhancing the livability, health, and economic viability of the region and the urban core.

These partners have worked closely and cooperatively together through both the MPO framework and a unique collaboration, the Campus Area Transportation Study (CATS) since 1999.

The proposed design can be constructed within the existing roadway right-of-way and has received endorsement from all involved agencies.

[Champaign-Urbana Mass
Transit District](#)



[City of Champaign](#)



[City of Urbana](#)



[University of Illinois](#)



In addition to the multi-modal missions of the LRTP, the proposed design took into account the various agency plans and policies already in place, such as:

- City of Champaign Comprehensive Plan, *Champaign Tomorrow*
- City of Champaign Transportation Master Plan, *Champaign Moving Forward*, including the Bicycle Vision
- City of Urbana 2005 Comprehensive Plan
- City of Urbana Bicycle Master Plan
- University of Illinois Campus Bike Plan
- University of Illinois Wright Street Bike Path Feasibility Study (Crawford, Murphy & Tilly, Inc.)
- University District Bike/Transit Safety Study (T.Y. Lin International)
- Champaign-Urbana Mass Transit District Mobility Enhanced Development Studies
- University District Traffic Circulation Study

III. Grant Funds and Sources/Uses of Project Funds

The total estimated cost for this project is \$34,883,465.

Table: Cost Estimate

PROGRAM DEVELOPMENT QUANTITIES			04-22-2014 Foth No. 12C007.00
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT			
CHAMPAIGN-URBANA MULTIMODAL CORRIDOR ENHANCEMENT PROJECT ARMORY AVENUE, WRIGHT STREET, WHITE STREET & GREEN STREET			
LOCATION	PAY ITEM	TOTAL	
ARMORY AVENUE - 4TH TO WRIGHT			
	ROADWAY	\$1,058,670	
	BUS ENHANCEMENTS	\$214,000	
	CONTINGENCY ITEMS	\$685,455	
	PROFESSIONAL FEES	\$391,000	
	SUBTOTAL ARMORY AVENUE	\$2,349,125	
WRIGHT STREET - ARMORY TO WHITE			
	ROADWAY	\$5,551,275	
	BUS ENHANCEMENTS	\$920,000	
	CONTINGENCY ITEMS	\$1,414,810	
	PROFESSIONAL FEES	\$1,550,000	
	SUBTOTAL WRIGHT STREET	\$9,436,085	
WHITE STREET - WRIGHT TO 2ND			
	ROADWAY	\$2,224,560	
	BUS ENHANCEMENTS	\$610,200	
	CONTINGENCY ITEMS	\$880,000	
	PROFESSIONAL FEES	\$880,000	
	SUBTOTAL WRIGHT STREET	\$4,594,760	
GREEN STREET - WRIGHT TO LINCOLN			
	ROADWAY	\$1,856,230	
	BUS ENHANCEMENTS	\$640,000	
	CONTINGENCY ITEMS	\$900,000	
	PROFESSIONAL FEES	\$700,000	
	SUBTOTAL GREEN STREET	\$4,096,230	
GREEN STREET - LINCOLN TO RACE			
	ROADWAY	\$2,468,565	
	BUS ENHANCEMENTS	\$800,000	
	CONTINGENCY ITEMS	\$1,013,700	
	PROFESSIONAL FEES	\$850,000	
	SUBTOTAL GREEN STREET	\$5,132,265	
GREEN STREET - 4TH TO NEIL			
	ROADWAY	\$6,125,000	
	BUS ENHANCEMENTS	\$700,000	
	CONTINGENCY ITEMS	\$1,225,000	
	PROFESSIONAL FEES	\$1,225,000	
	SUBTOTAL GREEN STREET	\$9,275,000	
	TOTAL PROJECT COST	\$34,883,465	
	UIUC FUNDING REQUESTED - ARMORY AVENUE & WRIGHT STREET	\$3,600,000	
	CITY OF CHAMPAIGN FUNDING REQUESTED - WHITE STREET	\$3,185,000	
	CITY OF URBANA FUNDING REQUESTED - GREEN STREET - WRIGHT STREET TO LINCOLN AVENUE	\$1,000,000	
	CITY OF URBANA FUNDING REQUESTED - GREEN STREET - LINCOLN AVENUE TO RACE STREET	\$1,100,000	
	CITY OF CHAMPAIGN FUNDING REQUESTED - GREEN STREET - 4TH STREET TO NEIL STREET	\$6,408,938	
	MTD BUS STOPS	\$3,884,200	
	TOTAL LOCAL MATCH	\$19,178,138	
	TOTAL GRANT REQUEST	\$15,705,327	

The Partners have committed to contribute \$19,178,138 to the project. This commitment to the project represents **55 percent** of the total costs. This grant application requests TIGER funding of \$15,705,327, representing 45 percent of total project costs.

Table: Funding Sources for the Local Match by Agency

Funding Agency	Funding Year	Programmed Funds	Project Item
City of Champaign	FY 15	\$406,091	Green Street – 4 th to Neil
	FY 16	\$6,002,847	Green Street – 4 th to Neil
	FY 16	\$185,000	White Street – Wright to 2 nd
	FY 17	\$1,225,000	White Street – Wright to 2 nd
	FY 18	\$1,075,000	White Street – Wright to 2 nd
	TIF	\$700,000	White Street – Wright to 2 nd
City of Urbana	FY 15	\$1,000,000	Green Street – Wright to Lincoln
	FY 18	\$1,100,000	Green Street – Lincoln to Race
CUMTD	FY 15	\$640,000	Bus Enhancements: Green Street – Wright to Lincoln
	FY 16	\$700,000	Bus Enhancements: Green Street – 4 th to Neil
	FY 17	\$214,000	Bus Enhancements: Armory Avenue – 4 th to Wright
	FY 17	\$920,000	Bus Enhancements: Wright Street – Armory to White
	FY 18	\$610,200	Bus Enhancements: White Street – Wright to 2 nd
	FY 18	\$800,000	Bus Enhancements: Green Street – Lincoln to Race
University of Illinois	FY 16	\$900,000	Armory Avenue – 4 th Street to Wright
	FY 17	\$900,000	Armory Avenue – 4 th Street to Wright
	FY 18	\$900,000	Wright Street – Armory to White
	FY 19	\$900,000	Wright Street – Armory to White
TOTAL		\$19,178,138	

