

Illinois Terminal Expansion at The Yards

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Prepared by:

United States Department of Transportation

Federal Transit Administration (FTA)

and

Champaign-Urbana Mass Transit District (MTD)

Pursuant to:

National Environmental Policy Act of 1969 (42 U.S.C. § 4321),

Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. § 470(f)), and Section 4(f) of the Department of Transportation Act of 1966, as amended (49 U.S.C. § 303)

Approved September 2, 2021



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1. Introduction

This document provides the basis for a determination by the United States Department of Transportation (USDOT), Federal Transit Administration (FTA), of a Finding of No Significant Impact (FONSI) for the proposed Illinois Terminal Expansion Project (Project). This determination is made in accordance with the National Environmental Policy Act of 1969 (NEPA); 42 United States Code (U.S.C.) § 4321, et seq; FTA's implementing procedures (23 Code of Federal Regulations [CFR] Part 771); Section 4(f) of the USDOT Act of 1966, 49 U.S.C. § 303; and the National Historic Preservation Act of 1966 (NHPA), 54 U.S.C. § 300101 et seq.

The FTA, as the lead federal agency, and Champaign-Urbana Mass Transit District (MTD), as the local project sponsor, jointly prepared the Environmental Assessment (EA) and Section 4(f) Evaluation, and NHPA Section 106 findings. The EA describes potential adverse effects on the human and natural environment and the integrity of historic resources that may result from the proposed Project. The EA was prepared pursuant to 23 CFR § 771.119 and issued by FTA on June 1, 2021. This FONSI is prepared by FTA pursuant to 23 CFR § 771.121 and incorporates, by reference, the EA and other cited documentation.

2. Existing Conditions

Located in downtown Champaign, Illinois Terminal is the primary community transportation hub for the region. It serves 10 local routes for MTD, as well as intercity bus service for 5 rural transit agencies and 3 intercity bus services. As a true multi-modal facility, Illinois Terminal is also home to Champaign's Amtrak station and is heavily utilized by transit users, bicyclists, and pedestrians. The facility features indoor and outdoor passenger waiting areas as well as commercial space. With fully leased commercial space, the Illinois Terminal is able to operate as a revenue neutral facility that pays for the facility's operational costs.

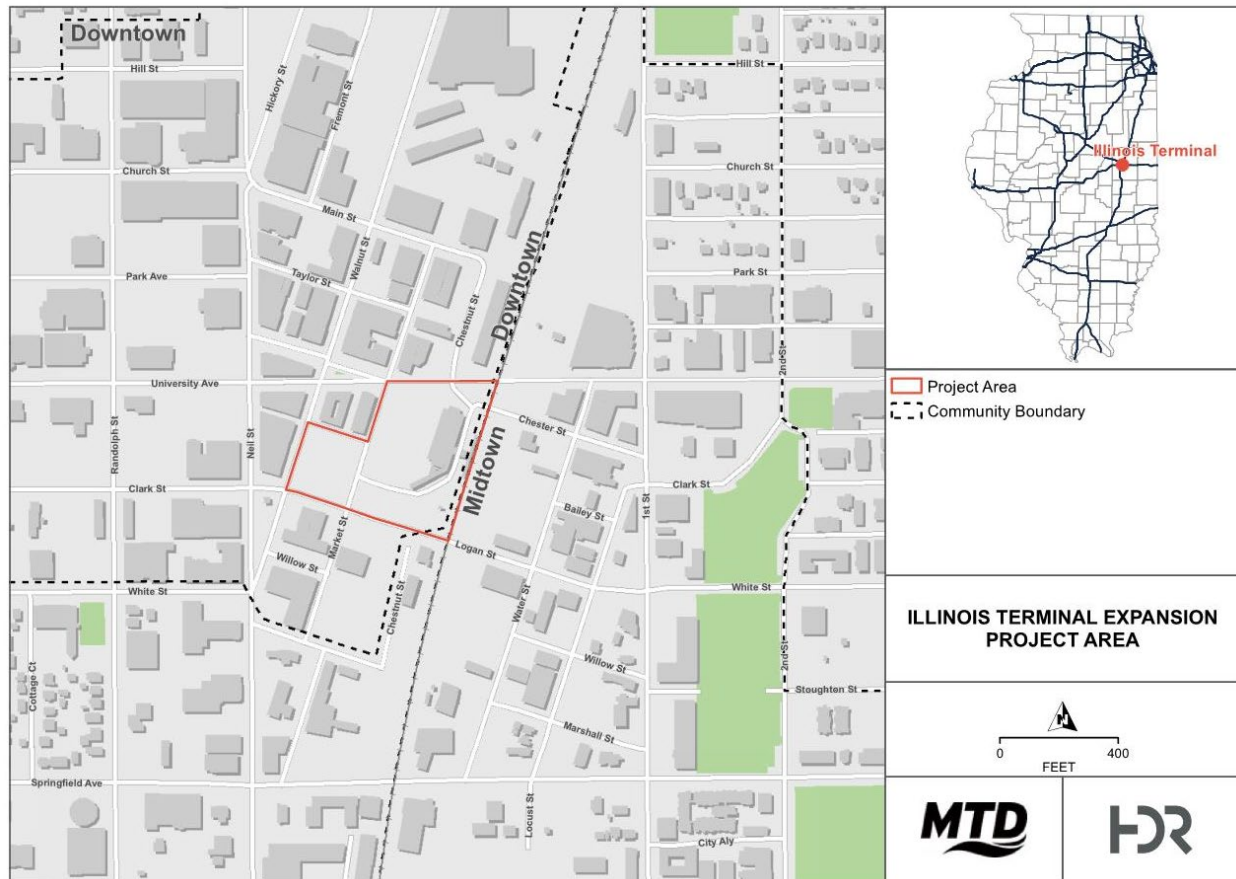
Illinois Terminal is in an area at the edge of the denser downtown core where surface parking lots have dominated the land use in recent decades. Of the 4 parcels that comprise the Project Area, 3 are currently surface parking lots and 1 parcel contains Illinois Terminal. The Project limits are depicted on Figure 1 and defined by University Avenue to the north, the Canadian National (CN) railroad tracks to the east, Logan Street to the south, and Walnut Street to the west.

Illinois Terminal is currently operating over capacity. Illinois Terminal has 11 bus platforms, including one island platform with capacity for 1 bus, as originally constructed. Buses use the curb along Market Street and double-park at 3 platforms for additional space. The available platforms are also used by intercity buses and rural transit services, which add an additional 39 buses a day at Illinois Terminal. The demand for the current 11 platforms is either met or exceeded 70% of the time during the same time period.

The result of this demand is congested bus staging where buses stack and block Chester Street and University Avenue, creating safety issues. From 2004 to 2019, there were 41 crashes at the bus entrance to the Illinois Terminal at its intersection with Chester Street involving MTD buses. The over-capacity condition also forces transit riders to walk in front of, behind, and in-between buses to board double-

parked buses at non-platform locations that are not designed for passenger boarding. MTD employees often escort passengers between buses and across the driveway to enhance safety. Additionally, there is currently no dedicated space for ride share, and these operators typically utilize any open space in the main parking lot, reducing available parking and increasing congestion in front of the Terminal building.

Figure 1. Illinois Terminal Expansion Project Area



3. Project Purpose and Need

The purpose of the Project is to expand Illinois Terminal on parcels north of Logan Street in downtown Champaign. The Project would:

- Improve safety and accessibility for passengers by reducing platform congestion, controlling access to bus platforms, separating transportation modes, and increasing visibility;
- Increase the capacity of bus platform space, passenger waiting areas, and commercial space;
- Enhance quality of life by meeting demand for improved access to the community and region, providing efficient land use, increased transit use, and improved connectivity; and
- Advance local economic development goals by capturing value associated with joint development.

The following key factors highlight the need for the proposed Project:

- Safety concerns for transportation operators and passengers: Stacked buses must navigate congested platforms to find space for boarding. Passengers must cross the crowded parking lot and bus drive in unmarked locations to access buses.
- Facility capacity limitations: Demand for platform space and passenger waiting space exceeds existing design capacity, resulting in causing reliability issues such as schedule adherence and traffic obstruction, and waiting passenger overcrowding.
- Planning for Sustainable Growth and Development: Total bus ridership at Illinois Terminal is expected to increase by 4.2 percent (81,675 riders) a year by 2036. Based on projected 20-year growth rate, the facility will need to accommodate approximately 23 buses simultaneously.
- Local Economic Development Interest: There is growing demand for retail, office space, and access to multimodal transportation in the downtown core, which is identified in the regional comprehensive plan. The Illinois Terminal Expansion Project is a joint development initiative between public and private entities, demonstrating shared risks and responsibilities.

4. Alternatives Considered

Two alternatives were developed and evaluated as part of the proposed Project EA: The No Build Alternative and the Build Alternative. The Build Alternative was developed through multiple development studies and meetings attended by City Council, MTD staff, representatives from private developers, and members of the public. It was determined that the Build Alternative best meets the purpose and need for the proposed Project.

4.1 No Build Alternative

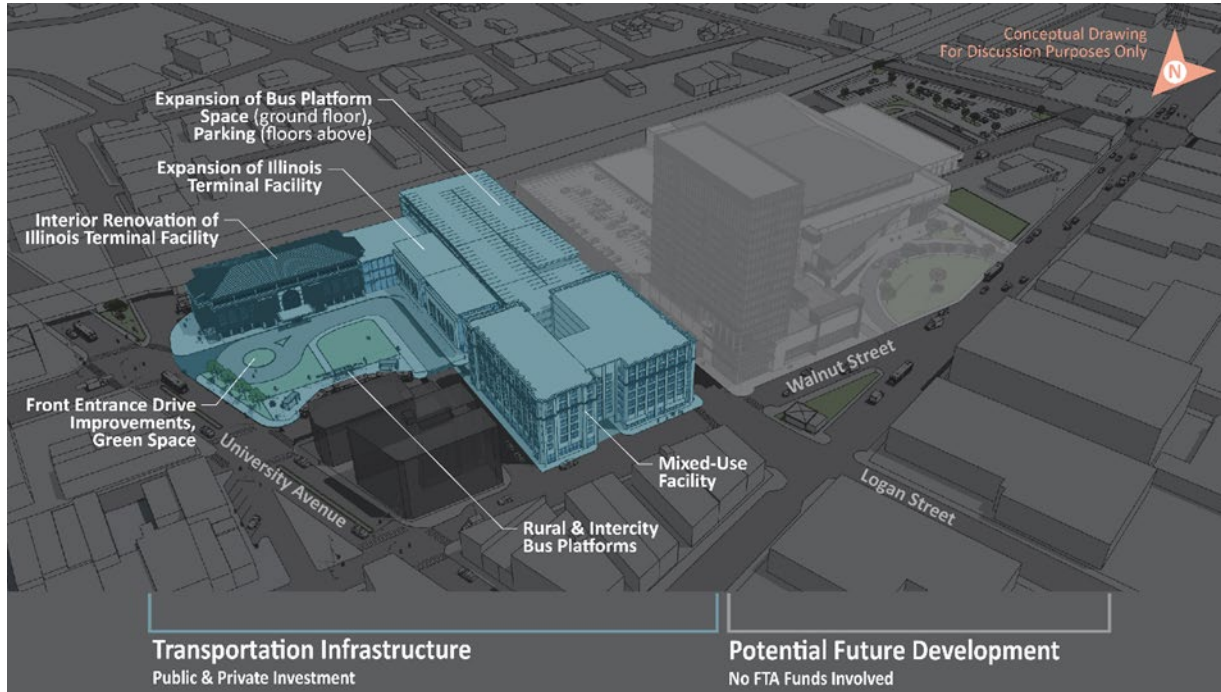
The No Build Alternative represents future conditions if the proposed Project was not implemented. The No Build Alternative would not upgrade or expand Illinois Terminal nor would it allow MTD to leverage private investment to increase value and improve quality of life for the community. Operational crowding of buses and passenger crowding on platforms and within the waiting areas would continue to increase as the community grows, development in the downtown area progresses, and demand for public transportation rises. Safety of passengers would continue to be a concern for MTD and users of Illinois Terminal as buses compete for platform space, queue on local streets, and load and unload passengers at non-platform areas in parking lots and at double-parked locations.

