



DATE: Monday, June 02, 2025
TIME: 7:00 PM
PLACE: 400 South Vine Street, Urbana, IL 61801

AGENDA

- A. Call to Order and Roll Call
- B. Approval of Minutes of Previous Meeting
 - 1. 05-27-2025 Special City Council Meeting Minutes
- C. Additions to the Agenda
- D. Presentation and Public Input
 - 1. Mayoral Proclamation – National Gun Violence Awareness Day
- E. Closed Session per 5 ILCS 120/2(c)(1) – Personnel; 5 ILCS 120/2(c)(2) – Collective Bargaining Negotiations; 5 ILCS 120/2(c)(11) – Pending Litigation
- F. Council Input and Communications
- G. Reports of Officers
 - 1. FY26 Budget Presentation
- H. Reports of Standing Committees
- I. Committee of the Whole (*Council Member Grace Wilken, Ward 6*)
 - 1. Consent Agenda
 - a. **Ordinance No. 2025-05-016:** An Ordinance Amending Schedule J of Section 23-183 of the Urbana Local Traffic Code Prohibiting Parking at All Times on Certain Streets (Harding Drive at Steer Place, 1202 East Harding Drive) – PW
 - b. **Resolution No. 2025-05-028R:** A Resolution Approving an Intergovernmental Agreement for Participation in the Illinois Public Works Mutual Aid Network (IPWMAN) – PW
 - 2. Regular Agenda
 - a. **Resolution No. 2025-05-034R:** A Resolution Approving the Capital Improvement Plan (Fiscal Years 2026-2030) – PW

All City meetings are broadcast on Urbana Public Television and live-streamed on the web. Details on how to watch are found on the UPTV webpage located at <https://www.urbanail.gov/executive-department/page/urbana-public-television>.

- b. **Resolution No. 2025-05-029R:** A Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Florida Avenue, Wright Street to Hillcrest Street) – PW
- c. **Resolution No. 2025-05-030R:** A Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Florida Avenue Shared-Use Path) – PW
- d. **Resolution No. 2025-05-031R:** A Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Bakers Lane Shared-Use Path) – PW
- e. **Resolution No. 2025-05-032R:** A Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Colorado Avenue Resurfacing) – PW
- f. **Resolution No. 2025-05-033R:** A Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Vine Street and Illinois Street Improvements) – PW
- g. **Resolution No. 2025-05-035R:** A Resolution Authorizing an Interfund Loan from the General Operating Fund to the Central Tax Increment Financing District Fund – HRF
- h. **Ordinance No. 2025-05-017:** An Ordinance Revising the Annual Budget Ordinance (Budget Amendment #9 – Presence Settlement, Hotel Royer Incentive) – HRF

J. Reports of Special Committees

K. Discussion

- 1. **Council Rules and Meeting Procedures – CM's Wilken and Quisenberry**

L. Adjournment

PUBLIC INPUT

The City of Urbana welcomes Public Input during open meetings of the City Council, the City Council's Committee of the Whole, City Boards and Commissions, and other City-sponsored meetings. Our goal is to foster respect for the meeting process, and respect for all people participating as members of the public body, city staff, and the general public. The City is required to conduct all business during public meetings. The presiding officer is responsible for conducting those meetings in an orderly and efficient manner. Public Input will be taken in the following ways:

Email Input

Public comments must be received prior to the closing of the meeting record (at the time of adjournment unless otherwise noted) at the following: citycouncil@urbanail.gov. The subject line of the email must include the words "PUBLIC INPUT" and the meeting date. Your email will be sent to all City Council members, the Mayor, City Administrator, and City Clerk. Emailed public comments labeled as such will be incorporated into the public meeting record, with personal identifying information redacted. Copies of emails will be posted after the meeting minutes have been approved.

Written Input

Any member of the public may submit their comments addressed to the members of the public body in writing. If a person wishes their written comments to be included in the record of Public Input for the meeting, the writing should so state. Written comments must be received prior to the closing of the meeting record (at the time of adjournment unless otherwise noted).

Verbal Input

Protocol for Public Input is one of respect for the process of addressing the business of the City. Obscene or profane language, or other conduct that threatens to impede the orderly progress of the business conducted at the meeting is unacceptable.

Public comment shall be limited to no more than five (5) minutes per person. The Public Input portion of the meeting shall total no more than two (2) hours, unless otherwise shortened or extended by majority vote of the public body members present. The presiding officer or the city clerk or their designee, shall monitor each speaker's use of time and shall notify the speaker when the allotted time has expired. A person may participate and provide Public Input once during a meeting and may not cede time to another person, or split their time if Public Input is held at two (2) or more different times during a meeting. The presiding officer may give priority to those persons who indicate they wish to speak on an agenda item upon which a vote will be taken.

The presiding officer or public body members shall not enter into a dialogue with citizens. Questions from the public body members shall be for clarification purposes only. Public Input shall not be used as a time for problem solving or reacting to comments made but, rather, for hearing citizens for informational purposes only.

In order to maintain the efficient and orderly conduct and progress of the public meeting, the presiding officer of the meeting shall have the authority to raise a point of order and provide a verbal warning to a speaker who engages in the conduct or behavior proscribed under "Verbal Input". Any member of the public body participating in the meeting may also raise a point of order with the presiding officer and request that they provide a verbal warning to a speaker. If the speaker refuses to cease such conduct or

behavior after being warned by the presiding officer, the presiding officer shall have the authority to mute the speaker's microphone and/or video presence at the meeting. The presiding officer will inform the speaker that they may send the remainder of their remarks via e-mail to the public body for inclusion in the meeting record.

Accommodation

If an accommodation is needed to participate in a City meeting, please contact the City Clerk's Office at least 48 hours in advance so that special arrangements can be made using one of the following methods:

- Phone: 217.384.2366
- Email: CityClerk@urbanail.gov



City of Urbana
 400 S Vine Street, Urbana, IL 61801
www.urbanailinois.us

MEMORANDUM TO THE MAYOR AND CITY COUNCIL

Meeting: May 19, 2025 Committee of the Whole
Subject: An Ordinance Amending Schedule J of Section 23-183 of the Urbana Local Traffic Code Prohibiting Parking at All Times on Certain Streets (Harding Drive at Steer Place, 1202 E. Harding Drive)

Summary

Action Requested

City Council is being asked to pass the attached ordinance that would prohibit on-street parking on the north side of the street for Harding Drive at Steer Place, 1202 E. Harding Drive.

Commission Recommendation

During its March 4, 2025 meeting, the Traffic Commission unanimously voted to recommend the prohibition of on-street parking on Harding Drive as proposed in the attached ordinance. The unapproved minutes from this meeting are attached, along with a location map for illustration.

Relationship to City Services and Priorities

Impact on Core Services

Section 23-155 of the Urbana Local Traffic Code authorizes the City Engineer to prohibit on-street parking on one side of a narrow street (between 20 feet and 30 feet wide) when such parking would interfere with traffic or create a hazardous situation. Harding Drive is 30 feet wide at this location. As described in the unapproved minutes from Traffic Commission, the recommended prohibition of on-street parking is intended to provide adequate space for the Fire Department to serve Steer Place with a ladder truck.

Strategic Goals & Plans N/A

Previous Council Actions N/A

Discussion

Additional Background Information

Signs indicating “no parking between signs” were installed in front of Steer Place as a temporary regulation in late February 2025. A temporary “no parking” regulation is allowed for up to 90 days by Section 23-22 of the Urbana Local Traffic Code, giving until late May 2025 to codify the regulation with an ordinance. For reference, see the attached email correspondence between the

Engineering Division and the Police Department and a report of the sign installation task from the Public Works enterprise asset management system.

Recommendation

City Council is asked to pass the attached ordinance that would prohibit on-street parking on the north side of the street for Harding Drive at Steer Place, 1202 E. Harding Drive.

Next Steps

If the attached ordinance is passed, Staff will update Schedule J of Section 23-183 accordingly. If the attached ordinance is not passed, Staff will remove the “no parking” signs in late May 2025 once the temporary regulation has lapsed.

Attachments

1. Ordinance No. 2025-05-___: An Ordinance Amending Schedule J of Section 23-183 of the Urbana Local Traffic Code Prohibiting Parking at All Times on Certain Streets (Harding Drive at Steer Place, 1202 E. Harding Drive).
2. Unapproved Minutes of the March 4, 2025 Meeting of the Traffic Commission.
3. “Temporary No Parking in front of Steer Place”, emails between John Zeman and Dave Smysor, February 14, 2025, with Location Map.
4. Report of Request and Task for No Parking on Harding Drive at Steer Place.