IV. Selection Criteria

a. Primary Selection Criteria

Category	Investment Changes – Their Impacts and Benefits	Reference
State of Good Repair	Streets in all key corridors brought to acceptable complete street standards requiring less maintenance while expanding mobility options, reducing transit travel time, and improving safety.	Page 9
Economic Competitiveness	Along with complete streets come placemaking amenities, helping mobility serve as a development asset. This has already proven to increase investment in the urban core.	Page 10
Quality of Life	The complete streets and associated amenities add to the feel of the built environment to create live, work, and play spaces while providing more mobility choices, decreasing the need for SOV travel.	Page 13
Environmental Sustainability	Reduced emissions, more open space, less reliance on the auto, lower infrastructure carrying costs, and less energy consumption lead to greater sustainability.	Page 15
Safety	Redesign of the streets translates into fewer accidents. Increased street lighting means enhanced community safety.	Page 16

i. State of Good Repair

Keeping public transportation infrastructure in a state of good repair is essential to sustaining existing transportation services, providing mobility, and supporting livable communities. Pavement condition has been shown to have a direct impact on vehicle operating costs in the form of increased wear and tear on vehicles and repair costs. Poor pavement can also impact travel time costs to the extent that road conditions force drivers to reduce speed, increasing fuel consumption. The ride quality of pavement also affects the comfort of travelers and traffic congestion. In addition, poor pavement conditions create hazards for bicyclists and pedestrians and discourage the use of these modes of transportation.

In response to increasing demand for public transit service, CUMTD has increased frequency along these corridors. However, this has caused accelerated deterioration of the streets.

Recent examination of the corridors proposed for improvement in this project reveal that these streets fall short of a state of good repair and thus compromise the safety, capacity, and efficiency of the City of Champaign, City of Urbana, and University of Illinois street networks.

The Cities and University have rated the pavement conditions of the streets involved with this project as follows:



**Wright Street
Existing Pavement Condition**



**White Street
Existing Pavement Condition**

- Armory Avenue (4th Street to Wright Street) – good
- Wright Street (Armory Avenue to Springfield Avenue) – fair to poor
- White Street (2nd Street to Wright Street) – fair to poor
- Green Street (Wright Street to Goodwin Avenue) – poor
- Green Street (Goodwin Avenue to Gregory Street) – fair
- Green Street (Lincoln Avenue to Race Street) – poor
- Green Street (4th Street to Neil Street) - fair to poor

This project will not only bring the pavement for these streets to a “very good” rating, it will upgrade them to meet the adopted complete streets standards, thus expanding the mobility capacity of the urban core, making for a more accessible, safer, and inviting trip for all modes of transportation.

This investment will also eliminate a present cost to transit riders that cumulatively exceeds \$2 million annually and has additional maintenance and fuel costs of nearly \$150,000, as shown in the [Benefit-Cost Analysis](#).

ii. Economic Competitiveness

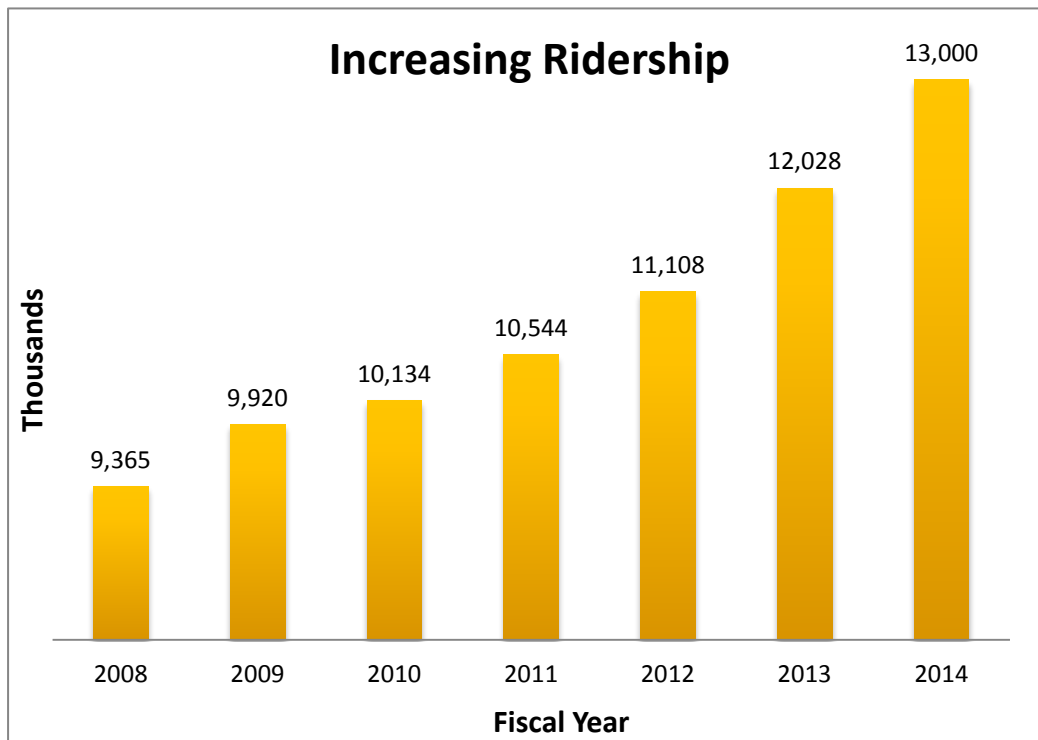
Providing transportation choices go hand-in-hand with improving economic competitiveness. Transit, walking, and bicycling provide communities with affordable means of mobility, offering individuals greater opportunity to better themselves and provide for their families. Spending less money on transportation allows residents to purchase more goods and services within the community, stimulating the local economy.