The No Build Alternative would not meet the needs for the Project.

4.2 Build Alternative

The Build Alternative would renovate Illinois Terminal, expand the Illinois Terminal building (referred to as the mixed-use structure) on existing surface parking lots to the south and southwest, and reconfigure the site layout for better operations and safety, as shown in Figure 2.

Figure 2: Illinois Terminal Expansion Project



Expanded Platforms and Separation of Transportation Modes

The Build Alternative would separate transportation modes by creating dedicated platforms for up to 3 rural and intercity vehicles along Market Street in front of the Illinois Terminal building and 15 platforms for MTD service on the ground floor of the mixed-use structure, as shown in Figure 3. With this expansion, Illinois Terminal would have a total capacity of 23 buses. Taxi and rideshare traffic would be moved to a dedicated space on the second floor of the mixed-use structure to reduce congestion and conflicts with buses, as shown in Figure 4.

Figure 3: Site Layout for First Floor of Illinois Terminal Expansion

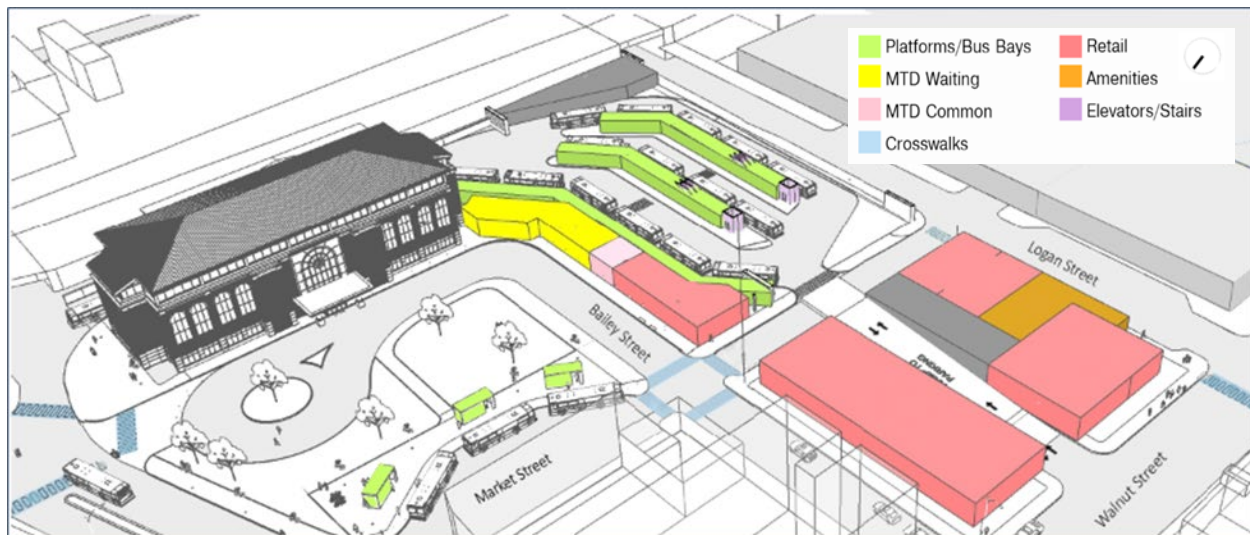


Figure 4. Site Layout for Second Floor of Illinois Terminal Expansion



Source: Ratio Architects 2020

Pedestrian and Access Improvements

Highly visible crosswalks would be positioned on the ground floor of the mixed-use structure for pedestrians crossing lanes of bus traffic to enter/exit island platforms. Abundant lighting in the platform area would be implemented. Pedestrian-activated flashing beacons at all crosswalks within the Project Area would be incorporated as a design feature. Barriers would be installed on the back side of platforms, forcing passengers to utilize the crosswalk as it would be the only entrance/exit to the platforms on the ground floor. These features would provide MTD bus operators with an improved ability to anticipate where the potential hazards might be while serving the Illinois Terminal platforms.

Illinois Terminal currently has an elevator and stairs to access floors 2 through 4, including Amtrak passenger rail. Second floor access would be provided to outer island platforms and rideshare/taxi pickup and drop-off through a direct connection between Illinois Terminal to the mixed use structure and vertical circulation elements (stairs and elevators). All improvements to Illinois Terminal and the mixed-use structure would be compliant with guidelines of the Americans with Disabilities Act of 1990. Universal design principals would be incorporated to the extent feasible.

Interior Renovation of the Existing Illinois Terminal and Waiting Areas

Illinois Terminal would be renovated to accommodate connections to the mixed-use structure and platforms to the south, provide additional passenger waiting areas, and expand tenant spaces. The READY School space on the third floor, CityView Event and Meeting Center on the fourth floor, and other existing office space would be retained in their current configurations. The READY School space on the first and second floor of the Illinois Terminal would be moved to the third floor of the mixed-use structure. Renovations to the interior of the existing Illinois Terminal building would provide the following:

- Expansion of the Amtrak waiting room to accommodate more than 200 passengers,

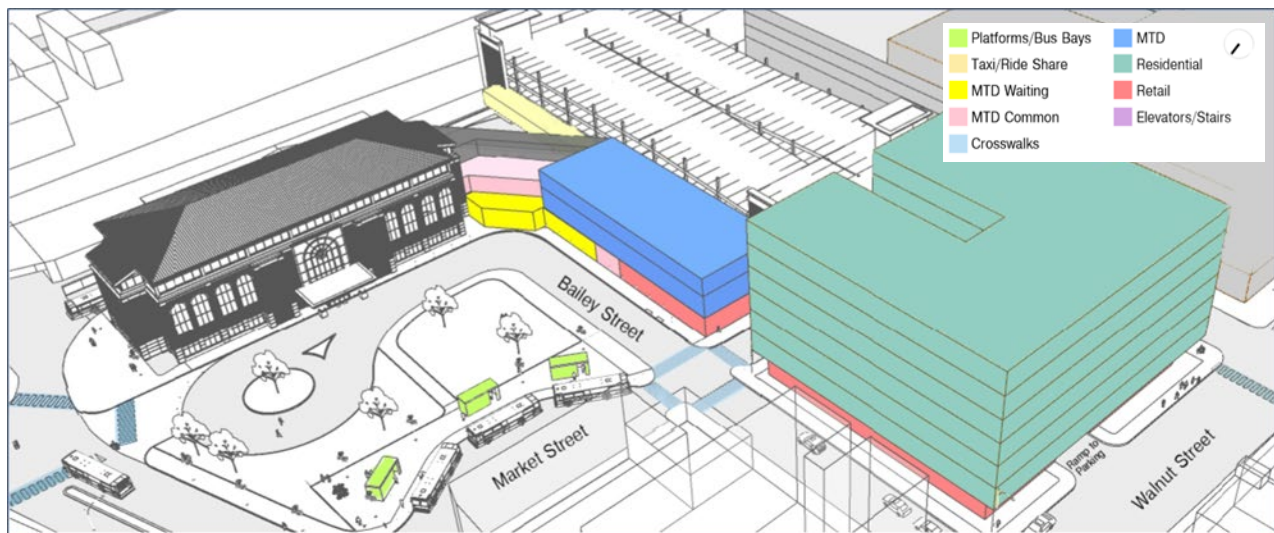
- Up to 17,000 square feet in amenity and leasable space, and
- Up to 1,750 square feet of bus waiting areas to accommodate 115 passengers.

Mixed-Use Structure

The mixed-use structure would be constructed on 3 parcels located north of Logan Street between Walnut Street and the Canadian National railroad tracks. As a joint development structure, FTA funding would be used to construct the building shell, including the bus platforms, transit-serving passenger amenities, MTD tenant space, and contribute to the parking deck. The interior build-out of private development space for retail and residential uses within the mixed-use structure would be privately funded as part of the joint development agreement. Interior build-out related to transit and transit-serving passenger amenities would utilize FTA funding.

East of Market Street, the mixed-use structure would be 5 stories and would include a parking deck with approximately 374 parking spaces for use by Illinois Terminal passengers and employees, the public, taxi and ride share services, and residents of the private development. The mixed-use structure west of Market Street would be up to 7 stories and would include retail and residential uses. Figure 5 shows the full site layout.

Figure 5: Site Layout for Illinois Terminal Expansion



5. Public Involvement, Agency Coordination, and Public Opportunity to Comment

The EA was made available for public comment from June 1, 2021 through July 1, 2021. The legal Notice of Availability was published in the News-Gazette on June 1, 2021. Copies of the EA were available for review online at the Project website (www.ITETheYards.com) and in hard copy format at the following locations: Illinois Terminal Customer Service Desk, 45 East University Avenue, Champaign, IL 61820; and Champaign Public Library, 200 W. Green Street, Champaign, IL 61820. Written comments were accepted via an online comment form at www.ITETheYards.com, by mail, by email to Info@ITETheYards.com, and at the Customer Service Desk at Illinois Terminal. Verbal comments were accepted by calls to MTD at 217.384.8188. The Notice of Availability and copies of outreach conducted for the public review period are included in **Appendix A**.

An online presentation summarizing the findings of the EA and requesting comment was also available for review on the [Project website](#). A total of 113 people viewed the online presentation. Comment forms and a hard copy of the online presentation were provided with the copies of the EA available for review.

MTD received a total of 10 comments from the public during the comment period. In addition, an agency comment was received from the United States Environmental Protection Agency (USEPA). FTA and MTD have addressed the comments in this FONSI. **Appendix B** contains the agency and public comments received regarding the EA and responses to these comments.

No changes to the EA were necessary as a result of the public comments. The public comments were generally supportive of the Project, and primarily referenced consideration for bicyclists and bicycle parking in the design of the Project. Comments also related to parking impacts to downtown businesses and noise and vibration impacts. USEPA's comment recommended that traffic management plans route trucks away from areas where children congregate, such as schools, daycares, and parks.

6. Mitigation Measures to Minimize Harm

The EA describes the proposed Project, its likely effects, and potential mitigation measures to avoid or minimize those effects. **Appendix C** describes the mitigation commitments that FTA requires of MTD as a condition of FTA's finding that the proposed Project will have no significant impact. These environmental commitments are based on the mitigation measures identified in the published EA. Satisfaction of the mitigation commitments will be a condition of any future FTA grant for the proposed Project.

7. Environmental Documentation and Findings

7.1 National Environmental Policy Act (NEPA) Finding

The FTA served as the lead federal agency under NEPA for the proposed Project. MTD will construct the proposed Project in accordance with the design features and mitigation measures presented in the EA. MTD prepared the EA, with FTA oversight, in compliance with NEPA, 42 U.S.C. § 4321, et. seq., and 23 CFR Part 771. The FTA made an independent evaluation of the EA.

After reviewing the EA and supporting documents, FTA finds that the proposed Project would not result in any adverse permanent impacts on any of the examined resources. The following resource categories would have limited or no impacts related to the project: Transportation, Land Use Compatibility, Neighborhoods and Community Resources, Land Acquisitions and Relocations, Economics, Visual Resources and Aesthetics, Cultural Resources, Environmental Justice, Safety and Security, Utilities, Water Resources, Geology, and Soils, Hazardous Materials, Noise and Vibration, Air Quality, Threatened and Endangered Species, Indirect and Cumulative Effects, and Section 4(f) resources.

The FTA finds that the proposed Project would result in temporary construction impacts on the following resource categories: Transportation, Neighborhoods and Community Resources, Economics, Visual Resources and Aesthetics, Cultural Resources, Environmental Justice, Safety and Security, Utilities, Water Resources, Geology, and Soils, Hazardous Materials, Noise and Vibration, and Air Quality.

Appendix C contains proposed measures to mitigate these temporary impacts.