Originated by: John C. Zeman, City Engineer

Reviewed: Tim Cowan, Public Works Director

William Kolschowsky, Senior Management Analyst / Assistant to City Administrator

Approved: Elizabeth Hannan, Interim City Administrator

ORDINANCE NO. 2025-05-

**AN ORDINANCE AMENDING SCHEDULE J OF SECTION 23-183 OF
THE URBANA LOCAL TRAFFIC CODE PROHIBITING PARKING
AT ALL TIMES ON CERTAIN STREETS
(HARDING DRIVE AT STEER PLACE, 1202 E. HARDING DRIVE)**

WHEREAS, the City of Urbana (“Urbana”) is an Illinois home rule unit of local government pursuant to Section 6 of Article VII of the Illinois Constitution of 1970 and the statutes of the State of Illinois; and

WHEREAS, the City of Urbana has adopted a local traffic code which is set forth in its ordinances as Section 23.1 et seq.; and

WHEREAS, the City of Urbana, pursuant to the aforesaid traffic code, has the authority to regulate parking on its streets and in its parking lots; and

WHEREAS, the City of Urbana restricts parking on streets to provide public safety and access;

NOW, THEREFORE, BE IT ORDAINED by the City Council, of the City of Urbana, Illinois, as follows:

Section 1. Schedule J of Section 23-183, entitled "Parking Prohibited at All Times on Certain Streets" of Article XIV of the Urbana Local Traffic Code, shall be and is hereby amended by ADDING to that schedule the following portions of streets where no person shall be permitted to park a vehicle at any time:

<u>Parking Prohibited at All Times</u>	<u>Between</u>	<u>And</u>	<u>Side of Street</u>
Harding Drive	200 feet east of Cottage Grove Avenue	400 feet east of Cottage Grove Avenue	North Side

Section 2. All ordinances, resolutions, motions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed.

Section 3. This Ordinance shall not be construed to affect any suit or proceeding pending in any court, or any rights acquired, or a liability incurred, or any cause or causes of action acquired or existing prior to the effective date of this Ordinance; nor shall any right or remedy of any character be lost, impaired, or affected by this Ordinance.

Section 4. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code.

This Ordinance is hereby passed by the affirmative vote, the “ayes” and “nays” being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2025.

AYES:

NAYS:

ABSTENTIONS:

Darcy E. Sandefur, City Clerk

APPROVED BY THE MAYOR this ____ day of _____, 2025.

DeShawn B. Williams, Mayor



CITY OF URBANA TRAFFIC COMMISSION

DATE: March 4, 2025
TIME: 12:35 PM
PLACE: 706 South Glover Avenue, Urbana, IL 61802

UNAPPROVED MINUTES

Members Present: Dave Smysor, John Zeman

Members Absent: Chaundra Bishop

Others Present: Alexis Moore

A. Call to Order and Roll Call

John Zeman called the meeting to order at 12:35 pm. Roll call was taken. A Quorum of Members was present.

B. Approval of Minutes of Previous Meeting

1. December 2024 Meeting Minutes

Dave Smysor motioned to approve the minutes, John Zeman seconded. Motion approved with a unanimous vote.

C. Public Input

None

D. Unfinished Business

None

E. New Business

1. No Parking on Harding Drive at Steer Place

Chief Dade of the Urbana Fire Department raised a concern regarding the on-street parking in front of Steer Place (1202 E Harding Dr), a multi-story apartment building. He originally requested temporary no parking signs to be placed while there is construction taking place. This allows the Fire Department the ability to use their equipment and apparatus on-site. In February 2025, John Zeman, as City Engineer, obtained concurrence from the Police Chief's designee, Dave Smysor, to install temporary no parking signs as requested. After discussing the request further with Chief Dade, John Zeman determined that permanent no parking in front of Steer Place would be more appropriate than a temporary regulation. The Fire Department's ladder trucks have difficulty driving on the Steer Place access drive without scraping their undercarriage. A ladder truck needs to extend their outriggers in order to reach the upper floors of the six-story apartment building, and there is not sufficient room on Harding Drive if on-street parking is allowed on both sides of the street. John will propose to City Council to have a "No Parking" sign from the East end of the parkway to the West end, installed permanently. Dave Smysor motioned to support "No Parking" signage in front of Steer place on E Harding Dr. (north side of the street), permanently. John seconded. Motion approved with unanimous vote.

F. Adjournment

The meeting adjourned at 12:41 p.m.

John Zeman

From: Dave Smysor
Sent: Friday, February 14, 2025 2:58 PM
To: John Zeman
Cc: Demond Dade
Subject: RE: Temporary No Parking in front of Steer Place

I have no concerns and I agree with your recommendation.

Dave Smysor
Deputy Chief of Operations

Police Department | City of Urbana
400 S Vine St | Urbana, Illinois 61801
Office: 217.384.2320



Committed to the Ten Shared Principles

*Working Together to Build Trust, Improve Relationships, and
Keep Communities Safe*

From: John Zeman
Sent: Friday, February 14, 2025 2:51 PM
To: Dave Smysor
Cc: Demond Dade
Subject: Temporary No Parking in front of Steer Place

Dave,

Good afternoon. I have a request from Chief Dade to temporarily remove on-street parking for the north side of Harding Drive, in front of Steer Place (1202 E. Harding) while Steer Place has some construction underway. The Fire Department needs that space for access. A permanent parking restriction like this would require an ordinance passed by City Council. By Section 23-22 of City Code, the Chief of Police and the City Engineer can agree to implement temporary or experimental traffic regulations for a period of up to 90 days. Since you are the Police representative on Traffic Commission, I'm bringing this to you for approval.

I recommend installing No Parking signs to indicate that there is no parking for the short segment in front of Steer Place, as illustrated below. We would put it in place for 90 days, until mid-May, and we will ensure that the signs are removed by that point. Do you have any concerns or objections with this temporary No Parking regulation?



Let me know if you have any questions.

Thanks,

John C. Zeman, PE, SE
City Engineer

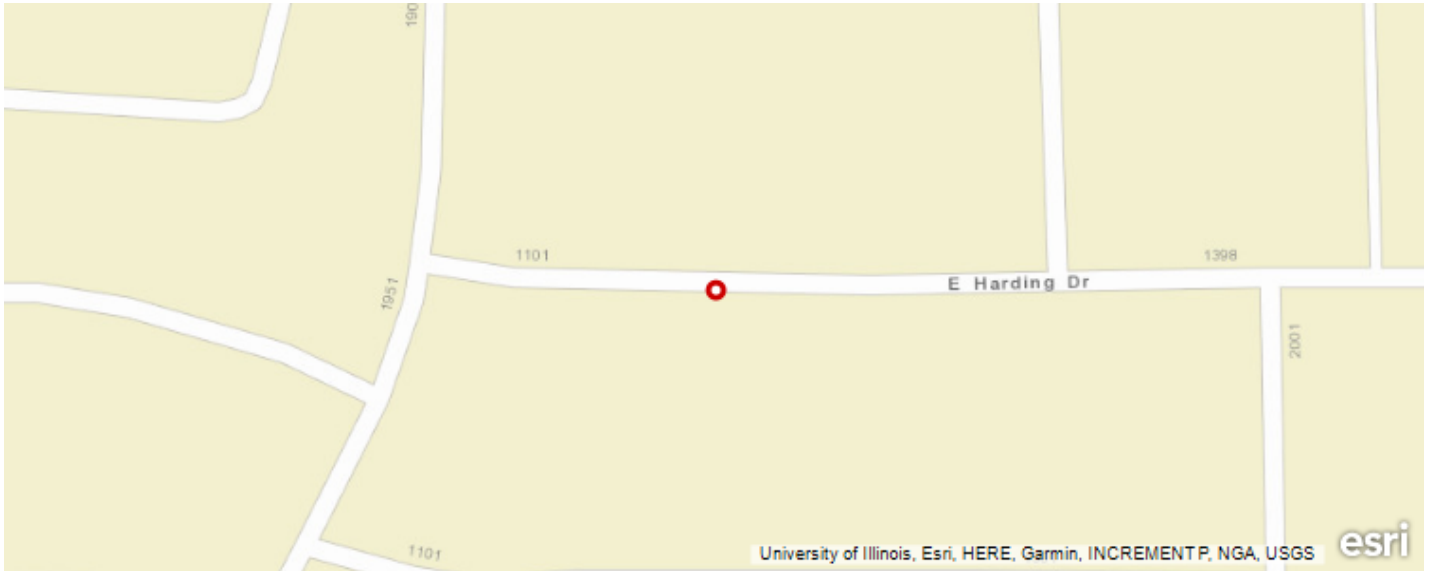
Public Works Department | City of Urbana
706 Glover Ave | Urbana, Illinois 61802
217.384.2390



Under the Illinois Freedom of Information Act (FOIA), any written communication to or from City of Urbana employees, officials or board and commission members regarding City of Urbana business is a public record and may be subject to public disclosure.