In the Champaign-Urbana area, CUMTD transit services provide reliable and timely access to employment centers, educational opportunities, services, and other basic needs, as well as expanded business access to customer markets. The TIGER grant funds are key to not only maintaining the quality and level of this service, the funds expand mobility opportunities by building complete streets that better connect the two existing downtowns with the University and expanding the palette for business development and redevelopment.

CUMTD maintains 49 bus routes. In 2012, approximately 91 percent of all residential land uses were within a quarter of a mile of CUMTD bus routes, an increase of 2 percentage points since 2009. The urbanized area achieved its target of 90% transit service coverage of all residential land uses in 2012—two years before the 2014 target year.

CUMTD ridership has increased steadily from 9.4 million rides in 2008 to an estimated 13 million plus rides in 2014, a 39 percent increase. This increase was well above the target of a 5 percent increase to be achieved by 2014 set by the [Champaign-Urbana Urbanized Area Transportation Study Long Range Transportation Plan \(LRTP\) 2035](#). Ridership records have been recorded for 26 of the last 28 months with the highest month total ever in CUMTD’s history in February 2014 (1,580,287).

Table: CU-MTD Annual Ridership (2008-2014)



Per [APTA](#), investment in public transit generates business expansion and economic growth worth more than the monetary value of the initial investment. APTA estimates that every \$1 billion invested in public transportation produces \$3.6 billion in added business sales volume, which in turn generates nearly \$500 million in federal, state, and local tax revenues. For every \$1 invested in public transportation, \$4 in economic returns is generated.

In 2002, the City of Champaign invested in a complete street reconstruction of Green Street from 4th Street to Wright Street. That project has resulted in significant re-investment in commercial/residential buildings along the segment of the corridor. To date, 14 major projects have been completed, six projects are currently under construction, and one has been proposed to be completed in 2015. Four major developments are located on the Green Street corridor and have a construction value in excess of \$100 million. A summary of the completed, in-progress, and proposed projects can be found in the [Core Development](#).

With this development success, the City of Champaign instituted a Campus Commercial Overlay District along the Green Street corridor from Neil Street to Wright Street with development incentives to increase commercial space and residential density credits. The major points are:

- Increase in floor area allowances
- Floor Area Ratios that encourage an increase in number of building stories
- Setback and building façade directives to complement streetscape
- Reduction in vehicular parking requirements (results in increased use of mass transit, and pedestrian and bicycle traffic)
- Density bonuses for Green Buildings with LEED certification ties to Floor Area Ratio bonuses

Based on the current development success, the partners agree the proposed **MCORE** project will generate even more development/re-development in the urban core. As evidence, the City of Champaign is planning for [significant redevelopment](#) along the White Street Corridor.

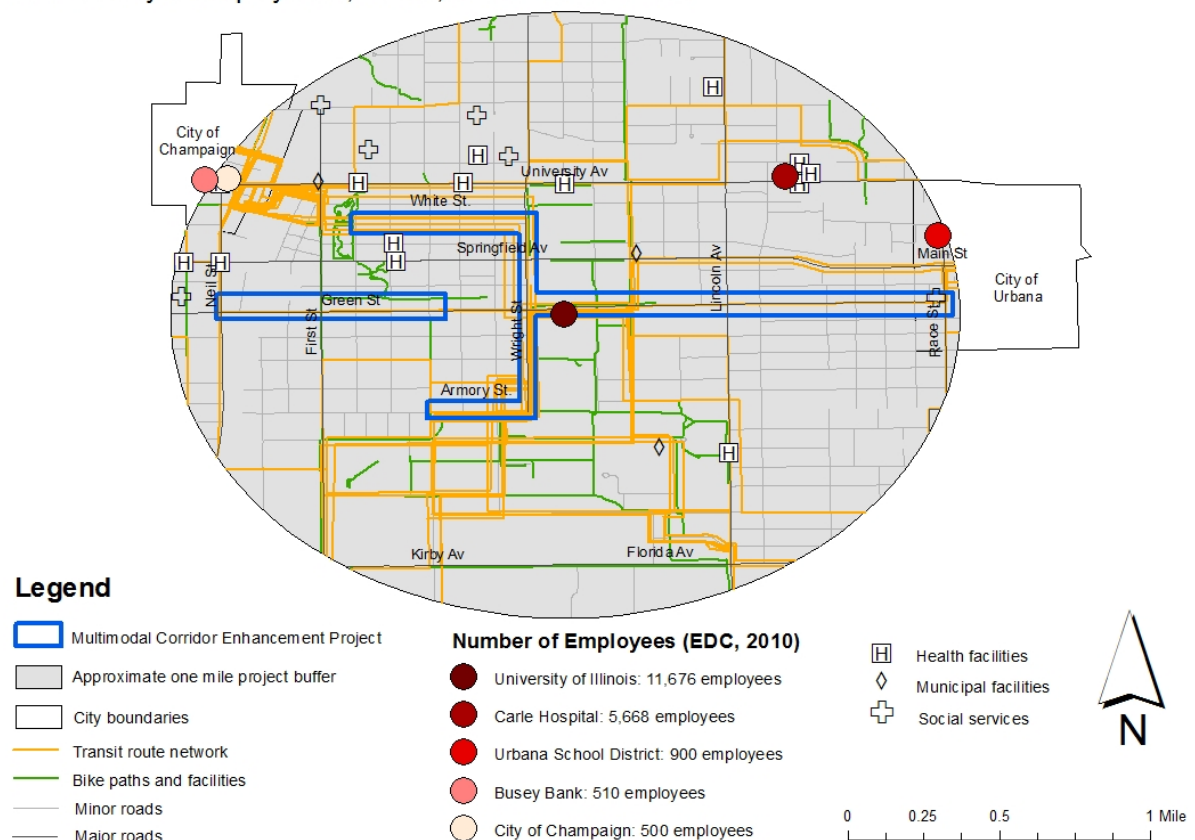
Key to creating a more level playing field for development in the urban core than on the fringes is shifting the impetus for developers to invest in the urban setting. A key to that are placemaking that becomes attractive to broader and more diverse segments of the population. The complete streets treatment along with additional design and safety measures is critical to that placemaking.