Pursuant to 23 CFR § 771.121, FTA finds that the proposed Project with mitigation to which MTD has committed will have no significant impact on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

7.2 Section 106 Finding

In compliance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 300101, et. seq.) and in accordance with the Criteria of Adverse Effect described in 36 CFR § 800.5, FTA determined that the proposed Project will not have an Adverse Effect to historic properties. The Illinois State Historic Preservation Office (SHPO) concurred with this determination on March 24, 2021.

Based on the historic properties analysis included in the EA as well as the consultation with SHPO, and the other Section 106 consulting parties, **FTA finds, in accordance with 36 CFR Part 800, that the Section 106 coordination and consultation requirements for the proposed Project have been fulfilled.**

7.3 Environmental Justice Finding

Executive Order 12898 provides that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and/or low-income populations.” A disproportionately high and adverse effect on minority or low-income populations is defined as an adverse effect that: (a) is predominantly borne by a minority population and/or a low-income population; or (b) will be suffered by the minority population and/or

low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Based on the analysis contained in the EA and the mitigation commitments made by MTD, the proposed Project will not result in adverse effects on environmental justice populations. As a result, **FTA finds that the Project will not result in disproportionately high and adverse effects on minority or low-income populations.**

7.4 Air Quality Conformity Finding

The Clean Air Act (CAA) (42 U.S.C. § 7401, et seq.) and its associated regulations (40 CFR Part 50) are the basic federal statutes and regulations governing air pollution. The Transportation Conformity Rule (40 CFR Part 93, Subpart A) requires that projects that are developed, funded, or approved by USDOT and by metropolitan planning organizations or other recipients of federal funds demonstrate conformity with the State Implementation Plan (SIP) developed pursuant to the CAA. A determination of conformity is made by the metropolitan planning organization and USDOT. The proposed Project is identified in the Fiscal Year 2020–2025 Champaign-Urbana Urbanized Transportation Study transportation improvement program (TIP) as Project Number 19-02. As this TIP is amended and TIPs for future years are developed, additional funding will be added to support construction of the proposed Project. On June 19, 2019 the Federal Highway Administration and FTA determined that the TIP conforms to the transportation-related requirements of the 1990 Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Determining Conformity of Federal Actions to State or Federal Implementation Plans." The proposed Project's design and scope are consistent with the proposed Project information used for the TIP conformity analysis; therefore, **FTA finds that the proposed Project conforms to the existing TIP and the transportation-related requirements of the 1990 Clean Air Act Amendments.**

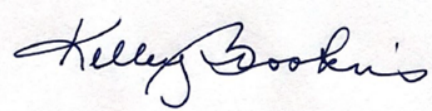
7.5 Section 4(f) Finding

Section 4(f) of the USDOT Act of 1966 (49 U.S.C. § 303) is a national policy that states that the Secretary of Transportation may not approve transportation projects that use publicly owned parks, recreation areas, wildlife and waterfowl refuges, or any significant historic site unless a determination is made that there is no prudent or feasible alternative to using that land, and that all possible planning has been done to minimize harm. The requirements for treatment of these resources are codified in federal law in 49 U.S.C. § 303 and 23 U.S.C. § 138, and implemented through 23 CFR Part 774.

The existence of potential Section 4(f) resources was evaluated in the EA and Section 4(f) Evaluation. The proposed Project will not permanently or temporarily acquire or occupy any public parklands, recreational areas, historic sites, or wildlife and waterfowl refuges that are afforded protection by Section 4(f). **The FTA finds that the proposed Project is in compliance with the Section 4(f) statute and regulations at 49 U.S.C. § 303, 23 U.S.C. § 138, and 23 CFR Part 774.**

7.6 Conclusion

Based on the EA and its associated supporting documents, FTA finds that, pursuant to 23 CFR § 771.121, there are no significant impacts on the environment associated with the development and operation of the proposed Project. Preparation of an Environmental Impact Statement is not warranted.



Kelley Brookins
Regional Administrator
Federal Transit Administration, Region V

September 2, 2021

Date

APPENDIX A. ENVIRONMENTAL ASSESSMENT NOTICE OF AVAILABILITY AND INVITATIONS TO COMMENT

Affidavit of Publication

STATE OF ILLINOIS }
COUNTY OF CHAMPAIGN } SS

Paul Barrett, being duly sworn, says:

That he is Publisher of the News-Gazette, a daily newspaper of general circulation, printed and published in Champaign, Champaign County, Illinois; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

June 01, 2021

Notice of Availability of Environmental Assessment

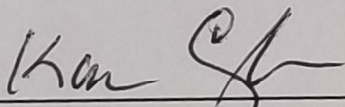
Notice is hereby given that the Champaign-Urbana Mass Transit District (MTD), as project sponsor to the Federal Transit Administration, has prepared an Environmental Assessment (EA) to evaluate the potential benefits and impacts of the Illinois Terminal Expansion Project in Champaign, Illinois. The Project would construct additional bus platforms, pedestrian and circulation improvements, expanded waiting areas, and green space. The Project would also construct a mixed-use structure that connects to Illinois Terminal and includes expanded leasable space, residential units, and a parking deck. The retail space and residential units would be completed by a private developer.

The EA documents the benefits and impacts of the alternatives considered pursuant to the National Environmental Policy Act of 1969 (NEPA). The EA also evaluates the effects of the Project on historic properties in accordance with Section 106 of the National Historic Preservation Act of 1966 and whether the Project results in the use of any historic sites, publicly-owned parks, recreation, and wildlife/waterfowl resources protected under Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended. All interested parties are invited to visit an online presentation, review the EA, and submit comments on the Project. The EA and online presentation are available for review at www.ITTheYards.com through July 1, 2021. Hard copies of the EA and presentation are also available at the following locations: Illinois Terminal Customer Service Desk, 45 East University Avenue, Champaign, IL 61820; and Champaign Public Library, 200 W. Green Street, Champaign, IL 61820.

A 30-day comment period (June 1 - July 1, 2021) has been established to take formal comments. All comments received during this period will be fully considered and evaluated as part of the NEPA process. Comments may be submitted online at www.ITTheYards.com; by mail to Champaign-Urbana Mass Transit District, Attn: Jane Sullivan, 1101 E. University Ave., Urbana, Illinois 61802; by email to Info@ITTheYards.com; by completing a comment form available at the Customer Service Desk at Illinois Terminal; or by calling 217.384.8188.

For more information, follow Illinois Terminal at [facebook.com/ITattheYards](https://www.facebook.com/ITattheYards) or visit www.ITTheYards.com. If you do not have internet access to view the online presentation, please visit the Customer Service Desk at Illinois Terminal or call 217.384.8188.

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, Authorized Agent, Champaign County, Illinois

99241344 00855573

HDR
9450 W. Bryn Mawr Ave.
Suite 400
Rosemont, IL 60018

Notice of Availability of Environmental Assessment

ILLINOIS
TERMINAL
EXPANSION

AT
THE YARDS
CHAMPAIGN

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Champaign, IL 61820
- Champaign Public Library
200 W. Green Street
Champaign, IL 61820

For more information, follow Illinois Terminal at facebook.com/ITattheYards or visit www.ITTheYards.com.

If you do not have internet access to view the Online Presentation, please visit the Help Desk at Illinois Terminal or call 217.384.8188.

You are invited to review the **Environmental Assessment**, view an **online presentation**, and submit comments about the proposed Illinois Terminal Expansion Project.

How to Comment:

- Mail written comments to:
Champaign-Urbana Mass Transit District
Attn: Jane Sullivan
1101 E. University Ave.
Urbana, Illinois 61802
- Email comments to: Info@ITETheYards.com
- Complete a comment form on the project website:
www.ITETheYards.com
- Complete the comment form on the online presentation at
www.ITETheYards.com
- Complete a comment form available at the Customer Service Desk at Illinois Terminal
- Verbal comments can be made by calling (217) 384-8188

The formal comment period is June 1 through July 1, 2021.



C/O HDR
9450 W Bryn Mawr, Suite 400
Rosemont, IL 60018

PRESORTED
First-Class Mail
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PAID
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Permit No XXX

From: [Illinois Terminal Expansion](#)
Subject: Notice of Availability of Environmental Assessment: Champaign-Urbana Mass Transit District Illinois Terminal Expansion Project
Date: Wednesday, June 2, 2021 10:00:35 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Environmental Assessment (EA) for the Champaign-Urbana Mass Transit District (MTD) is available for review at www.ITETheYards.com. The EA documents the benefits and impacts of the alternatives considered pursuant to the National Environmental Policy Act of 1969 (NEPA). The EA also evaluates the effects of the project on historic properties in accordance with Section 106 of the National Historic Preservation Act of 1966 and whether the project results in the use of any historic sites, publicly-owned parks, recreation, and wildlife/waterfowl resources protected under Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended. All interested parties are invited to visit an online presentation, review the EA, and submit comments on the Project. The EA and an online presentation are available for review at www.ITETheYards.com through July 1, 2021. Hard copies of the EA and presentation are also available at the following locations: Illinois Terminal Customer Service Desk, 45 East University Avenue, Champaign, IL 61820; and Champaign Public Library, 200 W. Green Street, Champaign, IL 61820.

The review and comment period for this EA is from June 1 to July 1, 2021. Comments may be submitted online at www.ITETheYards.com, via email at info@itetheyards.com, or by mail to Champaign-Urbana Mass Transit District, Attn: Jane Sullivan, 1101 E. University Ave., Urbana, Illinois 61802.

Written comments received during the 30-day comment period will be fully considered and evaluated as part of the NEPA process. We appreciate your interest in this project and welcome any comments you may have on this EA. If you have any questions, please contact Jane Sullivan, 217.384.8188.

Notice of Availability of Environmental Assessment

You are invited to review the **Environmental Assessment**, view an **online presentation**, and submit comments about the proposed Illinois Terminal Expansion Project.

Champaign-Urbana Mass Transit District (MTD), as project sponsor to the Federal Transit Administration, has prepared an Environmental Assessment (EA) to evaluate the potential benefits and impacts of the Illinois Terminal Expansion Project in Champaign, Illinois. The Project would construct additional bus platforms, pedestrian and circulation improvements, expanded waiting areas, and green space. The Project would also construct a mixed-use structure that connects to Illinois Terminal and includes expanded leasable space, residential units, and a parking deck. The retail space and residential units would be completed by a private developer.

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How to Comment:

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Champaign, IL 61820
- Champaign Public Library
200 W. Green Street
Champaign, IL 61820



Sims, Kelly

From: Illinois Terminal Expansion <info@itetheyards.com>
Sent: Tuesday, June 1, 2021 5:59 PM
Subject: Correction: Champaign-Urbana Mass Transit District Publishes Environmental Assessment for Proposed Illinois Terminal Expansion Project

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Media Alert - *updated Facebook address*
June 1, 2021

Champaign-Urbana Mass Transit District Publishes Environmental Assessment for Proposed Illinois Terminal Expansion Project

Online Presentation Available through July 1

CHAMPAIGN-URBANA - Champaign-Urbana Mass Transit District (MTD) is progressing its proposed Illinois Terminal Expansion Project, a transformational project that will reduce bus congestion, improve reliability, create a safer pedestrian environment, and enhance regional connectivity.

Today, the Federal Transit Administration (FTA) and MTD published an Environmental Assessment (EA) for the Project as part of the federal environmental review process. The EA analyzes MTD's proposal to construct additional bus platforms and a connected mixed-use facility, which will provide additional leasable tenant and retail space, apartments, and a parking deck. The existing Illinois Terminal building will also be renovated to expand waiting areas and passenger amenities and create green space.

MTD received a \$17.275 million federal grant in November 2019 from the FTA's Bus and Bus Facilities Grant program to complete the improvements to the Illinois Terminal. The project is being constructed as a Joint Development initiative with Core Champaign Hockey, LLC, who will contribute funding for the residential spaces in the mixed-use expansion and parking deck. All work to be completed as part of the Illinois Expansion Project is located north of Logan Street. Construction is anticipated to begin in 2022.