Request Detail

Request ID	Issue	Location	Status	Owner	Department
671	Traffic Concern	1154	Open	John Zeman	PW-Engineering
Description	Fire Chief identified Harding Drive in front of Steer Place as having inadequate clearance for emergency vehicles in front of Steer Place				



Requester Information

Name	Phone	Observed	Notes
Demond Dade	217-384-2421	1/31/2025	

Task Information

Task ID	Activity	Asset	Priority	Status	Total Cost
5054	Sign replacement	Non-Asset	Medium	Completed	\$320.24
5055	Sign replacement	Non-Asset	Medium	Canceled	\$0.00

Task Summary

Item a.

Task ID	Activity	Asset
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5054	Sign replacement	Non-Asset
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Status	Completed	Start Date	2/18/2025
Priority	Medium	Stop Date	2/26/2025

Notes

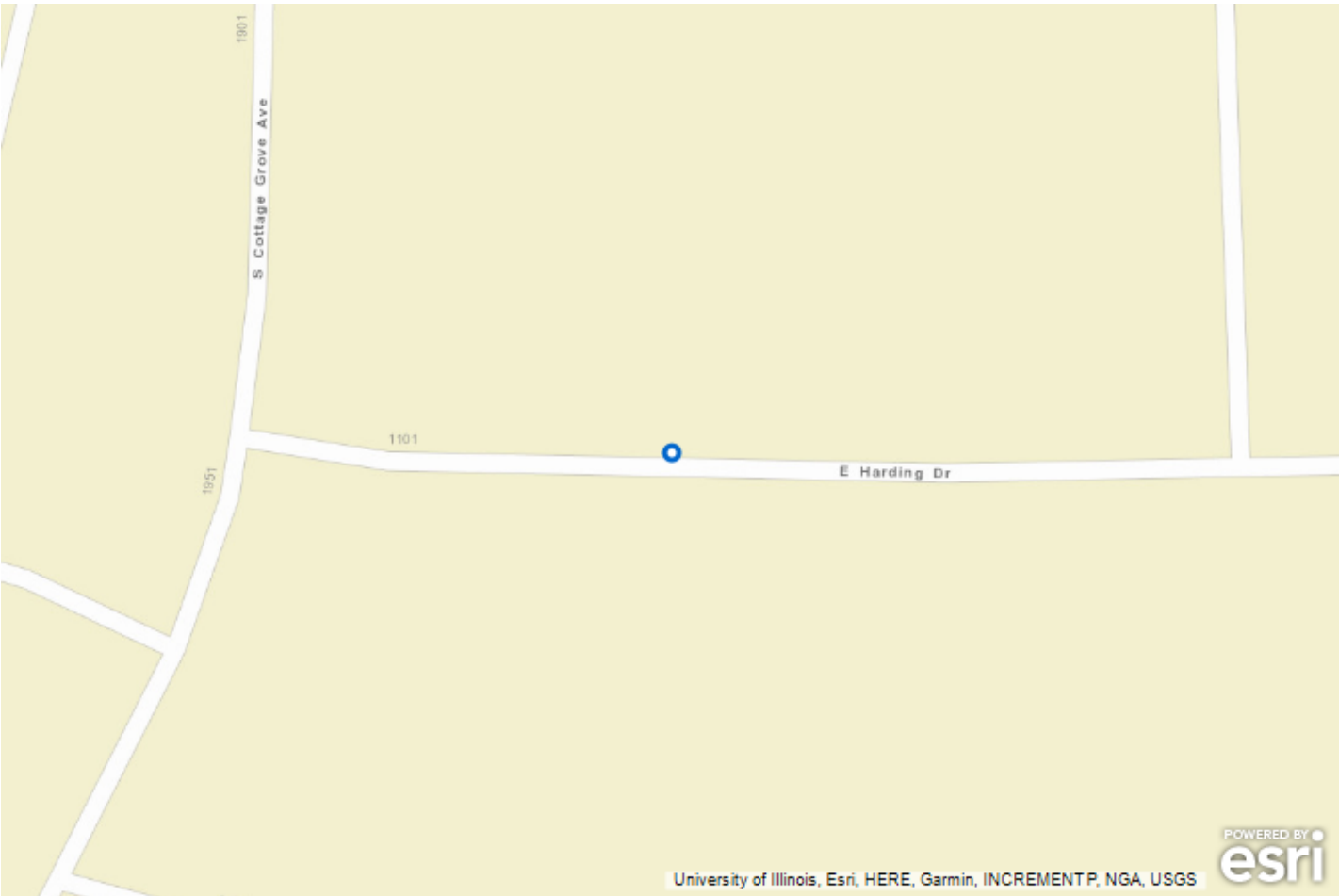
X250490263-00X requested, due 24 February 2025. 1202 Harding. Install two No Parking Between Signs signs with arrows.

Area posted No Parking 24 February 2025 until further notice.

Installed 2" Telespar post and NPBS with left arrow 25 February 2025.

Installed second 2" Telespar post, set in post mix, and No Parking Between Signs with right arrow 26 February 2025.

Post on west end of section set in post mix after hole hydroexcavated due to buried electric line within 18 inches of work site.





City of Urbana
400 S. Vine Street, Urbana, IL 61801
www.urbanailinois.us

MEMORANDUM TO THE MAYOR AND CITY COUNCIL

Meeting: May 19, 2025 – Committee of the Whole
Subject: **An Resolution Approving an Intergovernmental Agreement for Participation in the Illinois Public Works Mutual Aid Network (IPWMAN)**

Summary

Action Requested

City Council is being asked to approve a resolution authorizing an intergovernmental agreement for participation in the Illinois Public Works Mutual Aid Network. (IPWMAN)

Brief Background

IPWMAN consists of over 400 members and is one of the only agencies of its kind in the United States. The City of Urbana Department of Public Works was one of three original member agencies when IPWMAN was founded in 2009.

At its August 8, 2024, meeting, the Board of Directors of the Illinois Public Works Mutual Aid Network. Inc. voted to approve a revised intergovernmental agreement which will require all members desiring to continue in IPWMAN to approve. On October 23, 2024, the members approved the amendment of the agreement and by-laws.

General agency information:

- Any government/public agency that provides functions of public works can be a member.
- The membership sets priorities and controls the organization through the Board of Directors, elected from and by member agencies.
- IPWMAN maintains an up-to-date and readily accessible listing of available statewide resources.
- IPWMAN partners with IEMA-OHS and other statewide mutual aid organizations as well as some non-governmental organizations.
- Comprehensive, public works driven and led training is made available to its members at no cost during the annual conference.
- Because of the defined operations plan, IPWMAN can expedite the coordination and arrival of mutual aid.
- Member agencies have access to assets from all over Illinois.
- There is no charge to the requesting member agency for the first five days of the response.
- By standardizing operating procedures, disaster response is safer and more efficient.

- Member agencies have quick and direct access to assets through an IPWMAN Duty Officer.

Relationship to City Services and Priorities

Impact on Core Services

There is no change to the day-to day operations and emergency response mutual aid program. Significant changes from the current agreement are:

1. Clarification that mutual aid is not just for emergencies. Currently members assist each other with provision of equipment and personnel on a day-to-day basis and the new agreement expressly provides authority for this common practice.
2. The current by-laws provide for governance of IPWMAN by a not-for-profit corporate entity rather than by a board of members without a separate corporation. The Illinois Intergovernmental Corporation Act does not require the formation of a not-for-profit corporation to be the governing body. Revising the IPWMAN's agreement and by-laws to eliminate the corporate entity streamlines the organization and eliminates issues related to asset ownership, liability and tort immunity. All assets of the IPWMAN will be held in the intergovernmental agency's name going forward.
3. The new agreement provides a revised process for any future amendment. Any member may propose an amendment to the board of directors. If the board approves it, the proposed amendment will be sent to the entire membership 45 days before a general meeting. If at least 60% of the members present approve the amendment, a new intergovernmental agreement will be submitted to all members for the governing boards to approve by resolution.

Previous Council Actions

[Ordinance 2008-11-131: An Ordinance Approving and Authorizing The Execution Of A Mutual Aid Agreement With The Illinois Public Works Mutual Aid Network \(IPWMAN\)](#)

Discussion

The system is designed to facilitate all levels of mutual aid from day-to-day non-emergency sharing of resources to major incidents and disasters requiring significant deployment of resources. Following a disaster members may volunteer to provide staff and equipment to render services for mutual aid to other member agencies. There is no obligation to provide assistance. The annual membership fee is \$250.