The proposed project will also enhance connectivity in the core to the area's major employers, health, and social service organizations. Major employers within a one mile buffer of the project area include the University, Carle Hospital, Urbana School District, City of Champaign, and Busey Bank. These employers account for over 80 percent of the jobs in the area. The project corridors also increase access to the cluster of health and social services located on University Avenue and Springfield Avenue.

Multimodal Corridor Enhancement Project

Connectivity to employment, health, and social services

Champaign Urbana Mass Transit District
1101 E. University Ave., Urbana, IL
Source: CCGIS Consortium, Champaign EDC (2010)



The reward for changing the development dynamic is a very significant savings in public infrastructure capital and operating costs in excess of \$250 million over 20 years, as shown in the [Benefit-Cost Analysis](#).

iii. Quality of Life

In 2009, the Environmental Protection Agency (EPA), U.S. Department of Housing and Urban Development, and U.S. Department of Transportation joined together to help communities gain better access to affordable housing, more transportation options, and lower transportation costs. This **MCORE** initiative furthers several of the livability principles developed as part of the Partnership for Sustainable Communities.

1. Provide more transportation choices.

To many, the transportation system is often viewed as a network of streets and highways that allow for automobile and truck traffic within, to, and through Champaign-Urbana. In reality, automobiles make up only one component of the transportation system. Transit service, bicycle facilities, and pedestrian infrastructure are essential to a well-balanced multimodal transportation system.

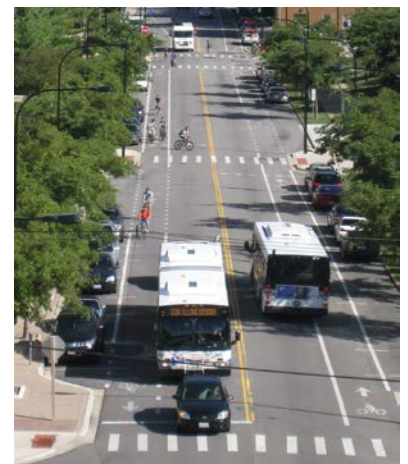
There are already a number of alternative transportation modes available in the Champaign-Urbana community. All University of Illinois students and permanent employees have fare-free access to CUMTD buses. Access to service for all residents was made more affordable in 2009 by reducing the annual ridership pass cost from \$235 to \$60. At that same time, CUMTD did an “Extreme Makeover” of their service to expand services between the two downtowns and the University.

In 2009, the cities of Champaign and Urbana, the University of Illinois, and CUMTD contracted with Zipcar to provide fuel-efficient vehicles for short trips in and around the community. To date, there are more than 1,000 members signed up and currently using the Zipcar program.

The effect of changes implemented by CUMTD, the cities, and University to provide more transportation choices and meet the Long Range Transportation Plans for the region are already being seen in significant decreases of vehicle miles traveled (VMT) in and around the project area, as shown in the chart below.



**Logan Street
Complete Street
City of Champaign**



**Goodwin Avenue
Complete Street
University of Illinois Campus**

Decrease in Vehicle Miles Travelled



This decrease has occurred as the population in the area has grown by 11.9 percent between 2000 and 2010 ([2012 Champaign County Statistical Abstract](#)). While the Benefit-Cost Analysis justification for assessing vehicle miles travelled for this project is based on Department of Transportation modeling assumptions, the results from the existing efforts strongly suggest the vehicle miles travelled reduction benefits may be underestimated. This clearly demonstrates the critical importance of making the multimodal investment in the streets to continue this trend.

2. Support existing communities.

Implementing a successful **MCORE** project will provide many benefits to our community and its residents. The multimodal transportation system provides an alternative to the typical, disconnected, auto-dependent developments that are often seen throughout the country. Focusing on more mixed-use residential and business development and redevelopment in the urban core locates housing close to shopping and jobs.

Shortened distances between work, home, and shopping areas shift people away from cars and promote walking, bicycling, and transit use. These alternative modes of transportation can move more people in a smaller space on the street or along a corridor. For example, a single bus can carry 60 people and a high-capacity, high-frequency bus line can carry as many people as seven lanes of highway or 17 lanes of urban street. By moving more people into a smaller space, expenditures that would otherwise be dedicated to building, widening, and maintaining major roads can be used for sidewalks, bicycle facilities, transit facilities, and other improvements aimed at supporting alternative modes of transportation.

Redevelopment of the urban core requires less paving, fewer roads, and smaller extensions of utilities such as water, sewer, and electrical lines than greenfield development. The cities can provide the same amount of service to residents and businesses with less infrastructure because distances between points of interest are smaller with dense development and infrastructure already exists. Cities can, therefore, achieve more growth for less money.

Implementing the **MCORE** project will help generate benefits in excess of \$900 million in constant dollars over the life of this project, including operating and capital infrastructure costs, reducing energy costs, improving mobility, and saving productive farm land as shown in the [Benefit-Cost Analysis](#).

3. Value communities and neighborhoods.



Champaign-Urbana sees bicycling as an integral component of building an attractive, healthy, and livable community. The Bicycle Friendly America program by the League of American Bicyclists (LAB) recognizes those leading the way in this effort. Both Champaign and Urbana are very proud of the fact that they have been named [Bicycle Friendly Communities](#) for actively supporting bicycling and welcoming cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. The University of Illinois has been recognized as a [Bicycle Friendly University](#) for promoting and providing a more bicycle-friendly campus for students, staff, and visitors. CUMTD (along with the City of Champaign and three other local businesses) has been named a [Bicycle Friendly Business](#) for their efforts in promoting bicycling for transportation, recreation, exercise, and sport as well as for weaving bicycling into the business culture and giving employees the opportunity to be active stewards of their personal and environmental health through bicycling.



The community consists of a variety of neighborhood types to suit all interests. The goal of the **MCORE** pattern is to focus on the urban core and provide a variety of housing types and densities, a mixture of different land uses, the essential civic elements, proximity to schools, parks, libraries, transit, and shopping, and an urban design that ensures long term viability.