"In the midst of the many challenges our community is facing, we are grateful that the federal funding for the Illinois Terminal Expansion is secure and that plans for this public-private partnership have continued to progress. The project partners are excited to begin the public outreach stage and move this transformative project forward" said Karl Gnadt, MTD's CEO and Managing Director.

The public is invited to visit an online presentation, review the EA, and submit comments on the Project. The EA and online presentation are available for review at www.ITTheYards.com through July 1, 2021. Hard copies of the EA and presentation are also available at the following locations: Illinois Terminal Customer Service Desk, 45 East University Avenue, Champaign, IL 61820; and Champaign Public Library, 200 W. Green Street, Champaign, IL 61820.

Comments may be submitted by:

- Email: Info@ITTheYards.com
- Online: ITTheYards.com
- Mail: Champaign-Urbana MTD, Attn: Jane Sullivan, 1101 E. University Ave., Urbana, Illinois 61802

- Phone: 217-384-8188

For more information follow Illinois Terminal at facebook.com/ITattheYards, twitter.com/ITatTheYards, or visit ITTheYards.com.



Illinois Terminal

June 2 · 🌐



Champaign-Urbana Mass Transit District (MTD) wants your comments on the Illinois Terminal Expansion Project. View an online presentation and the Environmental Assessment (EA) at www.ITETheYards.com, available now through July 1, 2021.



The Environmental Assessment is available for review! Visit www.ITETheYards.com

How to Comment:

- Mail written comments to:
Champaign-Urbana Mass Transit District
Attn: Jane Sullivan
1101 E. University Ave.
Urbana, Illinois 61802
- Email comments to: info@ITETheYards.com
- Complete a comment form on the project website
- Complete a comment form available at the Customer Service Desk at Illinois Terminal
- Verbal comments can be made by calling (217) 384-8188

The comment period is June 1 through July 1, 2021.



Conceptual Only. Actual Design May Differ

1,634
People Reached

314
Engagements

Boost Again

Boosted on Jun 11, 2021
By Kelly PS

Completed

Boosted on Jun 4, 2021
By Kelly PS

People Reached 519

Post Engagement 46

View Results

People Reached >

👍 Cyndi Lou, Lucas Paschall and 15 others

1 Comment 3 Shares

👍 Like

💬 Comment

➦ Share



Performance for Your Post

1,634 People Reached

34 Reactions, Comments & Shares ⓘ

24 Like | 18 On Post | 6 On Shares

2 Love | 0 On Post | 2 On Shares

5 Comments | 1 On Post | 4 On Shares

3 Shares | 3 On Post | 0 On Shares

280 Post Clicks

59 Photo Views | 56 Link Clicks ⓘ | 165 Other Clicks ⓘ

NEGATIVE FEEDBACK

- 0 Hide Post
- 0 Hide All Posts
- 0 Report as Spam
- 0 Unlike Page

Reported stats may be delayed from what appears on posts



Illinois Terminal

June 18 · 🌐



The Illinois Terminal Expansion will make transfers faster and easier, connecting people to destinations by bus, train, bicycle, and by foot. To see more details and share your thoughts, visit the online presentation and review the Environmental Assessment now through July 1 at www.ITTheYards.com.

The Environmental Assessment is available for review through July 1.

Visit www.ITTheYards.com to learn more and provide comments.

ILLINOIS TERMINAL EXPANSION

AT THE YARDS CHAMPAIGN

1,890
People Reached

468
Engagements

Boost Again

Boosted on Jun 18, 2021
By Kelly PS

Completed

People Reached 1.1K

Post Engagement 189

[View Results](#)

👍 Jose Julian Rivera Perez, Nick Schubach and 26 others 7 Comments 4 Shares

👍 Like 💬 Comment ➦ Share 🗲

Performance for Your Post

1,890 People Reached

57 Likes, Comments & Shares ⓘ

39 Likes	29 On Post	10 On Shares
14 Comments	11 On Post	3 On Shares
4 Shares	4 On Post	0 On Shares

411 Post Clicks

124 Photo Views	54 Link Clicks ⓘ	233 Other Clicks ⓘ
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NEGATIVE FEEDBACK

1 Hide Post 0 Hide All Posts
0 Report as Spam 0 Unlike Page

Reported stats may be delayed from what appears on posts



Illinois Terminal

June 24 · 🌐



The Illinois Terminal Expansion Project will reduce bus wait times and increase on-time performance. View details and provide your input by visiting ITETheYards.com!

One week left to review the Environmental Assessment and provide your input!

Visit www.ITETheYards.com to provide comments by July 1.



ILLINOIS
TERMINAL
EXPANSION

AT THE
YARDS
CHAMPAIGN



Get More Likes, Comments and Shares
When you boost this post, you'll show it to more people.

40
People Reached

6
Engagements

Boost Post

👍 Cyndi Lou and Carly M

👍 Like 💬 Comment ➦ Share 🌐 ▼

Performance for Your Post

40 People Reached

2 Likes, Comments & Shares ⓘ

2 Likes	2 On Post	0 On Shares
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0 Comments	0 On Post	0 On Shares
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0 Shares	0 On Post	0 On Shares
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4 Post Clicks

1 Photo Views	3 Link Clicks ⓘ	0 Other Clicks ⓘ
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NEGATIVE FEEDBACK

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts



Illinois Terminal

June 30 · 🌐



One more day to participate in the online presentation. Now is the time to review the project's conceptual design, ask the project team questions, and provide your feedback about the future of Illinois Terminal. Visit ITTheYards.com today!

We want to hear from you! Only one day left to review the Environmental Assessment and provide feedback.

Visit www.ITTheYards.com

ILLINOIS
TERMINAL
EXPANSION

AT THE
YARDS
CHAMPAIGN



Get More Likes, Comments and Shares
When you boost this post, you'll show it to more people.

30
People Reached

5
Engagements

Boost Post

👍 Illinois Terminal and Carly M

👍 Like

💬 Comment

➦ Share



Performance for Your Post

30 People Reached

2 Likes, Comments & Shares ⓘ

2 Likes	2 On Post	0 On Shares
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0 Comments	0 On Post	0 On Shares
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0 Shares	0 On Post	0 On Shares
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3 Post Clicks

0 Photo Views	2 Link Clicks ⓘ	1 Other Clicks ⓘ
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NEGATIVE FEEDBACK

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts



Illinois Terminal

July 1 · 🌐



Last Day! The comment period closes today. Visit ITETheYards.com to review the project details and to submit feedback to the Illinois Terminal Expansion Project team.

Last day to review the Environmental Assessment and provide your input!

Visit www.ITETheYards.com

Conceptual Only; Actual Design May Differ



ILLINOIS
TERMINAL
EXPANSION

AT THE
YARDS
CHAMPAIGN



Get More Likes, Comments and Shares
When you boost this post, you'll show it to more people.

12
People Reached

0
Engagements

Boost Post

👍 Like

💬 Comment

➦ Share



Performance for Your Post

12 People Reached

0 Likes, Comments & Shares ⓘ

0 Likes	0 On Post	0 On Shares
---------	-----------	-------------

0 Comments	0 On Post	0 On Shares
------------	-----------	-------------

0 Shares	0 On Post	0 On Shares
----------	-----------	-------------

0 Post Clicks

0 Photo Views	0 Link Clicks ⓘ	0 Other Clicks ⓘ
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NEGATIVE FEEDBACK

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

✕ Tweet Analytics



Illinois Terminal @ITatTheYards

Champaign-Urbana Mass Transit District wants your comments on the Illinois Terminal Expansion Project. View an online presentation and the Environmental Assessment at <http://www.ITETTheYards.com> , available now through July 1, 2021. pic.twitter.com/A0CI6MkG07

Impressions 45

times people saw this Tweet on Twitter

Total engagements 6

times people interacted with this Tweet

Media engagements 3

number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 2

times people viewed the details about this Tweet

Link clicks 1

clicks on a URL or Card in this Tweet

✕ Tweet Analytics



Illinois Terminal @ITatTheYards

The Illinois Terminal Expansion will make transfers faster, safer, and easier, connecting people to destinations by bus, train, bicycle, and by foot. Visit the online presentation and Environmental Assessment at <http://www.ITETTheYards.com> to see more details and share your thoughts! pic.twitter.com/eXxt81QPqp

Impressions 43

times people saw this Tweet on Twitter

Total engagements 19

times people interacted with this Tweet

Detail expands 10

times people viewed the details about this Tweet

Media engagements 6

number of clicks on your media counted across videos, vines, gifs, and images

Likes 2

times people liked this Tweet

Link clicks 1

clicks on a URL or Card in this Tweet

✕ Tweet Analytics



Illinois Terminal @ITatTheYards

The Illinois Terminal Expansion Project will reduce bus wait times and increase on-time performance. View details and provide your input by visiting <http://ITETheYards.com> !
pic.twitter.com/XQsHJ2gOYv

Impressions times people saw this Tweet on Twitter	142
Total engagements times people interacted with this Tweet	6
Likes times people liked this Tweet	4
Retweets times people retweeted this Tweet	1
Link clicks clicks on a URL or Card in this Tweet	1

✕ Tweet Analytics

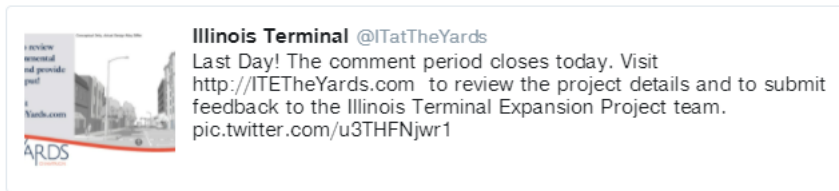


Illinois Terminal @ITatTheYards

One more day to participate in the online presentation. Now is the time to review the project's conceptual design, ask the project team questions, and provide your feedback about the future of Illinois Terminal. Visit <http://ITETheYards.com> today!
pic.twitter.com/X5VGv3Ta2Z

Impressions times people saw this Tweet on Twitter	117
Total engagements times people interacted with this Tweet	7
Link clicks clicks on a URL or Card in this Tweet	3
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	2
Retweets times people retweeted this Tweet	1
Detail expands times people viewed the details about this Tweet	1

✕ Tweet Analytics



Impressions times people saw this Tweet on Twitter	21
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Total engagements times people interacted with this Tweet	1
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Profile clicks number of clicks on your name, @handle, or profile photo	1
---	---