Being a member of IPWMAN provides peace of mind knowing the community has access to mutual aid during times of need when local resources are overwhelmed.

Recommendation

City staff recommends approval of a resolution authorizing an intergovernmental agreement for participation in the Illinois Public Works Mutual Aid Network (IPWMAN)

Attachments

1. IPWMAN Mutual Aid Agreement-FINAL-2024-10-16
2. Memo-Revised Intergovernmental Agreement for Illinois Public Works Mutual Aid Network 2024-10-14

Originated by: Tim Cowan, Public Works Director
Vince Gustafson, Deputy Director for Operations

Reviewed: Matthew Roeschley, City Attorney

Approved: Elizabeth Hannan, Interim City Administrator & HRF Director/CFO

RESOLUTION NO. _____**RESOLUTION APPROVING AND INTERGOVERNMENTAL AGREEMENT FOR PARTICIPATION IN THE ILLINOIS PUBLIC WORKS MUTUAL AID NETWORK (IPWMAN)**

WHEREAS, the Illinois Public Works Mutual Aid Network (IPWMAN) was organized beginning in 2009 to coordinate mutual aid. The system is designed to facilitate all levels of mutual aid from day-to-day non-emergent sharing of resources to major incidents and disasters requiring significant deployment of resources; and

WHEREAS, since the last revision of the master IPWMAN intergovernmental agreement IPWMAN has grown exponentially to its current composition of over 400 Illinois member agencies; and

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, authorizes units of local government to contract or otherwise associate among themselves, with the State, with other States and their units of local government, and with the United States to obtain and share services and to exercise, combine, or transfer any power or function in any manner not prohibited by law or ordinance; and to further contract or otherwise associate with individuals, associations, and corporations in any manner not prohibited by law or ordinance; and

WHEREAS, the “Intergovernmental Cooperation Act”, 5 ILCS 220/1 et seq., provides that any power or powers, privileges, or authority exercised or which may be exercised by a unit of local government may be exercised and enjoyed jointly with any other unit of local government including units of local government from another state; and

WHEREAS, Section 5 of the “Intergovernmental Cooperation Act”, 5 ILCS 220/5, provides that any one or more public agencies may contract with any one or more public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the contract is authorized by law to perform, provided that such contract shall be authorized by the governing body of each party to the contract; and

WHEREAS, the City Council have determined that it is in the best interests of the City of Urbana and its residents to enter into the Illinois Public Works Mutual Aid Network Agreement to secure to each the benefits of public works mutual aid and assistance.

NOW, THEREFORE, BE IT RESOLVED by the City Council, of the City of Urbana, Illinois, as follows:

Section 1. That the recitals set forth above are incorporated here by reference.

Section 2. That the Illinois Public Works Mutual Aid Network Agreement is hereby approved, and the Mayor be and are hereby authorized and directed to execute, and the Clerk be and is hereby authorized to attest to said execution, the Illinois Public Works Mutual Aid Network Agreement, a copy of which is attached hereto as Exhibit A and made a part hereof.

Section 3. All prior ordinances, resolutions or motions, or parts of ordinances, resolutions, or motions in conflict with any of the provisions of this Resolution shall be, and the same are hereby repealed to the extent of the conflict.

Section 4. This Resolution and every provision thereof shall be considered severable. If any section, paragraph, clause, or provision of this Resolution is declared by a court of law to be invalid or unconstitutional, the invalidity or unconstitutionality thereof shall not affect the validity of any other provisions of this Resolution.

Section 5. This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

PASSED BY THE CITY COUNCIL this _____ day of _____, 2025.

AYES:

NAYS:

ABSTENTIONS:

Darcy E. Sandefur, City Clerk

APPROVED BY THE MAYOR this _____ day of _____, 2025.

DeShawn B. Williams, Mayor

1804 North Naper Boulevard, Suite 350, Naperville, IL 60563
Phone 630.682.0085 ♦ Fax 630.682.0788 ♦ www.ottosenlaw.com

To: All Illinois Public Works Mutual Aid Network Member Agencies

From: Mark Doerfler, Executive Director and Karl Ottosen, Attorney

Date: October 24, 2024

Re: Revised Intergovernmental Agreement for Illinois Public Works Mutual Aid Network

At its August 8, 2024, meeting, the Board of Directors of the Illinois Public Works Mutual Aid Network, Inc. voted to approve a revised intergovernmental agreement which will require all members desiring to continue in IPWMAN to approve. On October 23, 2024, the members approved the amendment of the agreement and by-laws.

There is no intent to change the day-to day and emergency response mutual aid program. There are a few issues which the IPWMAN Board believes should be revised through the approval of the new agreement. Significant changes from the current agreement are:

1. Clarification that mutual aid is not just for emergencies. Currently members assist each other with provision of equipment and personnel on a day-to-day basis and the new agreement expressly provides authority for this common practice.
2. The current by-laws provide for governance of IPWMAN by a not-for-profit corporate entity rather than by a board of members without a separate corporation. The Illinois Intergovernmental Corporation Act does not require the formation of a not-for-profit corporation to be the governing body. Revising the IPWMAN's agreement and by-laws to eliminate the corporate entity streamlines the organization and eliminates issues related to asset ownership, liability and tort immunity. All assets of the IPWMAN will be held in the intergovernmental agency's name going forward.
3. The new agreement provides a revised process for any future amendment. Any member may propose an amendment to the board of directors. If the board approves it, the proposed amendment will be sent to the entire membership 45 days before a general meeting. If at least 60% of the members present approve the amendment, a new intergovernmental agreement will be submitted to all members for the governing boards to approve by resolution.

Enclosed are the proposed new intergovernmental agreement, by-laws and draft resolution and ordinance authorizing the agreement. Either a resolution or ordinance may be used to authorize the agreement, with each member to modify for its own use. However, no changes may be made to the intergovernmental agreement and by-laws. If there are any questions regarding the revised agreement, please contact Mr. Doerfler.

An Intergovernmental Agreement Providing for Membership in the Illinois Public Works Mutual Aid Network Agreement

This Intergovernmental Public Works Agreement (hereinafter "Agreement") is entered into by and among _____ ("Participating Agency") and the other participating public agencies that have also executed this Agreement (collectively, the "Parties" and individually a "Party").

WHEREAS, by executing this Agreement, Participating Agency has manifested its intent to participate in the program for mutual aid and assistance, hereinafter entitled the "Illinois Public Works Mutual Aid Network (IPWMAN)"; and

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10 and the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., (hereinafter "Act") authorize units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance; and

WHEREAS, the Act provides that any one or more public agencies may contract with any one or more other public agencies to set forth fully the purposes, powers, rights, objectives and responsibilities of the contracting Parties; and

WHEREAS, the Act provides that any power or powers, privileges or authority exercised or which may be exercised by a unit of local government may be exercised and enjoyed jointly with any other unit of local government including a unit of local government from another state; and

WHEREAS, the Parties may voluntarily agree to participate in mutual aid and assistance activities conducted pursuant to IPWMAN and the Interstate Emergency Management Assistance Compact (EMAC); and

WHEREAS, the Parties eligible to voluntarily participate in IPWMAN include, without limitation: municipalities, township road districts, unit road districts, county highway departments, public water agencies and public wastewater agencies or any other public agency, as defined by the Act, that performs a public works function; and

WHEREAS, the Parties are units of local government as defined by the Constitution of the State of Illinois and public agencies as defined by the Act; and

WHEREAS, the Parties recognize that they are vulnerable to a variety of potential natural and man-made disasters; and

WHEREAS, the Parties wish to provide mutual aid and assistance to one another during times of disaster or public works emergencies; and

WHEREAS, the Parties may also provide mutual aid and assistance to one another on a day-to-day basis during non-emergencies pursuant to this Agreement; and

NOW, THEREFORE, the Parties agree as follows:

SECTION I: PURPOSE

Item b.

IPWMAN is hereby established to provide a method whereby a Party in need of mutual aid assistance may request aid and assistance from the other Parties in the form of personnel, equipment, materials or other associated services as necessary. The purpose of this Agreement is to formally document such a program.

SECTION II: DEFINITIONS

The following definitions will apply to the terms appearing in this Agreement.

A. *"AGENCY"* means any municipality, township road district, unit road district, county highway departments, publicly-owned water organization and publicly-owned wastewater organization or any other public agency that performs a public works function that has entered into and abides by the provisions as found in this Agreement.