Implementation of the **MCORE** project will further enhance the overall quality of life of the community by enhancing transportation choices and mobility to all residents of the community. Multimodal transportation options provide an alternative to automobile travel, resulting in reduced roadway congestion, better air quality, and improved quality of life through mobility choices.

iv. Environmental Sustainability

The cities of Champaign and Urbana, the University of Illinois, and CUMTD have embraced the President's challenge to transform the way transportation serves the American people by encouraging transportation that is less carbon-intensive, such as transit, as well as active transportation that produces zero emissions, such as biking and walking. The project partners are committed to improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment, as is evidenced with their existing plans and policies such as: [Champaign-Urbana Urbanized Area Transportation Study Long Range Transportation Plan \(LRTP\) 2035](#); [City of Champaign Comprehensive Plan](#); [City of Champaign Sustainability Plan \(Champaign Growing Greener\)](#); [City of Urbana Comprehensive Plan](#); [City of Urbana Climate Action Plan](#); and the [University of Illinois Climate Action Plan \(iCAP\)](#). [Read more](#) about each of those plans/policies and how they apply to the proposed improvements in this project.

The [Champaign-Urbana Urbanized Area Transportation Study Long Range Transportation Plan \(LRTP\) 2040](#) is currently being updated.

The **MCORE** project promotes development that is located and designed to be compact and contiguous to existing development and have a limited impact on the natural environment. Developing the community in a compact way using low-impact development techniques minimizes impact on the environment by protecting farmland and water quality.

Promoting development patterns that encourage walking, cycling, and transit use will reduce auto dependency which will in turn ease fuel consumption and the reliance on fossil fuels. Reducing auto dependency will reduce the vehicle miles traveled, reducing local greenhouse gas emissions.

The cities of Champaign and Urbana and the University of Illinois have also embraced sustainable stormwater management. All three entities have implemented sustainable stormwater management features on recent projects including: permeable pavements, bioswales, and infiltration basins. These practices can reduce the rate and volume of runoff, and remove pollutants that would otherwise be carried to streams and lakes.

Bioswales are a potential consideration for stormwater management with the **MCORE** project. The City of Champaign has identified [stormwater bioswale treatments](#) for Green Street from 4th Street to Neil Street. This treatment can also be considered for the other four corridors.

v. Safety

Roadway safety has been a primary focus of efforts in the Champaign-Urbana community for many years. Several safety benefits are expected with the implementation of the **MCORE** initiative:

Safety benefits of reduced number and width of vehicle lanes:

- Decreased number of vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians.
- Improved speed limit compliance (first car sets the speed).
- Decreased crash severity when crashes do occur (due to lower speeds).

Safety benefits of on-street bicycle lanes:

- Studies have shown that a simple white line is effective in channelizing both motorists and bicyclists and that both feel more comfortable with the line in place.
- In Chicago, where travel lanes are commonly narrowed to 10 feet to install 5 feet bike lanes, studies have revealed that average crash rates decreased at intersections by 9.9 percent and at mid-block by 15.4 percent.
- Adding bike lanes to narrow travel lanes reduces traffic speeds.
- Bike lanes create a buffer space between pedestrians and vehicles.
- Increased travel area is provided for bicyclists, pedestrians, and motorists. Safety is improved for bicyclists being passed by overtaking motorists and for motorists who will not have to travel out of the travel lane in order to pass bicyclists.
- Safety is improved for pedestrians due to the buffer space provided by bike lanes between sidewalks and traffic.
- Pedestrian safety is also improved because bicyclists are more likely to ride in bike lanes than on sidewalks.

Safety benefits of curb extensions:

- Encourages pedestrians to cross at designated locations.
- Increased pedestrian visibility at intersections through improved sight lines.
- Decreased pedestrian exposure to vehicles by shortening the crossing distance.
- Reduced vehicle turn speeds by physically and visually narrowing the roadway.
- Increased pedestrian waiting space.
- Reduced illegal parking at corner crosswalks and bus stops.
- Facilitated ability to provide directional ADA compliant ramps at each corner.

Beginning in 1999, the University of Illinois, CUMTD, the City of Urbana, the City of Champaign, and the Champaign Urbana Urbanized Area Transportation Study (CUUATS) created the Campus Area Transportation Study (CATS) based on recommendations in the Campus Safety Task Force Report and the Campus 2000 Report. CATS was the first transportation study in which all the agencies participated together to address campus area transportation problems. CATS has continued to work to identify a comprehensive approach to address transportation issues within the urban area.

In 2011, the Champaign County Regional Planning Commission (CCRPC) received a grant from the Illinois Department of Transportation (IDOT) to conduct the University District Traffic Circulation Study (UDTCS) for CATS. The study, completed in the fall of 2013, provides for a transportation system that will create a pleasing environment for individuals who attend, work at, and visit the University, as well as those who live in the adjacent neighborhoods. This study will enhance pedestrian and bicyclist safety on and around campus.

Intersection and segment crashes from 2006 to 2010 were analyzed as part of the UDTCS to identify existing safety and operational issues within the study area. The crash analysis also involved an examination of crashes involving pedestrians and bicyclists to determine if there are safety issues that cause higher crash frequencies for these modes of transportation. This crash analysis can be found in Section 2.6 of the [University District Traffic Circulation Study](#).

There were four fatalities related to traffic crashes within the University District between 2006 and 2010, but traffic crashes within the University District showed a declining trend since 2007. However, bicycle crashes showed an increasing trend between 2007 and 2009. The Green Street corridor experienced the highest number of transit, pedestrian, and bicycle crashes; however, the number of crashes along the major corridors generally showed declining trends.

A number of intersections with the highest crash frequency are in the corridors included in this TIGER grant application and the improvements that would result from implementation of the project would greatly enhance safety for all modes of travel. This project will also reduce turning movement for buses, which increases safety.

Diversion of single occupant vehicle travel to alternative modes of transportation reduces vehicle miles traveled which, in turn, reduces accident rates. As shown in the [Benefit-Cost Analysis](#) the accident reduction savings are approximately \$2.2 million.

b. Secondary Selection Criteria

i. Innovation

Project Concept:

As the corridors within the project area are subject to three different jurisdictional agencies, the **MCORE** concept can only be developed as a result of innovative, multi-stakeholder collaboration. The project partners having been working together since 1999 to create a multimodal, sustainable, and efficient development pattern that is safe for all transportation users.