Illinois Terminal Expansion
Interested Parties List

First	Last	Organization	Title	Address	City	State	Zip
Tammy	Duckworth	U.S. Senate	Senator	524 Hart Senate Office Building	Washington	D.C.	20510
Richard	Durbin	U.S. Senate	Senator	711 Hart Senate Building	Washington	D.C.	20510
Rodney	Davis	U.S. House of Representatives	Representative	1740 Longworth House Office Building	Washington	D.C.	20510
Scott	Bennet	Illinois Senate	State Senator	311C Capitol Building	Springfield	IL	62706
Carol	Ammons	Illinois House of Representatives	State Representative	288-S Stratton Office Building	Springfield	IL	62706
Greg	Stock	City of Champaign	City Council District Member	102 N. Neil St.	Champaign	IL	61820
Tom	Bruno	City of Champaign	Deputy Mayor; City Council At-Large Member	102 N. Neil St.	Champaign	IL	61820
Matthew	Gladney	City of Champaign	City Council At-Large Member	102 N. Neil St.	Champaign	IL	61820
Will	Kyles	City of Champaign	City Council At-Large Member	102 N. Neil St.	Champaign	IL	61820
Deborah	Frank Feinen	City of Champaign	Mayor	102 N. Neil St.	Champaign	IL	61820
Jennifer	Tyler	U.S. Environmental Protection Agency - Region 5	NEPA Reviewer	77 W Jackson Blvd	Chicago	IL	60604
Kenneth	Westlake	U.S. Environmental Protection Agency - Region 5	Deputy Director, Office of Tribal and Multi-Media Programs	77 W Jackson Blvd	Chicago	IL	60604
Paul	Eisenbrandt	Illinois Environmental Protection Agency - Champaign Field Office	Regional Manager	2125 South First Street	Champaign	IL	61820
Darlene	Kloeppel	Champaign County - Office of the County Executive	County Executive	1776 East Washington Street	Urbana	IL	61802
Kyle	Patterson	Champaign County - Champaign County Board	Chair	1776 East Washington Street	Urbana	IL	61802
Diane	Hunter	Miami Tribe	Tribal Historic Preservation Officer	3410 P. Street	Miami	OK	74354
Thomas	Bates	Champaign County Regional Planning Commission	CSPH Coordinator	1776 E Washington St	Urbana	IL	61802
Carolyn	Crawford	Inman Place	Director	17 E University Ave	Champaign	IL	61820
Cindy	Johnson	Inman Place	Marketing Director	17 E University Ave	Champaign	IL	61820
Anthony	Bamert	Champaign Historic Preservation Committee	Chair	102 N. Neil St.	Champaign	IL	61820
Kyle	Sondgeroth	Champaign Historic Preservation Committee	Vice-Chair	102 N. Neil St.	Champaign	IL	61820
TJ	Blakeman	Champaign County History Museum	President	102 East University	Champaign	IL	61820
Daniel	Barringer	Illinois Heritage Association	President	1216 W Armory Ave	Champaign	IL	61821
Tom	Garza	Preservation and Conservation Association of Champaign County	Executive Director	44 East Washington Street	Champaign	IL	61802
TJ	Blakeman	City of Champaign Trust #2086	Senior Planner	102 N. Neil St.	Champaign	IL	61820
		BUBIN PROPERTIES LLC		44 E Main St STE 515	Champaign	IL	61820
		KWC LLC		3102 Glenhill Pl	Champaign	IL	61822
		MAIN STREET RAIL LLC		1806 Maynard Dr	Champaign	IL	61822
		SULLIVAN, KENWOOD & LAUREL TRUSTEES		44 E Main St STE 515	Champaign	IL	61820
Carlos	Nieto	CMT Ventures		3262 GREENWOOD DR	Dewey	IL	61840
		Dandelion Vinatage & Used		6 E Taylor St	Champaign	IL	61820
		Maize at the Station		100 N Chestnut St	Champaign	IL	61820
		Exile on Main Street		100 N Chestnut St	Champaign	IL	61820
		Jon's Pipe Shop		44 E University Ave	Champaign	IL	61820
		Pour Bros. Craft Taproom		40 E University Ave	Champaign	IL	61820
		Seven Saints		32 E Chester St	Champaign	IL	61820
		Kane & Co		41 E University Ave	Champaign	IL	61820
		Stephens & Stull, P.C. Certified Public Accountants		41 E University Ave #3D	Champaign	IL	61820
Carolyn	Crawford	Inman Place		17 E University Ave	Champaign	IL	61820
		H&H Restaurant Equipment Supply		51 E Chester St	Champaign	IL	61820
		Brainstorm Escapes		61 E University Ave	Champaign	IL	61820
		Flatland Tattoo Studio		209 S Water St	Champaign	IL	61820
Laura	Weis	Champaign County Chamber of Com	President and CEO	303 W Kirby Ave	Champaign	IL	61820
Darius	White	Urbana Business Association	Executive Director	111 W Main St	Urbana	IL	61801
Xander	Hazel	Champaign Center Partnership	Executive Director	301 N Neil St Suite 400	Champaign	IL	61820
		Women's Business Council of Champaign County		PO Box 3323	Champaign	IL	61826
Don	Elmore	Small Business Development Center	Director	1817 S Neil St Suite 100	Champaign	IL	61820
Carly	McCory	Champaign County Economic Develo	Executive Director	1817 S Neil St Suite 100	Champaign	IL	61820
		Champaign County Regional Planning Commission		1776 E Washington St	Urbana	IL	61802
		Urbana Economic Development Division		400 S Vine St	Urbana	IL	61801
		Angels of Praise of Salem Baptist Church		500 E Park St	Champaign	IL	
		Berean Covenant Church		602 W Church St	Champaign	IL	61820
		Mt Calvary Missionary Baptist Church		1601 W Bloomington Rd	Champaign	IL	61821
		Living Faith Ministries		PO Box 3752	Champaign	IL	61826
		New Free Will Baptist Church		601 E Grove St	Champaign	IL	61820
		Pilgrim Missionary Baptist Church		1310 N 6th St	Champaign	IL	61820
		CU Church		107 S Webber St	Urbana	IL	61802
		Meadowbrook Community Church		1902 S Duncan Rd	Champaign	IL	61822
		First Christian Church		3601 S Staley Rd	Champaign	IL	61822
		Redeemer Church		202 W Illinois St	Urbana	IL	61801
		Champaign Church of Christ		1509 W John St	Champaign	IL	61821
		Champaign Unit 4 School District		502 W Windsor Rd	Champaign	IL	61820
		Country Side School		4301 W Kirby Ave	Champaign	IL	61822
		Academy High		2302 Fox Dr	Champaign	IL	61820
		Holy Cross School		410 W White St	Champaign	IL	61820
		University Primary School		51 Gerty Dr	Champaign	IL	61820
		Next Generation School		2521 Galen Dr	Champaign	IL	61821
		St. Matthew School		1307 Lincolnshire Dr	Champaign	IL	61821

Illinois Terminal Expansion
Interested Parties List

		Judah Christian School		908 N Prospect Ave	Champaign	IL	61820
		St. John Lutheran School		509 S Mattis Ave	Champaign	IL	61821
		University of Illinois-Urbana-Champaign; Office of Public Affairs		507 E Green St	Champaign	IL	61820
		Champaign County Black Chamber of Commerce		408 Taylor Thomas Ln	Champaign	IL	61801
		Champaign Community Coalition		102 N Neil St	Champaign	IL	61820
		City of Champaign; Office of Equity, Community and Human Rights		102 N Neil St	Champaign	IL	61820
		City of Champaign; Neighborhood Services Department		102 N Neil St	Champaign	IL	61820
		NAACP Champaign County		PO Box 403	Champaign	IL	61824
		Greyhound Lines, Inc.		45 E University Ave., 1st Floor	Champaign	IL	61820
		Burlington Trailways		906 Broadway Street	West Burlingt IA		52655
Lisa	Beith	Danville Mass Transit	Director	101 N. Jackson	Danville	IL	61832
		Central Illinois Public Transit	CIPT Program Director/Program Manager	1805 S. Banker Street PO Box 928	Effingham	IL	62401
		PIatt County Public Transportation (PIATTRAN)		1925 North Market Street	Monticello	IL	61856
William	Winkler	Peoria Charter	President and Owner	2600 NE Adams St.	Peoria	IL	61603
Nick	Burwell	Canadian National Railways	Manager Public Works, IA, IL	1006 East Fourth Street	Waterloo	IA	50703
		Amtrak		45 E University Ave., 2nd Floor	Champaign	IL	61820
		Subway Sandwich Shop		45 E University Ave., 1st Floor	Champaign	IL	61820
Liza	Thomas	R.E.A.D.Y. Program	Director	45 E University Ave., 3rd Floor	Champaign	IL	61820
		CityView Event and Meeting Center		45 E University Ave., 4th Floor	Champaign	IL	61820
		DISH Passionate Cuisine		45 E University Ave., 4th Floor	Champaign	IL	61820
		Visit Champaign County		17 E Taylor St.	Champaign	IL	61820
Carol	Vorel	News-Gazette					
Debbie	Rugg						
Dorothy D.	David Pressey	City of Champaign	City Manger				
		News-Gazette Media					
		Daily Illini	Editor				
Julie	McClure	Smile Politely	Editor				
		WANTV	News Room				
		ICIA	News Room				
		WDWS	News Room				
		WICD15	News Room				
		Fox Illinois	News Room				
Erin	Morrison	Prospectus	Editor				
Richard	Flesch	WCIA	News Room				
Rita	Morocoima-Black	Champaign County Regional Planning	Director				
Sarah		Mix 945	News Room				
		WEFT	News Room				
		WBGL	News Room				
		Illinois Public Media	News Room				
Sean	LaBahn	Sinclair Broadcast Group					

APPENDIX B. AGENCY AND PUBLIC COMMENTS AND RESPONSES

Agency Comment Log

Comment Number	Date	Commenter	Comment	Response	Source	Topic Area
EPA-1		Kenneth Westlake, U.S. Environmental Protection Agency (USEPA)	<p>We appreciate commitments to use EPA’s Construction Emission Control Checklist, plans for addressing soil and groundwater contamination, and commitments to survey for lead and asbestos prior to demolition. We recommend that the project team consider children’s health and safety in traffic management plans by routing trucks away from areas where children congregate, such as schools, daycares and parks, when possible, and using crossing guards when such areas cannot be avoided.</p> <p>[Full comment letter provided at the end of this log].</p>	<p>Thank you for your comment on the Illinois Terminal Expansion project.</p> <p>The Mitigation Commitments Table included as Appendix C to this Finding of No Significant Impact includes additional details and clarifications on mitigation measures that will be carried out as part of this project. Additional clarifications on substantive recommendations from USEPA have been added to Mitigation TR-1 of Appendix C. TR-1 requires the contractor to prepare a Construction Traffic Management Plan in coordination with MTD, City of Champaign Public Works Department, and emergency responders to identify construction phasing, maintenance of traffic and access, and on-site circulation for vehicles, pedestrians, and bicyclists. The Construction Traffic Management Plan will also consider the health and safety of READY School students and their safe access to Illinois Terminal.</p>	Letter	Air Quality, Hazardous Materials, Traffic

Public Comment Log

Comment Number	Date	Commenter	Comment	Response	Source	Topic Area
PUBLIC-1	6/2/21	Cindy Johnson, Inman Place	Any new ideas on parking for Inman Place residents, visitors and employees?	<p>Thank you for your comments about the Illinois Terminal Expansion Project. We understand that Inman Place currently leases parking spaces from Christie Clinic at the surface parking lot located at Logan Street and Walnut Street for Inman Place’s 55 and older senior residents. Additionally, Inman Place leases public spaces from the City of Champaign for Inman Place employees at the surface parking lot at Logan Street and Market Street (known as the “Hill” or the “South Lot”). We understand you are particularly interested in the location and continued parking availability for Inman Place residents, employees, and visitors once the Illinois Terminal expansion project is complete and would like to lease additional spaces proximate to the Inman Place building.</p> <p>The Project Team reviewed area parking with the City of Champaign. The City of Champaign does not have a policy authorizing it to create parking spaces for individual businesses, such as Inman Place. Monthly permits are available for lease by businesses and the public in certain Downtown parking lots. Existing parking immediately adjacent to the Inman Building is owned and operated by private property owner Christie Clinic, an adjacent private property owner, and on-street metered parking provided by the City of Champaign. Christie Clinic entered into an agreement to sell its Logan and Walnut Street surface lot to Core Champaign Hockey, LLC (Core) and relocate all parking to a surface lot at Randolph Street and Clark Street.</p> <p>The new parking deck to be built as part of the Illinois Terminal Expansion Project will be located east of Market Street between Bailey Street and Logan Street. The parking spaces that Inman Place currently lease from Christie Clinic range in distance from approximately 70 feet to 215 feet from Inman Place’s Bailey Street entrance. The new parking deck will be approximately 235 feet from the Inman Place Bailey Street entrance. The parking deck will be ADA-accessible with elevators and provide covered parking that is protected from weather and monitored by security. Locations of elevators and parking deck access will be determined during final design. City permits for 52 spaces within the planned parking deck will be available for lease by Inman Place and others, and there will be hourly parking available to the general public, including visitors to Inman Place.</p> <p>There are currently 9 ADA-accessible metered spaces within 100 feet of the Inman Place Bailey Street entrance. Residents who meet the State requirements for a yellow and grey striped meter-exempt disability parking placard through the State of Illinois may park in the on-street metered spaces</p>	Online Presentation Comment Form	Parking