B. *"AID AND ASSISTANCE"* includes, but is not limited to, personnel, equipment, facilities, services, materials and supplies and any other resources needed to provide mutual aid response during disasters and non-emergency situations, including training exercises to prepare for situations requiring mutual aid and assistance.

C. *"AUTHORIZED REPRESENTATIVE"* means a Party's employee who has been authorized, in writing by that Party, to request, offer, or provide aid and assistance pursuant to this Agreement. Each Party's initial authorized representative, and the representative's title, is to be listed on the contact list maintained by IPWMAN. If the title of the authorized representative as listed by name on the contact list has changed, such change shall have no effect on the authority of the authorized representative and the named person shall continue to be the authorized representative until a different person is named as the authorized representative in writing by the Party. In the event that the person who is listed as authorized representative is no longer employed by the Party, the successor in the office formerly held by the authorized representative shall automatically become the authorized representative unless the Party indicates otherwise in writing. Each Party's authorized representative shall be responsible to designate someone to supervise that Party's employees who are engaged in the receipt or furnishing of aid and assistance, including, but not limited to, opening of public ways; removal of debris; building of protective barriers; management of physical damage to structures and terrain; transportation of persons, supplies, and equipment; and repair and operation of municipal utilities.

D. *"BOARD OF DIRECTORS"* is a group of representatives from the Parties to this Agreement elected to organize and maintain the program. The Board of Directors shall consist of members of IPWMAN. Qualifications and terms for the Board members shall be defined in the By-Laws of the Illinois Public Works Mutual Aid Network.

E. *"BOARD MEMBER"* is a representative of the IPWMAN serving on the Board of Directors.

F. *"DISASTER"* means a calamitous incident threatening loss of life or significant loss or damage to property, including, but not limited to flood, winter storm, hurricane, tornado, dam break, or other naturally-occurring catastrophe or man-made, accidental, military, or paramilitary incident, or biological or health disasters or a natural or manmade incident that is, or is likely to be, beyond the

control or resources of the services, personnel, equipment and facilities of a Party that request assistance under this Agreement, and may be coordinated through the appropriate local accredited/certified Emergency Management Agency coordinator.

G. "*IPWMAN*" is the acronym for the Illinois Public Works Mutual Aid Network.

H. "*LOCAL EMERGENCY*" is defined as an urgent need requiring immediate action or attention beyond normal capabilities, procedures and scope for aid and assistance by an Agency.

I. "*GENERAL MUTUAL AID*" means aid and assistance provided during non-emergency conditions.

J. "*MUTUAL AID RESOURCE LIST*" means the list of the equipment, personnel and other resources that each Party has available for the provision of aid and assistance to other Parties. This list shall be periodically updated in accordance with the Operational Plan as approved by the Board of Directors, or its designee.

K. "*NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS)*" a Presidential directive that provides a consistent nationwide approach that allows federal, state, local and tribal governments as well as private-sector and nongovernmental organizations to work together to manage incidents and disasters of all kinds.

L. "*PARTY*" means an Agency which has adopted and executed this Agreement.

M. "*PERIOD OF ASSISTANCE*" means a specified period of time when a Responding Agency assists a Requesting Agency. The period commences when personnel, equipment, or supplies depart from a Responding Agency's facility and ends when the resources return to their facility (portal to portal). All protections identified in the Agreement apply during this period. The specified Period of Assistance may occur during response to or recovery from a disaster, local emergency, or period of general mutual aid, as previously defined.

N. "*RESPONDING AGENCY*" means the Party or Agency which has received a request to furnish aid and assistance from another Party and has agreed to provide the same.

O. "*REQUESTING AGENCY*" means the Party or Agency requesting and receiving aid and assistance from a Responding Agency.

SECTION III: RESPONSIBILITY OF PARTIES

A. *PROVISION OF AID.* Each Party recognizes that it may be requested to provide aid and assistance at a time when it is necessary to provide similar aid and assistance to the Party's own constituents. This Agreement shall not be construed to impose any unconditional obligation on any Party to provide aid and assistance. A Party may choose not to render aid and assistance at any time, for any reason.

B. *RECRUITMENT.* The Parties hereby encourage each other to enlist other agencies to adopt and execute this Agreement.

C. *AGREEMENT FOR BENEFIT OF PARTIES.* All functions and activities performed under the Agreement are for the benefit of the Parties to this Agreement. Accordingly, this Agreement shall not be construed to be for the benefit of any third parties and no third parties shall have any right or cause of action against the Parties to this Agreement.

Item b.

D. *IMMUNITIES.* All immunities provided by law to the Parties shall be fully applicable to the Parties providing or receiving aid and assistance pursuant to this Agreement, including, but not limited to, the Local Governmental and Governmental Employees Tort Immunity Act, 745 ILCS 10/1-101, et seq.

E. *MEMBERSHIP.* To be a member in good standing, a Party shall be responsible for dues and other obligations as specified in the IPWMAN By-Laws and Operational Plan.

SECTION IV: ANNUAL REVIEW

At a minimum, the Board of Directors shall meet annually at a meeting place designated by the Board of Directors to review and discuss this Agreement and, if applicable, to recommend amendments to this Agreement. The Board of Directors shall have the power and signing authority to carry out the purposes of this Agreement, including but not limited to the power to: adopt by-laws; execute agreements and documents approved by the Board of Directors; develop specific operating plans, procedures and protocol for requesting assistance; organize meetings; engage in joint training exercises; operate a website; disseminate information; create informational brochures; create subcommittees; maintain lists of the Parties; maintain equipment and supply inventory lists; and deal with Party issues.

SECTION V: PROCEDURES FOR REQUESTING ASSISTANCE

The Board of Directors will promulgate and regularly update procedures for requesting assistance through the IPWMAN Operational Plan.

SECTION VI: RESPONDING AGENCY'S ASSESSMENT OF AVAILABILITY OF RESOURCES

The Board of Directors will promulgate and regularly update procedures for responding agency's assessment of availability of resources through the IPWMAN Operational Plan.

SECTION VII: SUPERVISION AND CONTROL

A. *DESIGNATION OF RESPONDING AGENCY'S SUPERVISORY PERSONNEL.* Responding Agency shall designate a representative who shall serve as the person in charge of coordinating the initial work assigned to the Responding Agency's employees by the Requesting Agency. The Requesting Agency shall direct and coordinate the work being assigned to the Responding Agency(s) and the Requesting Agency's employees. All actions shall be consistent with and in accordance with the National Incident Management System (NIMS) and the IPWMAN Operational Plan.

B. *RESPONSIBILITIES OF RESPONDING AGENCY'S SUPERVISORY PERSONNEL.* The Board of Directors will promulgate and regularly update procedures for Responding Agency's supervisory

SECTION VIII: LENGTH OF TIME FOR AID AND ASSISTANCE; RENEWABILITY; RECALL

The Board of Directors will promulgate and regularly update procedures for length of time for aid and assistance, renewability, and recall through the IPWMAN Operational Plan.

It is presumed that a Responding Agency's aid and assistance shall be given for an initial minimum period of twelve (12) hours. Thereafter, assistance shall be extended as the Responding Agency and Requesting Agency shall agree. The twelve (12) hour period shall start when the aid and assistance departs from Responding Agency's location with the intent of going to Requesting Agency's location. The aid and assistance shall end when it returns to Responding Agency's location with the understanding between the Responding Agency and Requesting Agency that provision of aid and assistance is complete.

Responding Agency may recall its aid and assistance at any time at its sole discretion. Responding Agency shall make a good faith effort to give the Requesting Agency as much advance notice of the recall as is practical under the circumstances.

SECTION IX: DOCUMENTATION OF COST & REIMBURSEMENT OF COST

A. *PERSONNEL* - Responding Agency shall continue to pay its employees according to its then prevailing ordinances, rules, regulations, and collective bargaining agreements. At the conclusion of the period of aid and assistance, the Responding Agency shall document all direct and indirect payroll costs plus any taxes and employee benefits which are measured as a function of payroll (i.e.; FICA, unemployment, retirements, etc.).

B. *RESPONDING AGENCY'S TRAVELING EMPLOYEE NEEDS* - Responding Agency shall document the basic needs of Responding Agency's traveling employees, such as reasonable lodging and meal expenses of Responding Agency's personnel, including without limitation transportation expenses for travel to and from the stricken area during the period of aid and assistance.

C. *EQUIPMENT* - Responding Agency shall document the use of its equipment during the period of aid and assistance including without limitation all repairs to its equipment as determined necessary by its on-site supervisor(s) to maintain such equipment in safe and operational condition, fuels, miscellaneous supplies, and damages directly caused by provision of the aid and assistance.