CUMTD STOPwatch Kiosk

Technology:

CUMTD currently utilizes computer-aided dispatch/automatic vehicle locator (CAD/AVL), branded STOPwatch, communications technology to improve on-time service and improve real-time information services for its customers. In real time, the STOPwatch system tells customers how many minutes it will be before their bus departs. This information is based on the actual location of the vehicle, as tracked by a GPS system, and can be accessed via kiosks at more than a dozen on-street locations, on-line, and via text messaging and smart phone applications.



This grant will greatly expand the availability of real-time information throughout the entire urban core, at the same time creating additional bus kiosks that serve as anchor points along the corridors to enhance placemaking.

Service Design:

To enhance mobility services, CUMTD has created transit routes that interconnect and provide high capacity service to multiple corridors between and within Downtown Champaign, Downtown Urbana, and the University of Illinois. The approach to create a micro-urban area serviced by multiple corridors was chosen by the project partners over investing in a single corridor to be serviced either by rail or Bus Rapid Transit. This innovation is a model that other similar-sized cities could emulate to expand mobility options and decrease single occupancy vehicle use.

Livability:

The approach to create a micro-urban area serviced by multiple corridors was chosen by the project partners over investing in a single corridor to be serviced either by rail or Bus Rapid Transit. This innovation is a model that other similar-sized cities could emulate to expand mobility options and decrease single occupancy vehicle use.

ii. Partnership

As has been demonstrated throughout this document, the TIGER application is truly a capstone project resulting from close and ongoing collaboration over almost 15 years between all the partners represented in CATS. Along with the MPO, this collaboration has resulted in a major expansion of mobility services that has resulted in the decrease of single occupancy travel and is creating the foundational infrastructure upon which to increase residential and business activity in the greater urban core that represents the University and the two downtowns.

Each partner jurisdiction is pursuing its future with its own unique approach, thus offering vitality to the greater community through diversity. However, there is a mutual underlying commitment to land use strategies that encourages a level playing field for development in the urban core and the expansion of mobility options to support this effort that is reflected in the region's Long Range Transportation Plan and in the various plans of all the partners. This collaboration and commitment are translated into action by the investments all the partners have already made. The partners' commitment is further evidenced by their ongoing collaboration and by providing a 55 percent local share funding for this project.

V. Project Readiness

a. Technical Feasibility

In 2012, CUMTD hired Foth Infrastructure & Environment, LLC to study a pedestrian/bicycle/bus corridor to connect Downtown Champaign and Downtown Urbana with the campus of the University of Illinois. The intent of this study was to propose a design that is consistent with the Campus Area Transportation Study's mission "To better accommodate pedestrian, bicycle, transit, and vehicle movements in a more user-friendly environment" as well as to take into account the various agency plans and policies already in place, such as:

- [City of Champaign Comprehensive Plan, Champaign Tomorrow](#)
- [City of Champaign Transportation Master Plan, Champaign Moving Forward](#), including the Bicycle Vision
- [City of Urbana 2005 Comprehensive Plan](#)
- [City of Urbana Bicycle Master Plan](#)

The following projects and plans related to campus transportation in the proposed project core were also consulted during schematic design development. For more information on these plans see the [University District Traffic Circulation Study](#).

Project/Plan Title	Sponsoring Agency	Completing Agency	Completion Year
Campustown Action Plan	City of Champaign	City of Champaign Planning Department	April 1999
University of IL Campus Area Traffic Circulation Study	Cities of Champaign and Urbana, IDOT, University of IL, CUMTD	Butcher, Willis & Ratliff Corporation	June 1999
Campus Area Transportation Study Phase II	University of IL, Cities of Champaign and Urbana, CUMTD	Clark-Dietz, Inc.	July 2005
Multimodal Transportation Study	University of IL	Martin Alexiou Bryson	March 2007
University of IL Campus Master Plan Update	University of IL	Sasaki Associates, University Office for Facilities, Planning and Program, University of IL	March 2007
Transit Analysis	University of IL	Martin Alexiou Bryson	May 2008
Wright Street Bike Path Feasibility Study	University of IL	Crawford, Murphy & Tilly, Inc.	June 2009
University District Bike/Transit Safety Study	CUMTD	T.Y. Lin International	August 2011
Campus Bike Plan	University of IL	University of IL	April 2014

Foth Infrastructure & Environment, LLC developed the improvements as proposed in this TIGER grant application for Armory Avenue from 4th Street to Wright Street, Wright Street from Armory Avenue to White Street, White Street from Wright Street to 2nd Street and Green Street from Wright Street to Race Street. Quantities were calculated for major items of work and detailed cost estimates were prepared for the project based on unit prices from currently bid projects. As the design is schematic and campus projects are complex due to unknowns, a 20 percent contingency was added to the costs.

The City of Champaign developed the cost estimate for Green Street from 4th Street to Neil Street. The project is an extension of a 2002 project in the same corridor and therefore costs were calculated based on a lineal foot for the type of project. Again, a 20 percent contingency was added to the cost estimate, based on the level of design being schematic.

Find a complete description of the improvements in each corridor of the project as well as plan sheets and detailed cost estimates [here](#).

b. Financial Feasibility

As noted in Section III. Grant Funds and Sources/Uses of Project Funds, the total estimated cost for this project is \$34,883,465. The partners have committed to contribute \$19,178,138 to the project. A breakdown of the funding commitments by agency is also included in Section III.

CUMTD will be the lead agency for this project. CUMTD operates an annual operating budget in excess of \$34.8 Million and has managed a variety of complex capital projects. The last five audits may be downloaded from the [CUMTD website](#) for additional background to demonstrate corporate financial competencies.

All of the agencies involved in the project have received federally funded grants in the past and have experience managing them successfully.

This project will be constructed in four phases. The following table lists the budget for each individual phase broken down between TIGER and non-federal sources.