Comment Number	Date	Commenter	Comment	Response	Source	Topic Area
				<p>without payment and are not subject to time limitations on parking (City Code Section 33-55(d). To obtain a meter-exempt disability placard, residents will need a physician's approval on a <i>Persons with Disabilities Certification for Parking Placard</i>, available from the State of Illinois's website at: https://www.cyberdriveillinois.com/publications/pdf_publications/vsd62.pdf. Part 4 of the Certification Form identifies the qualifications for meter-exempt parking (inability to reach, access, or operate meter or walk more than 20 feet).</p> <p>The Illinois Terminal Expansion Project Area and Inman Place are both located within the Central Business Downtown District. The Central Business Downtown District does not have off-street parking requirements for any land uses or businesses (City of Champaign Municipal Code Section 37-358). Similarly, the City of Champaign does not have ADA-accessible parking minimums within the Central Business Downtown District because all on-street metered spaces are ADA-accessible. The City of Champaign's goal for the Central Business Downtown District is to provide for high density infill development along with housing, parking, and institutional uses. The Downtown District is designed to accommodate all types of businesses and residents who wish to live in an urban environment that is centrally located and has diverse transportation options (City of Champaign Municipal Code Section 37-62.1).</p> <p>Inman Place's proximity to improved transit services at Illinois Terminal, including local, regional, and long-distance Amtrak service, will benefit residents. To encourage transit use, MTD would like to partner with Inman Place to provide residents and employees with education and training on transit services, mobility in the District, and how to plan a trip and ride. MTD will meet with Inman Place staff and residents and provide Inman Place with materials to explain MTD's resources and services to prospective residents. This can be an ongoing partnership that continues with all new Inman Place residents. MTD also offers ADA Paratransit Service, which is a curb-to-curb transportation service available by reservation to persons with disabilities who are unable to use fixed route bus services.</p> <p>MTD will continue to coordinate with Inman Place regarding parking during final design and construction. Additional clarifications regarding coordination with Inman Place have been added to Mitigation TR-4 of Appendix C. We look forward to working with you further.</p>		
PUBLIC-2	6/11/21	Susan Jones	Residential space! ... and this looks like planning [sic] for there being... *more* bus transportation. YES :)	Thank you for your comment on the Illinois Terminal Expansion project. We appreciate your support.	Online Presentation Comment Form	Support

Comment Number	Date	Commenter	Comment	Response	Source	Topic Area
PUBLIC-3	6/12/21	Lynn Kane	<p>As an owner of the Illinois Traction Building across the street from this project I have to say that I am concerned about parking during the construction of this project. I fully understand that any project of this scope will always be somewhat disruptive but I do hope that this is taken into consideration for the current downtown Champaign businesses and residential buildings.</p> <p>I also read about the Noise and Vibration Impact and find this to be a bit concerning as well.</p>	<p>Thank you for your comment on the Illinois Terminal Expansion project. We would be happy to discuss these concerns with you and share our mitigation plans.</p> <p>Construction will be completed in a phased approach to minimize disruption to parking. For example, the contractor may construct the parking structure south of Illinois Terminal building before reconstructing Illinois Terminal parking lot into a drop-off loop drive to help maintain some public parking spaces during construction. The contractor will work with MTD and local governments and emergency response providers to ensure safe mobility would be maintained within the Project Area, including reasonable traffic plans, safe pedestrian-friendly crossings, and accessibility to businesses. MTD and the contractor will work closely with the Downtown business community to communicate with the public about construction zones, parking, and the maintenance of traffic plans to minimize the revenue impact on existing businesses.</p> <p>The construction contractors will be required to meet noise and vibration performance specifications, in addition to coordinating with particularly susceptible locations to noise and vibration in the project area, as indicated in Section 4.14.4 of the EA and Mitigation Measure NV-2, Noise and Vibration Management Plan. The contractor will prepare a construction plan that identifies locations potentially affected by noise and vibration. If it is determined that a location could be impacted by noise and vibration caused by specific construction equipment, a survey would be completed to document pre-construction conditions. The contractor will be required to identify a process to handle and resolve any noise or vibration-related complaints and will communicate with downtown businesses about before construction.</p>	Online Presentation Comment Form	Construction, Parking, Noise and Vibration

Comment Number	Date	Commenter	Comment	Response	Source	Topic Area
PUBLIC-4	6/12/21	Cynthia Hoyle	Providing secure and weather-protected bike parking would further enhance the benefit of to the environment and for the many lower income people who use bikes for getting to the terminal. The terminal is a high bike theft location so many people have lost their bikes when parked there. The safety benefits to pedestrians is wonderful and lots of good information is provided. No mention, that I could find, it provided about cyclists. Bicycling is the most efficient and environmentally sustainable mode of transport and it greatly enhances the range of transit service giving many more people access to affordable, healthy, and sustainable transport. Please provide equally beneficial parking and facilities for cyclists.	<p>Thank you for your comment on the Illinois Terminal Expansion project.</p> <p>MTD is proud to be a Silver Level Bicycle Friendly Business and offers a bicycle repair station and bicycle parking. Opportunities to provide covered and secure bicycle parking and facilities will be explored during the design process to enhance safety and encourage and support multi-modal transportation options.</p> <p>Access to Illinois Terminal building would be maintained for non-motorized users during construction. Signage for pedestrians and bicyclists will be provided to help navigate through the construction area when construction staging disrupts the current routes.</p> <p>After construction, the separation of modes and consolidation of bus and vehicular access points will increase safety for cyclists and pedestrians. Crossing areas within the Project Area will be further enhanced with flashing pedestrian signage to alert buses of pedestrians crossing. Entrance and exit points for vehicles would be designed using appropriate standards and computer software so that vehicles remain in the roadway. Lastly, all crosswalks accessing Illinois Terminal will be designed with reflective material, making these areas more visible to vehicles on the roadway.</p>	Website Comment Form	Bicycle Parking and Facilities
PUBLIC-5	6/12/21	Barry Isralewitz	Please provide many spaces of sheltered bicycle parking. Ideally with posted video surveillance to reduce the rate of bike theft/vandalism. More sheltered bike parking would help increase year-round use of the facility and surrounding businesses by bicyclists. Encouraging bicycling to the Downtown area, vs. driving, has multiple positive impacts, including environmental improvement and lowering demand for parking.	<p>Thank you for your comment on the Illinois Terminal Expansion project. Please see response to comment PUBLIC-4.</p>	Online Presentation Comment Form	Bicycle Parking and Facilities, Safety
PUBLIC-6	6/12/21	David Lafferty	As a frequent user of both Greyhound and Amtrak, I fully support the proposed extension to the Illinois Terminal. As well as ensuring a much better experience for travelers, this will also provide many downstream benefits to our community.	<p>Thank you for your comment on the Illinois Terminal Expansion project. We appreciate your support.</p>	Website Comment Form	Support

Comment Number	Date	Commenter	Comment	Response	Source	Topic Area
PUBLIC-7	6/14/21	Jake MacGregor	Great! Please include secure bike parking protected from elements. Even better, bike lockers for rent.	Thank you for your comment on the Illinois Terminal Expansion project. Please see response to comment PUBLIC-4.	Website Comment Form	Bicycle Parking and Facilities
PUBLIC-8	6/22/21	Lisa Young	We can't wait to see The Yards come to fruition. Thanks for all your hard work on behalf of our communities.	Thank you for your comment on the Illinois Terminal Expansion project. We appreciate your support.	Website Comment Form	Support
PUBLIC-9	6/22/21	Annie Adams	Please make sure there is secure and weather-protected parking for cyclists in the new facility. I would like to bike to the station, take the Amtrak, leave my bike overnight (or longer), then bike home upon my return. Currently I drive & use the car parking lot because I do not want my bike stolen & exposed to the elements. Thank you. This is entire plan is very exciting!	Thank you for your comment on the Illinois Terminal Expansion project. We appreciate your support. Please see response to comment PUBLIC-4.	Website Comment Form	Bicycle Parking and Facilities
PUBLIC-10	6/23/21	Kathy Shannon	I'd really love to see secure, covered bike parking at the terminal. Preferably indoor parking! I'd love to be able to bike to the terminal and leave my bike there when I travel via Amtrak, which I do whenever I can. I'm super excited to see this expansion of transit facilities. MTD does a great job with what they have, but the community would be so much better off with more buses running more frequently, and later in the evening. Thanks for the great presentation!	Thank you for your comment on the Illinois Terminal Expansion Project. Please see response to comment PUBLIC-4. An increase in service hours and frequency are not included in the scope of this Project; however, an expansion of the platforms will provide capacity to accommodate future service changes.	Online Presentation Comment Form	Bicycle Parking and Facilities, Support
PUBLIC-11	6/30/21	Carolyn Crawford, Inman Place	We are really concerned about how our Residents, their guests, and employees parking situation will be once renovations start and after.	Thank you for your comment on the Illinois Terminal Expansion Project. Please see response to PUBLIC-1.	Email	Parking

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

June 29, 2021

REPLY TO THE ATTENTION OF:

Mail Code RM-19J

Elizabeth Breiseth
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration, Region 5
200 West Adams Street, Suite 320
Chicago, Illinois 60606

Re: Draft Environmental Assessment for the Illinois Terminal Expansion Project, City of Champaign, Champaign County, Illinois

Dear Ms. Breiseth:

The U.S. Environmental Protection Agency is commenting on the Draft Environmental Assessment (EA) referenced above pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Transit Administration (FTA) is the lead agency under NEPA, and the Champaign-Urbana Mass Transit District (MTD) is the project sponsor.

The proposed project includes: (1) expansion of bus platforms, (2) construction of controlled pedestrian access to bus platforms and visibility improvements, (3) interior renovation and expansion of the Illinois Terminal and waiting areas, and (4) construction of a mixed-use structure that connects to Illinois Terminal and includes bus platforms, waiting areas, expanded leasable space, residential units, and a parking deck. EPA recognizes the benefits well-planned transit facilities can have on reducing vehicle miles traveled and associated emissions. We appreciate commitments to use EPA's Construction Emission Control Checklist, plans for addressing soil and groundwater contamination, and commitments to survey for lead and asbestos prior to demolition. We recommend that the project team consider children's health and safety in traffic management plans by routing trucks away from areas where children congregate, such as schools, daycares and parks, when possible, and using crossing guards when such areas cannot be avoided.

Thank you for the opportunity to review this project. Please provide all subsequent NEPA documents electronically to Jen Blonn Tyler, the lead reviewer for this project, at tyler.jennifer@epa.gov. Ms. Tyler can be reached at 312-886-6394.

Sincerely,

Kenneth A. Westlake
Deputy Director
Office of Tribal and Multi-Media Programs

From: JotForm <noreply@jotform.com>
Sent: Wednesday, June 2, 2021 10:40 AM
To: Info@ITETheYards.com
Subject: Re: Comment Form - Cindy Johnson

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Comment Form

Name	Cindy Johnson
Email	marketing@inmanplace.com
Comment	Any new ideas on parking for Inman Place residents, visitors and employees?

You can [edit this submission](#) and [view all your submissions](#) easily.

From: JotForm <noreply@jotform.com>
Sent: Friday, June 11, 2021 9:10 AM
To: Info@ITETheYards.com
Subject: Re: Comment Form - Susan Jones

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Comment Form

Name	Susan Jones
Email	sujones@parkland.edu
Comment	Residential space! ... and this looks like plannign for there being... *more* bus transportation. YES :)

You can [edit this submission](#) and [view all your submissions](#) easily.