D. *MATERIALS AND SUPPLIES* - Responding Agency shall document all materials and supplies furnished by it and used or damaged during the period of aid and assistance.

E. *REIMBURSEMENT OF COSTS* - Equipment, personnel, materials, supplies and/or services provided pursuant to this Agreement shall be at no charge to the Requesting Agency, unless the aid and assistance is requested for more than five (5) calendar days. If aid and assistance is requested for more than five (5) calendar days, the Responding Agency may submit an itemized invoice to the Requesting Agency seeking reimbursement of the cost incurred for personnel, traveling employees, equipment, materials and supplies. If aid and assistance is requested from the State of Illinois to be activated as a State asset, the Responding Agency will be reimbursed for

personnel, materials, supplies and equipment from the first day of the response to the event to the State of Illinois. Materials and supplies will be reimbursed at the cost of replacement of the commodity. Personnel will be reimbursed at Responding Agency rates and equipment will be reimbursed at an appropriate equipment rate based upon either pre-existing locally established rates, the Federal Emergency Management Agency Equipment Rate Schedule or that published by the Illinois Department of Transportation. In the event that there is no such appropriate equipment rate as described above, reimbursement shall be at the actual cost incurred by the Responding Agency.

SECTION X: RIGHTS AND PRIVILEGES OF RESPONDING AGENCY'S EMPLOYEES

Whenever Responding Agency's employees are rendering aid and assistance pursuant to this Agreement, such employees shall retain the same powers, duties, immunities, and privileges they would ordinarily possess if performing their duties within the geographical limits of Responding Agency.

SECTION XI: WORKERS' COMPENSATION

The Parties agree that Requesting Agency shall be responsible for payment of workers' compensation benefits owed to Requesting Agency's employees and that Responding Agency shall be responsible for payment of workers' compensation benefits owed to Responding Agency's employees.

SECTION XII: INSURANCE

Each Party shall bear the risk of liability for its agency and its agency's employees' acts and omissions and shall determine for itself what amount of insurance it should carry, if any. Each Party understands and agrees that any insurance coverage obtained shall in no way limit that Party's responsibility under Section XIII of this Agreement to indemnify and hold the other Parties to this Agreement harmless from such liability.

SECTION XIII: INDEMNIFICATION

Each Party hereto agrees to waive all claims against all other Parties for any loss, damage, personal injury or death occurring in consequence of the performance of this Agreement but only if such claim is not a result of gross negligence or willful misconduct by another Party or its personnel.

Each Party requesting aid pursuant to this Agreement hereby expressly agrees to hold harmless, indemnify and defend the Responding Agency and its personnel from any and all claims, demands, liability, losses, suits in law or in equity which are made by a third party provided, however, that all employee benefits, wage and disability payments, pensions, worker's compensation claims, damage to or destruction of equipment and clothing, and medical expenses of the Party rendering aid or its employees shall be the sole and exclusive responsibility of the Responding Agency; and further provided that such claims made by a third party are not the result of gross negligence or willful misconduct on the part of the Responding Agency. This indemnity shall include attorney fees and costs that may arise from providing aid pursuant to this Agreement.

SECTION XIV: NON-LIABILITY FOR FAILURE TO RENDER AID

Item b.

The rendering of assistance under the terms of this Agreement shall not be mandatory under any circumstances, including, without limitation, that the local conditions of the Responding Agency prohibit response. It is the responsibility of the Responding Agency to immediately notify the Requesting Agency of the Responding Agency's inability to respond; however, failure to immediately notify the Requesting Agency of such inability to respond shall not constitute evidence of noncompliance with the terms of this section and no liability may be assigned.

No liability of any kind or nature shall be attributed to or be assumed, whether expressly or implied, by a party hereto, its duly authorized agents and personnel, for failure or refusal to render aid. Nor shall there be any liability of a party for withdrawal of aid once provided pursuant to the terms of this Agreement.

SECTION XV: NOTICE OF CLAIM OR SUIT

Any Party that becomes aware of a claim or suit that in any way, directly or indirectly, contingently or otherwise, affects or might affect other Parties of this Agreement shall provide prompt and timely notice to the Parties who may be affected by the suit or claim. Each Party reserves the right to participate in the defense of such claims or suits as necessary to protect its own interests.

SECTION XVI: AMENDMENTS

Any member may propose amendment of this Agreement. Proposed amendments to this Agreement shall be submitted to the Board of Directors. Amendments approved by majority vote of the Board of Directors will be sent to the members for consideration at a duly called meeting held at least 45 days after the Secretary, or designee, has sent the proposed amendment by paper document or electronically to each member. Any proposed amendment receiving the affirmative vote of at least three-fifths (60%) of the members present at the meeting shall be sent to the membership for adoption by the governing body of each member. Failure of a member's governing body to adopt any amended agreement within 120 days of receipt of the proposed amended agreement will signify a Party's withdrawal from the Agreement.

SECTION XVII: ADDITIONAL PARTIES

Additional Agencies may become Parties to this Agreement, provided that such Agencies:

- (1) Approve and execute this Agreement.
- (2) Provide a fully executed copy of this Agreement to the Board of Directors.
- (3) Provide the name and title of an authorized representative to the Board of Directors.
- (4) Annually provide a list of mutual aid resources to its local accredited/certified Emergency Management Agency. If requested, the agency may need to assist its local accredited/certified Emergency Management Coordinator with data entry of its mutual aid resources into a web-based format (NIMS Source).

Upon submission of the items enumerated above to the Board of Directors and receipt of acknowledgement from the Board of Directors, the submitting agency shall be regarded as a Party to the Agreement.

SECTION XVIII: NOTICES

Notices and requests as provided herein shall be deemed given as of the date the notices are deposited, by First Class Mail, addressed to the Board of Directors who will notify each of the Parties' representatives.

SECTION XIX: INITIAL TERM OF AGREEMENT; RENEWAL; TERMINATION

The initial term of this Agreement shall be one (1) year from its effective date. Thereafter, this Agreement shall automatically renew for additional one-year terms commencing on the anniversary of the effective date of this Agreement. Any Party may withdraw from this Agreement at any time by giving written notification to the Board of Directors. The notice shall not be effective until ninety (90) days after the notice has been served upon the Board of Directors by First Class mail. A Party's withdrawal from this Agreement shall not affect that Party's liability or obligation incurred under this Agreement prior to the date of withdrawal. This Agreement shall continue in force and effect as to all other Parties until such time as a Party withdraws. Failure to adopt any amended agreement within one hundred and twenty (120) days of said amended agreement will signify a Party's withdrawal from the Agreement pursuant to Section XVI of this Agreement. Any Party that fails to meet its obligations in accordance with this Agreement or the IPWMAN bylaws may have its participation in IPWMAN terminated by a two-thirds vote of the Board of Directors pursuant to 2.4 of the IPWMAN by-laws.

SECTION XX: HEADINGS

The headings of various sections and subsections of this Agreement have been inserted for convenient reference only and shall not be construed as modifying, amending, or affecting in any way the express terms and provisions of this Agreement or their interpretation.

SECTION XXI: SEVERABILITY

Should any clause, sentence, provision, paragraph, or other part of this Agreement be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder of this Agreement. Each of the Parties declares that it would have entered into this Agreement irrespective of the fact that any one or more of this Agreement's clauses, sentences, provisions, paragraphs, or other parts have been declared invalid. Accordingly, it is the intention of the Parties that the remaining portions of this Agreement shall remain in full force and effect without regard to the clause(s), sentence(s), provision(s), paragraph(s), or other part(s) invalidated.

SECTION XXII: EFFECTIVE DATE

This Agreement shall be effective on the date of the acknowledgement letter sent by the Board of Directors.

SECTION XXIII: WAIVER

Failure to enforce strictly the terms of this Agreement on one or more occasions shall not be deemed a waiver of the right to enforce strictly the terms of this Agreement on any other occasion.

SECTION XXIV: EXECUTION OF COUNTERPARTS

This Agreement may be signed in any number of counterparts with the same effect as if the signatures thereto and hereto were upon the same instrument.

SECTION XXV: PRIOR IPWMAN AGREEMENTS

All prior IPWMAN agreements for mutual aid and assistance between the Parties hereto are suspended and superseded by this Agreement. It is specifically understood and agreed that this Agreement is intended to reorganize IPWMAN's governing structure to a Board of Directors of the Intergovernmental Agency rather than of a not-for-profit corporation as provided in the By-Laws attached to this Agreement as Exhibit A. The By-Laws are specifically incorporated here by reference. All prior acts of the Board of Directors are hereby declared to be those of IPWMAN, an Intergovernmental Agency.