Table: Project Budget by Phase

	Location	Jurisdictional Agency	Project Cost	TIGER	Local Match
Phase 1 2015	Green Street – Wright Street to Lincoln Avenue	City of Urbana	\$4,096,230	\$2,456,230	\$1,640,000
Phase 2 2016	Green Street – 4 th Street to Neil Street	City of Champaign	\$9,275,000	\$2,166,062	\$7,108,938
Phase 3 2017-2018	White Street – Wright Street to 2 nd Street	City of Champaign	\$4,594,760	\$799,560	\$3,795,200
	Armory Avenue – 4 th Street to Wright Street	University of Illinois	\$2,349,125	\$335,125	\$2,014,000
	Wright Street – Armory Avenue to White Street	University of Illinois / City of Champaign	\$9,436,085	\$6,716,085	\$2,720,000
Phase 4 2018	Green Street – Lincoln Avenue to Race Street	City of Urbana	\$5,132,265	\$3,232,265	\$1,900,000
TOTAL			\$34,883,465	\$15,705,327	\$19,178,138

c. Project Schedule

This project will be constructed in four phases. All necessary pre-construction activities for Phase 1 will be complete to allow for the grant funding awarded to be obligated no later than September 30, 2015.

Once the TIGER funds are approved, engineering work will commence immediately.

The project partners own the majority of the adjacent property/right-of-way in the project area. It is expected that the project can be constructed within existing right-of-way and no property and/or right-of-way acquisition will be necessary.

Because portions of this project are located on the campus of the University of Illinois, special consideration must be made regarding the schedule. For road construction projects on campus, it is desirable to have construction occur between mid-May and mid-August, when the majority of the student population is gone.

For Phase 1, design would begin immediately upon notice of funding and proceed steadily and expeditiously toward a June 2015 bid letting. Because of this late summer start date, construction is expected to suspend during the winter and resume for completion by the following spring/summer.

The project schedule for Phase 2 assumes a January 2016 bid letting for a May 2016 construction start date.

The project schedule for Phase 3 assumes a January 2017 bid letting for a May 2017 construction start date. This phase of the project is the longest and most complex and therefore is expected to take two construction seasons.

The project schedule for Phase 4 assumes a January 2018 bid letting for a May 2018 construction start date.

These schedules assure that work will be fit into other ongoing construction demands within the two cities and University without disruption or delays.

Table: Phase 1 Schedule
Green Street – Wright Street to Lincoln Avenue

Project Task	Date of Completion
Intersection Design Study	Mid-September 2014
Environmental Survey Request (ESR)	Mid-September 2014
Draft Project Development Report (PDR)	Mid-November 2014
Pavement Design	Late-November 2014
Final Project Development Report (PDR)	Late-December 2014
Preliminary plans/specs/cost estimate	Mid-February 2015
Joint Agreement	Mid-February 2015
PS&E – District Office	Mid-March 2015
PS&E – Central Office	Mid-April 2015
Final Joint Agreement	Late-April 2015
Bid Letting	June 2015
Begin Construction	July 2015
End Construction	July 2016

Table: Phase 2 Schedule
Green Street – 4th Street to Neil Street

Project Task	Date of Completion
Intersection Design Study	Mid-April 2015
Environmental Survey Request (ESR)	Mid-April 2015
Draft Project Development Report (PDR)	Mid-June 2015
Pavement Design	Late-June 2015
Final Project Development Report (PDR)	Early-August 2015
Preliminary plans/specs/cost estimate	Mid-September 2015
Joint Agreement	Mid-September 2015
PS&E – District Office	Mid-October 2015
PS&E – Central Office	Mid-November 2015
Final Joint Agreement	Mid-November 2015
Bid Letting	January 2016
Begin Construction	May 2016
End Construction	August 2016

Table: Phase 3 Schedule
Armory Avenue – 4th Street to Wright Street
Wright Street – Armory Avenue to White Street
White Street – Wright Street to 2nd Street

Project Task	Date of Completion
Intersection Design Study	Mid-April 2016
Environmental Survey Request (ESR)	Mid-April 2016
Draft Project Development Report (PDR)	Mid-June 2016
Pavement Design	Late-June 2016
Final Project Development Report (PDR)	Early-August 2016
Preliminary plans/specs/cost estimate	Mid-September 2016
Joint Agreement	Mid-September 2016
PS&E – District Office	Mid-October 2016
PS&E – Central Office	Mid-November 2016
Final Joint Agreement	Mid-November 2016
Bid Letting	January 2017
Begin Construction	May 2017
End Construction	August 2018

Table: Phase 4 Schedule
Green Street –Lincoln Avenue to Race Street

Project Task	Date of Completion
Intersection Design Study	Mid-April 2017
Environmental Survey Request (ESR)	Mid-April 2017
Draft Project Development Report (PDR)	Mid-June 2017
Pavement Design	Late-June 2017
Final Project Development Report (PDR)	Early-August 2017
Preliminary plans/specs/cost estimate	Mid-September 2017
Joint Agreement	Mid-September 2017
PS&E – District Office	Mid-October 2017
PS&E – Central Office	Mid-November 2017
Final Joint Agreement	Mid-November 2017
Bid Letting	January 2018
Begin Construction	May 2018
End Construction	October 2018

d. Assessment of Project Risks and Mitigation Strategies

Given that all the partners in this project have an excellent working relationship and have amply studied the area, there was a consensus that the most significant risk is obtaining solid project capital costs. The project team is satisfied that the pre-engineering planning conducted by Foth Infrastructure & Environment, LLC has adequately addressed this risk and provided ample reserves to cover any possible disruption or problem that might arise.

The project team has identified one additional potential risk that has been addressed in the initial planning phase.

i. Project Oversight

CUMTD will be the grantee of record and ultimately responsible for the successful completion of the project and answerable to the Department of Transportation. However, the actual work will be handled by the City and University partners, each responsible for their own right-of-ways. This includes the final engineering, contracting for services, and oversight of the actual work.