From: JotForm <noreply@jotform.com>
Sent: Saturday, June 12, 2021 10:08 AM
To: Info@ITETheYards.com
Subject: Re: Comment Form - Lynn Kane

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Comment Form

Name	Lynn Kane
Email	lynseykane@gmail.com
Comment	<p>As an owner of the Illinois Traction Building across the street from this project I have to say that I am concerned about parking during the construction of this project. I fully understand that any project of this scope will always be somewhat disruptive but I do hope that this is taken into consideration for the current downtown Champaign businesses and residential buildings.</p> <p>I also read about the Noise and Vibration Impact and find this to be a bit concerning as well.</p>

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From: MTD no Reply Mailer <mailer@mtd.org>
Sent: Saturday, June 12, 2021 11:06 AM
To: Jane Sullivan; Illinois Terminal Feedback
Subject: Illinois Terminal Expansion Feedback

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Illinois Terminal Expansion Feedback

Given Name

Cynthia

Family Name

Hoyle

Organization

Hoyle Consulting

Zip Code

61801

Email

cynthia@cynthiahoyale.com

Comment

Providing secure and weather-protected bike parking would further enhance the benefit of to the environment and for the many lower income people who use bikes for getting to the terminal. The terminal is a high bike theft location so many people have lost their bikes when parked there. The safety benefits to pedestrians is wonderful and lots of good information is provided. No mention, that I could find, it provided about cyclists. Bicycling is the most efficient and environmentally sustainable mode of transport and it greatly enhances the range of transit service giving many more people access to affordable, healthy, and sustainable transport. Please provide equally beneficial parking and facilities for cyclists.

Champaign-Urbana Mass Transit District
1101 E. University Avenue, Urbana, IL, 61802 US
[217.384.8188](tel:2173848188)

From: JotForm <noreply@jotform.com>
Sent: Saturday, June 12, 2021 3:48 PM
To: Info@ITETheYards.com
Subject: Re: Comment Form - Barry Isralewitz

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Comment Form

Name	Barry Isralewitz
Email	barry.isralewitz@gmail.com
Comment	Please provide many spaces of sheltered bicycle parking. Ideally with posted video surveillance to reduce the rate of bike theft/vandalism. More sheltered bike parking would help increase year-round use of the facility and surrounding businesses by bicyclists. Encouraging bicycling to the Downtown area, vs. driving, has multiple positive impacts, including environmental improvement and lowering demand for parking.

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From: MTD no Reply Mailer <mailer@mtd.org>
Sent: Sunday, June 13, 2021 3:04 PM
To: Jane Sullivan; Illinois Terminal Feedback
Subject: Illinois Terminal Expansion Feedback

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Illinois Terminal Expansion Feedback

Given Name

David

Family Name

Lafferty

Organization

University of Illinois

Zip Code

61802

Email

davidcl2@illinois.edu

Comment

As a frequent user of both Greyhound and Amtrak, I fully support the proposed extension to the Illinois Terminal. As well as ensuring a much better experience for travelers, this will also provide many downstream benefits to our community.

Champaign-Urbana Mass Transit District
1101 E. University Avenue, Urbana, IL, 61802 US
[217.384.8188](tel:2173848188)

From: MTD no Reply Mailer <mailer@mtd.org>
Sent: Monday, June 14, 2021 9:06 PM
To: Jane Sullivan; Illinois Terminal Feedback
Subject: Illinois Terminal Expansion Feedback

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Illinois Terminal Expansion Feedback

Given Name

Jake

Family Name

MacGregor

Zip Code

61821

Email

jdomacgregor@gmail.com

Comment

**Great! Please include secure bike parking protected from elements.
Even better, bike lockers for rent.**

Champaign-Urbana Mass Transit District
1101 E. University Avenue, Urbana, IL, 61802 US
[217.384.8188](tel:2173848188)

From: MTD no Reply Mailer <mailer@mtd.org>
Sent: Tuesday, June 22, 2021 2:20 PM
To: Jane Sullivan; Illinois Terminal Feedback
Subject: Illinois Terminal Expansion Feedback

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Illinois Terminal Expansion Feedback

Given Name

Lisa

Family Name

Young

Zip Code

61822

Email

lisafosyoung@gmail.com

Comment

We can't wait to see The Yards come to fruition. Thanks for all your hard work on behalf of our communities.

Champaign-Urbana Mass Transit District
1101 E. University Avenue, Urbana, IL, 61802 US
[217.384.8188](tel:2173848188)

From: MTD no Reply Mailer <mailer@mtd.org>
Sent: Tuesday, June 22, 2021 9:19 PM
To: Jane Sullivan; Illinois Terminal Feedback
Subject: Illinois Terminal Expansion Feedback

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Illinois Terminal Expansion Feedback

Given Name

Annie

Family Name

Adams

Zip Code

61801

Email

anniefadams@gmail.com

Comment

Please make sure there is secure and weather-protected parking for cyclists in the new facility. I would like to bike to the station, take the Amtrak, leave my bike overnight (or longer), then bike home upon my return. Currently I drive & use the car parking lot because I do not want my bike stolen & exposed to the elements. Thank you. This is entire plan is very exciting!

Champaign-Urbana Mass Transit District
1101 E. University Avenue, Urbana, IL, 61802 US
[217.384.8188](tel:2173848188)

From: JotForm <noreply@jotform.com>
Sent: Wednesday, June 23, 2021 1:55 PM
To: Info@ITETheYards.com
Subject: Re: Comment Form - Kathy Shannon

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Comment Form

Name	Kathy Shannon
Email	kshannon617@comcast.net
Comment	<p>I'd really love to see secure, covered bike parking at the terminal. Preferably indoor parking! I'd love to be able to bike to the terminal and leave my bike there when I travel via Amtrak, which I do whenever I can.</p> <p>I'm super excited to see this expansion of transit facilities. MTD does a great job with what they have, but the community would be so much better off with more buses running more frequently, and later in the evening. Thanks for the great presentation!</p>

You can [edit this submission](#) and [view all your submissions](#) easily.

From: manager@inmanplace.com
To: info@itetheyards.com
Subject: Terminal expansion & Inman Place Parking
Date: Wednesday, June 30, 2021 12:09:51 PM
Attachments: [image002.png](#)

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We are really concerned about how our Residents, their guests, and employees parking situation will be once renovations start and after.

Carolyn Crawford |Executive Director

Inman Place

17 E. University Ave.
Champaign, IL 61820
(217) 352-7017 Office
(217) 352-4412 Fax

www.inmanplace.com

INMAN PLACE
55+ INDEPENDENT LIVING



APPENDIX C. MITIGATION COMMITMENTS TABLE

APPENDIX C. MITIGATION COMMITMENTS TABLE

The mitigation measures and other features of the project that reduce adverse impacts, to which the Federal Transit Administration (FTA) and the Champaign-Urbana Mass Transit District (MTD) committed in the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), are summarized in the following table. Implementation of these mitigation commitments is part of the approval and issuance of this FONSI.

This summary of impacts requiring mitigation is provided in the FONSI to facilitate the monitoring of the implementation of the mitigation commitments; however, the EA provides the context and the full description of all mitigation commitments that are included in the project. MTD will establish a program for monitoring the implementation of the mitigation commitments as part of its project management oversight. FTA will oversee MTD’s program for monitoring environmental compliance through review meetings or other means specified by FTA. MTD will report on environmental compliance in the progress reports as required by FTA.

Appendix C. Mitigation Table

Resource	Impacts Requiring Mitigation	Mitigation Commitments	Responsible Agency
Transportation (TR) -Section 4.2	<i>Temporary Impacts during Construction</i> Construction would cause temporary traffic and circulation impacts to the existing parking system, buses, bicycles and pedestrians. There would be changes in bus staging, to include temporary bus platforms on Chester Street and Water Street. Market Street between Logan Street and Bailey Street would be closed during construction of the multi-use facility. Parking availability would be reduced at on-street meters and in the public parking lot west of Illinois Terminal. Parking ramp at the City-owned Logan Street and Market Street parking ramp would be relocated to the MTD East parking lot during construction. Parking spaces in the Christie Clinic lot will be relocated to a surface lot on Clark and State Streets. Passenger circulation through active construction zones present the potential for increased hazards.	TR-1. Construction Traffic Management Plan. The contractor will be required to prepare a Construction Traffic Management Plan to identify construction phasing, parking, and circulation in the Project Area. Access to Illinois Terminal and adjacent businesses will be maintained throughout construction. The contractor will work with MTD and local governments and emergency response providers to ensure safe mobility would be maintained within the Project Area, including reasonable traffic plans, safe pedestrian-friendly crossings, and accessibility to businesses. The Construction Management Plan will consider and provide for the health and safety of READY School students and their safe access to Illinois Terminal. Guide signs will direct pedestrians and bicyclists on how to access the Illinois Terminal during different construction stages. The Traffic Management Plan require that 20 feet of right-of-way width be maintained on Bailey Street during construction.	MTD, Contractor
		TR-2. Phased Construction. Construction will be phased to minimize disruption to Illinois Terminal users, parking, transit providers, bicyclists, and pedestrians. Purposefully planned construction staging would maintain ADA parking spaces during construction in the West parking lot until such time that ADA parking spaces are available in the new garage and are fully accessible. In addition, ADA parking spaces in the east lot will be available when buses are staged temporarily along Chester Street and Water Street. Additional parking will be available in nearby City parking lots and downtown area parking meters.	MTD, Contractor
		TR-3. Construction Outreach Plan. Before construction, MTD would develop a construction outreach plan to include specific techniques to communicate with neighborhoods, businesses, and the READY School before and during construction. Methods of communication about upcoming construction may include a Construction Update section on the Project website, email alerts, and/or social media posts. The contractor and MTD will communicate with affected businesses to understand their needs and concerns about parking and access. MTD and the contractor would coordinate with emergency response services, the City of Champaign, adjacent businesses, riders, and the general public to provide information about any detours, closures, or temporary parking impacts. MTD would manage construction stages with the contractor to maintain access and provide alternate access to business, residential, and community facilities with temporary access changes during construction.	MTD, Contractor
	<i>Permanent Impacts</i> Existing public parking, including City permit parking, will be relocated to the parking deck. Parking spaces in the Christie Clinic lot will be relocated to a surface lot on Clark and State Streets. Spaces will also be available in the parking deck for lease to private businesses	TR-4. Coordination with Inman Place Independent Senior Living Facility. MTD will continue to coordinate with Inman Place regarding parking during final design and construction. MTD will initiate an ongoing partnership with Inman Place Independent Senior Living Facility to provide residents and employees with education and training on transit services, mobility in the District, and how to plan a trip and ride. MTD will meet with Inman Place staff and residents and provide Inman Place with materials to explain MTD's resources and services to prospective residents. Materials will include information about MTD’s ADA Paratransit Service, which is a curb-to-curb transportation service available by reservation to persons with disabilities who are unable to use fixed route bus services.	MTD, Final Designer, Core Champaign Hockey, Contractor

Resource	Impacts Requiring Mitigation	Mitigation Commitments	Responsible Agency
		TR-5. Signal timing Recommendations. MTD will communicate with the City of Champaign about recommended traffic signal re-optimization after construction to assist with the additional and shifting traffic.	MTD, City
Land Use (LU) - Section 4.3	<p><i>Temporary Impacts during Construction</i></p> <p>The proposed Project could have some short-term impacts to existing businesses during construction, as some traffic and customers may avoid the area. No businesses or individuals would be displaced during construction because the proposed Project is primarily on property currently used for surface parking lots.</p> <p><i>Permanent Impacts</i></p> <p>The residential component of the Project is a provisionally permitted use that requires City approval.</p>	<p>LU-1. Business Outreach. MTD and the contractor would work closely with the Downtown business community to communicate with the public about construction zones, parking, and the maintenance of traffic plans to minimize the revenue impact on existing businesses.</p> <p>LU-2. City Approvals. Joint development partner would obtain City approval for the multifamily residential buildout.</p>	<p>MTD and Contractor</p> <p>Core Champaign Hockey</p>
Neighborhoods and Community Resources (COMM) - Section 4.4	<p><i>Temporary Impacts during Construction</i></p> <p>Temporary impacts to the surrounding community may include intermittent noise, vibration, dust, utility disruptions, detours, altered access to some businesses, temporary transit platforms, reduced parking availability, visual and aesthetic changes from construction, changes in emergency vehicle routing, construction vehicle emissions, and increased truck traffic.</p> <p><i>Permanent Impacts</i></p> <p>None</p>	<p>See TR-3, Construction Outreach Plan.</p> <p>COMM-1. Best Management Practices. During construction, the Project contractor would implement construction best management practices (BMP) to plan for the following:</p> <ul style="list-style-type: none"> • maintenance of access; • traffic control; • access to businesses in the construction area; • erosion and dust control; • maintenance of equipment; and • noise and vibration. <p>See TR-1, Construction Traffic Management Plan and TR-3, Construction Outreach Plan.</p>	Contractor
Land Acquisitions and Relocations - Section 4.5	<p><i>Temporary Impacts during Construction</i></p> <p>None</p> <p><i>Permanent Impacts</i></p> <p>None</p>	No mitigation is required.	N/A
Economics - Section 4.6	<p><i>Temporary Impacts during Construction</i></p> <p>There could be temporary disruptions to businesses and properties in the surrounding blocks. This could be due to road detours, temporary reduction in parking availability, sidewalk closures, intermittent noise disturbance and dust conditions; these types of disruptions could have a temporary negative revenue impact on existing businesses.</p>	See TR-1. Construction Traffic Management Plan and TR-3. Construction Outreach Plan.	