SECTION XXVI: PROHIBITION ON THIRD PARTIES AND ASSIGNMENT OF RIGHTS/DUTIES

This Agreement is for the sole benefit of the Parties and no person or entity shall have any rights under this Agreement as a third-Party beneficiary. Assignments of benefits and delegations of duties created by this Agreement are prohibited and must be without effect.

NOW, THEREFORE, each of the Parties have caused this IPWMAN Mutual Aid Agreement to be executed by its duly authorized representative who has signed this Agreement as of the date set forth below.

Signature Page

Approved and executed this _____ day _____ of 20 _____.

For the Agency (Insert Name): _____

By: _____

Its: _____

Attest

By: _____

Its: _____

APPROVED

On behalf of the Illinois Public Works Mutual Aid Network

Approved and executed this _____ day of _____ 20 _____.

By: _____

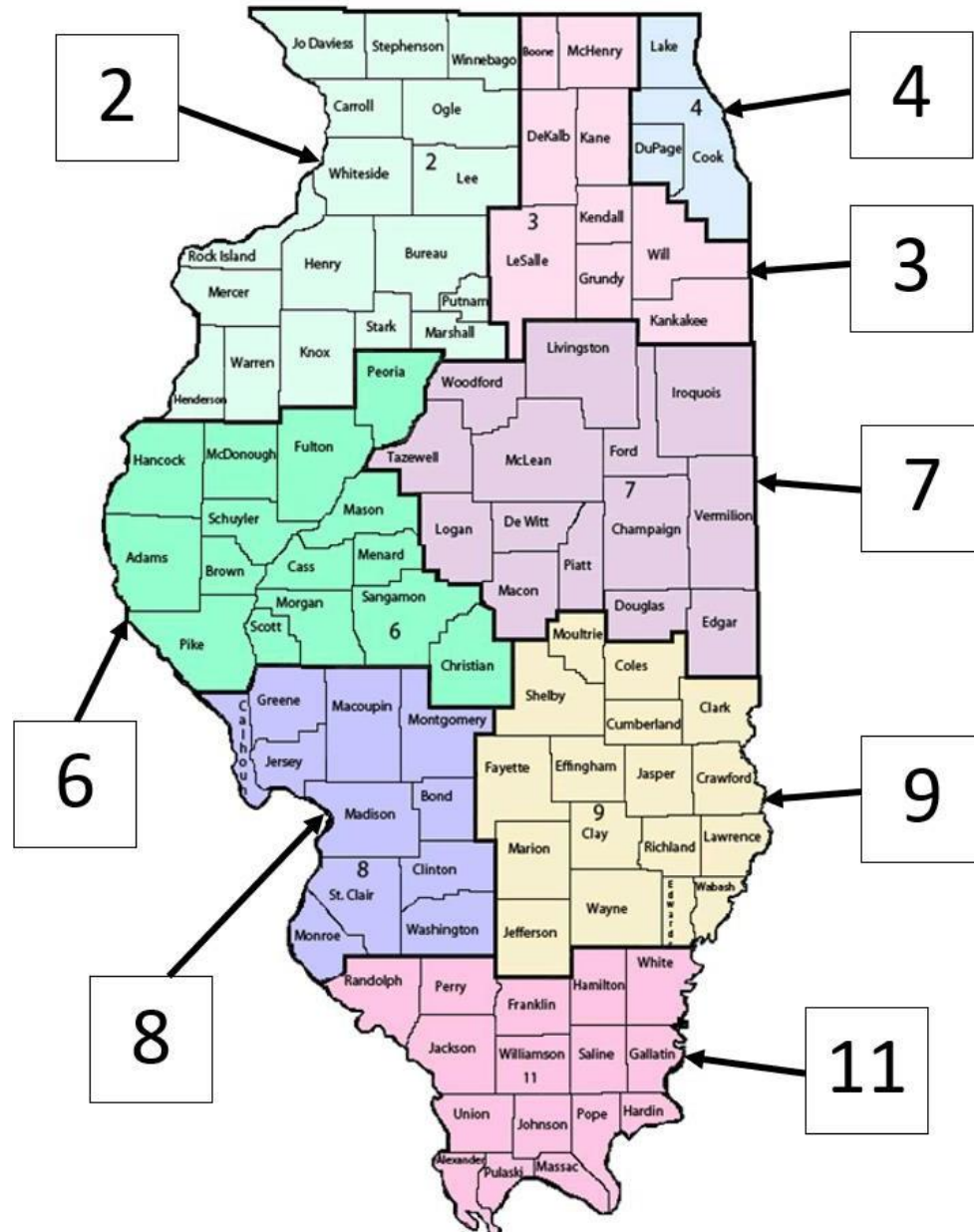
Vince Kilcullen
President, IPWMAN Board of Directors

Attest: _____

Joe Cronin
Secretary, IPWMAN Board of Directors

*Approved by the IPWMAN Interim Board of Directors on September 17, 2008.
Amended by the IPWMAN Interim Board of Directors on August 19, 2009. Amended
by the IPWMAN Board of Directors on June 16, 2010. Amended by the IPWMAN Board
of Directors on October 22, 2024.*

Exhibit 1—IPWMAN Region Map



IPWMAN Region Map



City of Urbana
 400 S. Vine Street, Urbana, IL 61801
www.urbanailinois.us

MEMORANDUM TO THE MAYOR AND CITY COUNCIL

Meeting: May 19, 2025 Committee of the Whole
Subject: A Resolution Approving the Capital Improvement Plan (Fiscal Years 2026-2030)

Summary

Action Requested

City Council is being asked to pass the attached resolution approving the Capital Improvement Plan for Fiscal Years 2026-2030 (CIP for FY26-FY30).

Brief Background / Statement of the Issue

The CIP outlines planned projects for the next five fiscal years for larger-scale, annual, outsourced operations/maintenance needs and capital improvements for City infrastructure assets which are organized into eight categories: road pavement, stormwater facilities, sanitary sewers, lights-signals-signs, sidewalks/paths, public facilities, bridges, and arbor/canopy.

Relationship to City Services and Priorities

Impact on Core Services

Developing and implementing the CIP is a core service provided by the Engineering Division of Public Works, as part of the larger mission of the Public Works Department to maintain and improve the City's public infrastructure.

Strategic Goals & Plans

The Executive Summary identifies aspects of the CIP which relate to Mayor / Council Strategic Goals for 2024-2025. The CIP is informed and guided by various planning documents, including the Comprehensive Plan 2005 (with amendments like the Bicycle Master Plan 2016 and the Pedestrian Master Plan 2020), the Facilities Master Plan 2020, the Signalized Traffic Operational Plan (STOP) 2023, the Stormwater Asset Management Plan (SWAMP) 2024, the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) Long Range Transportation Plan 2050, and the CUUATS Urban Area Safety Plan 2021.

Previous Council Actions

The City's CIP is updated annually per Section 3 of City Council Resolution No. 8788-R14. This resolution also outlines funding policies for various types of capital improvement and maintenance projects and directs implementation through the budget process. The CIP for FY26-FY30 is largely a continuation and an update to the CIP for FY25-FY29, which was approved as Resolution No. 2024-05-021R.

Discussion

Additional Background Information

A draft of the CIP for FY26-FY30 was presented at the April 7, 2025 Committee of the Whole Meeting and published on the [CIP webpage](#). A summary of revisions made to the CIP since April 7, 2025 is included as an attachment.

Fiscal and Budget Impact

To operate, maintain, and improve its infrastructure assets, Staff proposes spending \$32.7M in FY26 and \$98.1M total over the next 5 years in the CIP (FY26-FY30). These expenses are paired with an associated \$80.7M in revenue through the same 5-year period; revenues include motor fuel taxes, sanitary and stormwater fees, state and federal grants, internal grants (tax increment financing and community development block grants), and General Fund revenue allocated to the capital replacement and improvement (CR&I) fund. The fact that expenses exceed revenue through the plan period is a combination of spending down excess fund balances and projected capital infrastructure needs which exceed anticipated revenue in the later years of the plan. This discrepancy between allocated expenses and anticipated revenue will either require closing funding gaps or reducing project scopes in later years of the plan.

Community Impact

No comments or questions were received from the public since the draft CIP for FY26-FY30 was presented at the April 7, 2025 Committee of the Whole Meeting and published on the [CIP webpage](#).

Recommendation

City Council is asked to pass the attached resolution approving the CIP for FY26-FY30.

Next Steps

If Council passes the attached resolution, then the FY26 allocations for revenue and expenses in the CIP will be incorporated in the FY26 budget ordinance. Once the FY26 budget ordinance is adopted, Staff will implement the FY26 projects and programs in the CIP.