To assure continuity and compliance with all grant obligations, a Partner Oversight Committee will be established to coordinate all activities. CUMTD will establish performance contracts with each of the partners to further assure compliance.

e. Results of Benefit-Cost Analysis

Given that the TIGER investment is a critical element in creating a more balanced development pattern for the Champaign-Urbana Metropolitan area, the Benefit-Cost analysis is based on projecting the major social costs associated with land use development over the twenty year planning horizon by comparing the continued historical development patterns (Reference Model) to the mobility enhanced development (MED) pattern embodied in the **MCORE** proposal.

To make this comparison, the MPO, which is recognized for their technical modeling capabilities, was retained to model these scenarios by integrating their CUBE Travel Demand Models and a localized Land Use Evolution and Assessment Model (LEAM). Based on these two scenarios projected out to 2035, the MPO used a Social Costs of Alternative Land Development Scenarios (SCALDS) model to establish the relative social costs of the alternative futures.

The [CUUATS Multimodal Corridor Enhancement Analysis](#) was performed in 2013 and still applies to this project. This was an integrated land use-transportation scenario analysis designed to estimate the changes in vehicle miles travelled, mode split, and travel times between major activity nodes resulting from targeted development. The [CUUATS Multimodal Corridor Enhancement Social Costs Analysis](#) was performed in 2013 and still applies to this project. This analysis built on the land use-transportation analysis previously conducted to estimate the monetary and non-monetary costs associated with each development scenario.

These analytical tools allow a fair comparison between the alternatives. The difference in cost between the two represents the benefit of investing in one or the other future. Based on constant dollars, it became overwhelmingly clear that the benefits accrued by adopting micro-urban, mobility enhanced development strategies justified investment in the mobility infrastructure to shape that future.

The one addition made in evaluating the social costs was to value the production of agricultural land. The value placed on it was derived from the net production value of an agricultural acre in Champaign County in 2007.

The reason for monetizing this social cost is it becomes the surrogate measure for which of the two scenarios will emerge over the coming twenty years and it indicates where private dollars will be invested. This becomes a more realistic assessment of the real value of development than the traditional way of trying to project property values. Dollars not invested in agricultural land for residential and commercial development are more likely to flow to the micro-urban core.

The following summary shows the net benefits from the **MCORE** growth scenario.

Benefits / net value

SCALDS Based Cost Analysis	Net Benefits
Operating Costs	\$157,900,411
Infrastructure Costs	\$126,041,200
Non-Transportation Energy Costs	\$178,798,646
Agricultural Land Production	\$488,021,305
Accidents	\$2,207,775
Emissions	\$281,538

This analysis may be accessed in the [Benefit-Cost Analysis](#) that provides the backup work.

The additional Benefit-Cost Analysis relates directly to the provision of transit services. Given that high capacity service is already in place in the **MCORE** critical corridors, the question is whether there are significant improvements in the corridor that would enhance the existing service. Two measures, travel time and maintenance, have been quantified, based on real world experience. As seen in constant dollars, the travel time improvements alone warrant this investment.

Transit Specific Analysis

Transit Maintenance	\$2,358,912
Transit Rider Travel Time	\$41,211,696

While the total system benefits clearly justify the TIGER investment, the question becomes how much of those benefits should be allocated to the impact of improved mobility. Understanding that the type of mobility investment is as critical to future land use as are other infrastructure systems and services, this analysis measures what level of discounted benefits would need to be allocated to justify the TIGER investment.

The analysis demonstrates that only 11 percent of the total benefits need be applied to achieve a positive benefit-cost ratio with a 7 percent discount. This meets a “reasonable person” test, leaving ample benefits to justify additional non-mobility investments that will also be required to fully realize the micro-urban future for Champaign-Urbana.

BCA Summary

Total Net Benefits	\$964,001,220
Discount 7%	\$325,752,272
Discount 3%	\$598,970,925
11% Mobility Value Contribution	\$106,040,134
7% Discount	\$35,832,750
3% Discount	\$65,886,802

f. NEPA Status

To meet the NEPA requirements for the TIGER Grant application, an environmental review of the project corridor was completed in April, 2014 by Midwest Engineering & Testing, Inc. As can be seen on the [NEPA Checklist](#), the project will have no potential impact on 20 Items of Interest including:

- Wilderness areas
- Wildlife preserve
- Threatened/endangered species
- National Register of Historic Places
- Indian religious sites
- Floodplains
- Wetlands
- Prime farmland
- Park Lands
- Section 6(f) Lands
- Hazardous Materials
- Noise Impacts
- Air Quality
- Title VI Communities
- Visual Impacts
- Energy
- Safety and Security
- Agency and Public Concerns
- Utilities
- Mitigation Measures

The complete NEPA analysis can be found [here](#).

g. Legislative Approvals

There are no legislative barriers to a timely completion of the proposed improvements. The project has received endorsements from all involved agencies, which includes the [City of Champaign](#), [City of Urbana](#), [CUMTD](#), and the [University of Illinois](#). We have also received letters of endorsement from the following agencies:

- [Champaign-Urbana Public Health Department](#)
- [Housing Authority of Champaign County](#)
- [Urbana School District](#)
- [Congressman Rodney Davis](#)
- [State Representative Naomi Jakobsson](#)
- [U.S. Senator Mark Kirk](#)
- [Presence Covenant Medical Center](#)
- [Champaign County Farm Bureau](#)
- [Carle Foundation](#)

h. State and Local Planning Approvals

The proposed improvements are consistent with the Champaign-Urbana's metropolitan area Long Range Transportation Plan (LRTP) and the Campus Area Transportation Study (CATS) mission. The project is included in the Transportation Improvement Program (TIP) for Fiscal Years 2014-2017 prepared by the Champaign-Urbana Urbanized Area Transportation Study, a program of the Champaign County Regional Planning Commission. It is included in Table 31: Illustrative Projects. Illustrative projects are projects that local agencies would like to see implemented, but for which they do not yet have funding sources. The projects listed in this table have no particular prioritization as of June 2013.

VI. Federal Wage Rate Certification

CUMTD has signed the [federal wage rate certification](#) stating that it will comply with Subchapter 31 of Title 40 of the United States code.