Resource	Impacts Requiring Mitigation	Mitigation Commitments	Responsible Agency
	<p><i>Permanent Impacts</i></p> <p>None</p>		
Visual Resources, Section 4.9	<p><i>Temporary Impacts during Construction</i></p> <p>Construction of the proposed Project would result in temporary impacts on the surrounding visual environment because of construction work zones and equipment. Construction would be for a limited duration.</p> <p><i>Permanent Impacts</i></p> <p>None</p>	No mitigation is required.	N/A
Cultural Resources - Section 4.8	No adverse effects.	No mitigation is required.	N/A
Environmental Justice – Section 4.9	<p><i>Temporary Impacts during Construction</i></p> <p>No EJ populations were identified in the Project Area. Other traditionally underserved populations such as elderly residing at Inman Place Independent Living and Senior Facility and those in the area experiencing homelessness could experience direct temporary impacts related to noise, vibration, dust, and air quality, as noted in Section 4.4, Neighborhood and Community Impacts.</p> <p><i>Permanent Impacts</i></p> <p>None</p>	<p>EJ-1. During the design of the proposed Project, MTD will coordinate with the City of Champaign, emergency response providers, and the directors of Inman Place, and Champaign County Continuum of Service Providers to the Homeless to discuss the proposed Project and construction.</p> <p>See TR-3, Construction Outreach Plan, COMM-1, Best Management Practices, NV-1, Noise and Vibration Specifications, AQ-1, Emissions and Dust Control Plans.</p>	MTD, Final Designer
Safety and Security (SAF) – Section 4.10	<p><i>Temporary Impacts during Construction</i></p> <p>Construction of the Build Alternative would require traffic detours, passenger boarding at temporary locations, and passenger circulation through active construction zones. The potential for hazards could be temporarily increased.</p> <p><i>Permanent Impacts Requiring Mitigation</i></p> <p>None</p>	<p>See TR-1. Construction Traffic Management Plan.</p> <p>SAF-1. Pedestrian and Cyclist Protections During Construction. Pedestrian and bicycle detours will be provided, with signage, fences, and handrails, as needed. Public use areas involving sidewalks, entrances to Illinois Terminal, and lobbies will be protected with appropriate barricades and adequate visibility. Doors, corridors, and areas to be used by the public will be kept clear and appropriate warnings, signs, and instructional safety information would be posted, as needed. The contractor will be required to maintain good housekeeping standards during construction.</p>	Contractor
Utilities (UT) – Section 4.11	<p><i>Temporary Impacts during Construction</i></p> <p>There may be temporary utility disruptions during utility relocations.</p>	UT-1. Utility Coordination. The design architect and contractor will be required to coordinate utility locations and include utilities on construction plans. Coordination with the City of Champaign and the various utility companies will be conducted to identify required utility relocation agreements.	Final Designer, Contractor

Resource	Impacts Requiring Mitigation	Mitigation Commitments	Responsible Agency
	<p><i>Permanent Impacts</i></p> <p>None</p>	UT-2. Notifications. The contractor will be required to provide affected utility customers advance notice of any planned utility disruptions.	Contractor
Water Resources, Geology, and Soils (WR) – Section 4.12	<p><i>Temporary Impacts during Construction</i></p> <p>Construction impacts would be limited to potential occurrences of sediment runoff that may further affect the water quality of Boneyard Creek, the surface receiving water.</p> <p><i>Permanent Impacts</i></p> <p>None</p>	<p>WR-1. Construction Stormwater General Permit. MTD and its contractor would obtain Construction Stormwater General Permit from the Illinois Environmental Protection Agency in compliance with the National Pollutant Discharge Elimination System and would adhere to conditions laid out in the permits to minimize impacts to water resources during construction.</p> <p>WR-2. Best Management Practices. The contractor will be required to implement Best Management Practices during construction, including preparing an erosion and sediment control plan and a stormwater management plan, installing silt and drift fences, and informing contractors of areas that must be avoided during construction, if any.</p>	<p>MTD, Contractor</p> <p>Contractor</p>
Hazardous Materials (HAZ) - Section 4.13	<p><i>Temporary Impacts during Construction</i></p> <p>Construction activities for the proposed Project could disturb/uncover existing contamination in the soil and/or groundwater inside the construction footprint, inactive wells, USTs, or other hazardous materials or wastes. Phase II investigations identified contaminants of potential concern, including SVOCs and heavy metals. Previous contamination was approved to be left in place by the Illinois EPA. Much of the proposed construction areas are paved in asphalt and concrete. The removal of these impervious surfaces for construction may result in contaminant exposure to construction workers, the general public, and the environment. Further characterization of the Project Area may be required as design progresses and locations and methods of footings are determined.</p> <p><i>Permanent Impacts</i></p> <p>Indoor air quality issues from vapor intrusion could be a concern if high enough concentrations of contaminants are found in the soil and/or groundwater onsite and left in place.</p>	<p>HAZ-1. Materials Management Plan. The engineer will be required to prepare a Materials Management Plan (MMP) for the proposed construction activity to properly address material handling and potential disposal in areas identified in exceedance of regulatory standards. The MMP will include confirmation from MTD that the 1999 construction of the Illinois Terminal did not include asbestos or lead in the building materials. The MMP would also address unforeseen contamination that is encountered during construction. The plan will include awareness training and a response plan for engineering and construction crews to properly identify signs of contamination during subsurface activity. Engineering and construction crews will be required to immediately stop work and report the apparent contamination to their supervisor, who would take immediate and appropriate action to protect worker and public safety.</p> <p>HAZ-2. Unforeseen Hazardous Materials. If encountered during design and construction, inactive wells, USTs, or other hazardous materials or wastes will be properly closed and removed in accordance with state and local requirements. Inactive water wells will be closed so as to not provide a conduit for possible groundwater contamination. If a UST is encountered, it will be removed in accordance with applicable regulatory requirements, and confirmation soil sampling would be conducted to determine if a release had occurred. If hazardous materials or wastes are encountered, the appropriate state regulatory agency will be contacted.</p> <p>HAZ-3. Health and Safety Plan. The contractor will be required to prepare a Health and Safety Plan. A copy of the Phase II ESA will be provided to the Contractor for review to determine if additional worker safety considerations relating to exposure to contaminated soils needs to be addressed in the Health and Safety Plan.</p> <p>HAZ-4. Illinois EPA Voluntary Clean-Up. Prior to construction, MTD will coordinate with Illinois EPA and enroll in the voluntary clean-up program to address areas of known contamination and request to eliminate the Migration to Groundwater Pathway using pavement as an engineering control.</p> <p>HAZ-5. Materials Storage. Illinois Terminal will continue to operate under a health and safety program that will include provisions for the safe handling, storing, and disposal of regulated materials. Any additional storage and generation of regulated wastes including oils, greases, solvents, and other waste materials will be disposed of in accordance with state and local guidelines.</p>	<p>Final Designer/Engineer</p> <p>Contractor</p> <p>Contractor</p> <p>MTD/Core</p> <p>MTD</p>
Noise and Vibration (NV) – Section 4.14	<p><i>Temporary Impacts during Construction</i></p> <p>Construction noise levels are projected to be just below the FTA's recommended construction noise criterion, but could increase if there are significant changes to the construction</p>	NV-1. Noise and Vibration Specifications. MTD will include noise and vibration performance specifications in construction contract documents that are consistent with City of Champaign ordinances.	<p>MTD, Designer, Contractor</p> <p>Contractor</p>

Resource	Impacts Requiring Mitigation	Mitigation Commitments	Responsible Agency
	<p>equipment roster, if noise sources are operated for prolonged periods close to receptor buildings, or if construction activities occur during nighttime hours.</p> <p>If impact pile drivers or sonic pile drivers are operated at their upper ranges, potential construction vibration levels could approach or exceed FTA construction vibration criteria posing a risk of damage to non-engineered timber and masonry buildings. In their upper ranges, impact and sonic pile drivers could also approach or exceed the vibration tolerances for diagnostic imaging equipment at the radiology clinic.</p> <p><i>Permanent Impacts</i></p> <p>None.</p>	<p>NV-2. Noise and Vibration Management Plan. Construction contractors will be required to develop a construction noise and vibration management plan. This may be a singular plan or it may be included in a larger environmental management plan for the construction project. At a minimum, the plan would include the following:</p> <ul style="list-style-type: none"> ○ Identification of the proposed Project’s noise control objectives and potential components; ○ Summary of noise and vibration-related criteria and local ordinances for construction contractors to abide by; ○ Requirement of a pre-construction survey to identify receptors potentially affected by construction noise and vibration and documentation of the pre-construction conditions of particularly susceptible receptors. This would include, at a minimum, the radiology clinic, the READY Program school, and the Inman Place; ○ List of potential mitigation measures, a plan to implement mitigation, and an approach for deciding the appropriateness of mitigation by construction activity and receptor; ○ Identification of methods to minimize noise impacts on adjacent noise-sensitive stakeholders while maintaining construction progress, which may include requirement of construction methods and techniques that decrease the amount of vibration experienced at sensitive receptor sites; ○ Plans for coordination with affected project stakeholders to minimize intrusive construction effects; and ○ Process to handle and resolve any noise or vibration-related complaints. <p>NV-3. Coordination with Christie Clinic Radiology. MTD will consult with the radiology clinic to understand its needs and concerns as it relates to vibration and determine if a detailed construction vibration assessment is warranted. Alternatively, MTD would require that the contractor use construction methods and techniques that decrease the amount of vibration experienced at sensitive receptor sites.</p>	MTD, Final Designer
Air Quality (AQ) – Section 4.19	<p><i>Temporary Impacts during Construction</i></p> <p>There could be temporary impacts on air quality during construction, primarily due to fugitive dust and emissions from diesel construction equipment and trucks. Construction and earthmoving activities could result in localized increases in pollutant concentrations that would persist for the duration of the construction activities near the Inman Place Independent Living and Senior Facility, which is adjacent to the Project Area.</p> <p><i>Permanent Impacts</i></p> <p>None</p>	<p>AQ-1. Construction Emissions Control Checklist. The contractor will be required to follow U.S. EPA’s Construction Emissions Control Checklist.</p> <p>AQ-2. Emissions and Dust Control plans. The contractor will be required to prepare and implement a dust control plan, a work-zone traffic management plan, and a strategy to control emissions from diesel-powered equipment and limit dust-producing construction activities near the Inman Building.</p>	<p>Contractor</p> <p>Contractor</p>
Threatened and Endangered Species - Section 4.16	None	No mitigation is required.	N/A

Resource	Impacts Requiring Mitigation	Mitigation Commitments	Responsible Agency
Section 4(f) – Section 5.0	None	No mitigation is required.	N/a