Attachments

1. Resolution 2025-05-___R: A Resolution Approving the Capital Improvement Plan (Fiscal Years 2026-2030)
2. Revisions Summary (since April 7, 2025) for the Capital Improvement Plan FY 26-30
3. Capital Improvement Plan (Fiscal Years 2026-2030)

Originated by: John C. Zeman, City Engineer

Reviewed: Tim Cowan, Public Works Director

Will Kolschowsky, Senior Management Analyst / Assistant to City Administrator

Approved: Elizabeth Hannan, Interim City Administrator

RESOLUTION NO. 2025-05- R

A RESOLUTION APPROVING THE CAPITAL IMPROVEMENT PLAN

(Fiscal Years 2026-2030)

WHEREAS, on April 18, 1988, the City Council authorized a capital improvement plan for the City of Urbana, pursuant to Resolution No. 8788-R14; and

WHEREAS, said Resolution requires the City Council to update such plan annually to reflect new and changing needs and project priorities.

NOW, THEREFORE, BE IT RESOLVED by the City Council, of the City of Urbana, Illinois, as follows:

The Capital Improvement Plan (Fiscal Years 2026-2030), in substantially the form of the copy of said Plan attached hereto and hereby incorporated by reference, be and the same is hereby authorized and approved.

PASSED BY THE CITY COUNCIL this ____ day of _____, _____.

Darcy E. Sandefur, City Clerk

APPROVED BY THE MAYOR this ____ day of _____, _____.

DeShawn B. Williams, Mayor



City of Urbana
400 S. Vine Street, Urbana, IL 61801
www.urbanailinois.us

MEMORANDUM TO THE MAYOR AND CITY COUNCIL

Date: May 9, 2025
Subject: Summary of Revisions to the Capital Improvement Plan FY26-FY30
since April 7, 2025

A draft of the proposed Capital Improvement Plan (CIP) was presented to City Council on April 7, 2025, inviting feedback from the Council, staff, and the public. The final CIP incorporates relevant alterations since that time, and this document summarizes the relevant revisions for comparison to the previous draft. Alterations are primarily informational enhancements or related to more up-to-date estimates of final FY25 expenditures and timing of encumbrances that straddle the change in fiscal year. Staff consider the overall changes to be minor alterations.

Section 1: Executive Summary

1. Updated Financial Impact text and charts to reflect changes to Fund Report.

Section 2: Asset Management Summary

1. No revisions.

Section 3: Transportation

1. Updated project pages to reflect changes to Fund Report.
2. Joint and Crack Sealing. Thanks to lower bid prices and progress made by Public Works Operations, we are ending contract construction one year earlier because we will have worked through our backlog.
3. Hot-Mix Asphalt (HMA) Overlay and Resurfacing. Added \$150,000 to FY26 allocation for a crown correction overlay on Thompson St. (Berkley to Division) to address a longstanding drainage problem.
4. Parking Lot Maintenance. Delayed the initiation of this maintenance program to allow staff time to develop it and coordinate parking lot closures.
5. Miscellaneous Electrical Repairs. Created a new maintenance program in the CIP to replace an existing program that was previously in Public Works operating budget (funded by unspent salary). This program engages a contractor to respond to vehicle collision damage to traffic signal cabinets, tall street light poles, and street light foundations, and other urgent or emergency needs.
6. Equity and Quality of Life (EQL) Projects. Documented supplemental funding from CDBG and ARPA that reduced the draw from the CR&I fund. The CDBG funding was

added to help achieve a CDBG spending goal. The ARPA funding was added because there were surplus funds from the ARPA-funded Sanitary Sewer Lateral Lining project, following direction from City Council during discussion at the December 16, 2024 Committee of the Whole Meeting.

7. Florida Avenue (Wright to Hillcrest) and Lincoln Avenue (Wascher to Killarney). Added notes to each project page to clarify that some grants have been awarded but not secured with a grant agreement (RAISE and SS4A).
8. Race St. Bridge Repairs. Delayed construction by one fiscal year due to limitations on staff availability and it is less urgent than other projects.
9. Country Club Rd. (Saline Branch to Broadway). Reduced FY26 allocation for a less conservative pavement reconstruction cost.

Section 4: Facilities

1. Updated project pages to reflect changes to Fund Report.
2. General Rehabilitation. Added a list of planned work for FY26.
3. Recreated a project page for Facilities Security Improvements from the FY25 CIP, since unencumbered FY25 funds will be moved forward to FY26.
4. Central TIF Demolition. Removed the demolition of 204 E. Main St. (County Sheriff's Office and Jail) from the project based on feedback from the County Executive. Kept an allocation in FY27 for general site remediation, demolition, or site improvements to incentivize private redevelopment within the Central TIF.

Section 5: Sewer System

1. Updated project pages to reflect changes to Fund Report.
2. Sewer Cleaning and Televising. Delayed FY25 contract work to FY26. The City-wide sewer data collection and integration efforts will be completed by the third quarter of 2025. Until then, the City's sewer maps and sewer inspection software are in a transition period that makes implementation of a large sewer maintenance contract impractical. Plan for a larger contract for sewer cleaning and televising work in FY26.
3. Sewer Lining. Delayed FY25 contract work for the same reason as described above for cleaning and televising. The storm sewer fund can support a double-sized contract for FY26 to compensate for this lost time, but not the sanitary sewer fund.
4. Added a project page for Boneyard Creek Maintenance.

Section 6: Fund Report

1. 200 – Capital Replacement & Improvement (CR&I) Fund
 - a. Transfer to Debt Service (Project 59365). Reduced annual debt service allocation by \$130,000 based on actual bond amount and interest rate. Previous amount was an initial, conservative estimate.

- b. Traffic Signal Maintenance, State Reimbursement (40141). Moved from CR&I fund to LMFT fund starting in FY26 to align with the new Miscellaneous Electrical Repairs maintenance program.
 - c. Electrical Vehicle Fleet (50310). Added Ameren Incentive revenue for design services.
 - d. Updated FY25 projected expenses for Pavement Management (40112), Misc. Traffic Studies (40120), Annual Signal CR&I (40604), Bridge Maintenance Projects (40401), Country Club Rd. & Perkins Rd. (40172), Facilities Security Improvements (40800-SECURITY), Fire Station #2 (40805), and Fire Station #3 (40805).
 - e. Moved unencumbered FY25 funds forward to FY26 for Annual Signal CR&I (40604), Bridge Maintenance Projects (40401), Facilities Security Improvements (40800-SECURITY), Fire Station #2 (40805), and Fire Station #3 (40805).
 - f. Carle Hospital Sanitary Sewer (40513). Moved FY26 allocation from Sanitary (204) to CR&I (200) as a result of the reduced Sanitary starting fund balance for FY25.
- 2. 201 – Stormwater Utility (SWU) Fund
 - a. Updated FY25 projected expenses for Boneyard Creek Crossing Improvements (40414), Stormwater Management Planning (40412), Storm Sewer Cleaning and Televising (40402), Storm Sewer Lining (40418), Storm Sewer Abandonment Study (40419), and Coler Ave. Brick Arch Sewer Study (40420).
 - b. Moved unencumbered FY25 funds forward to FY26 for Boneyard Creek Crossing Improvements (40414), Stormwater Management Planning (40412), Storm Sewer Cleaning and Televising (40402), Storm Sewer Lining (40418), and Storm Sewer Abandonment Study (40419).
- 3. 202 – Local MFT Fund
 - a. Changes to Joint and Crack Sealing (40159), HMA Overlay and Resurface (40184), Country Club Rd. (Saline Branch to Broadway) (40165), and addition of Misc. Electrical Repairs (4XXXX) to reflect changes to Transportation project pages.
 - b. Updated FY25 projected expenses for Joint and Crack Sealing (40159).
- 4. 203 – State MFT Fund
 - a. Updated FY25 projected expenses for Philo & Colorado (40133), Springfield (Wright to McCullough) (40134), Race St. Bridge Repairs (40167), and Lincoln Avenue (Florida to Green) (40149).
 - b. Moved unencumbered FY25 funds forward to FY26 for Philo & Colorado (40133), Springfield (Wright to McCullough) (40134), and Race St. Bridge Repairs (40167).
 - c. Reduced FY26 allocation for Bakers Lane Shared-Use Path (40129) with revised construction cost estimate.
- 5. 204 – Sanitary Sewer Fund
 - a. Revenue projections for the sewer benefit fee were updated for FY26-FY30, resulting in \$50,000 to \$100,000 more revenue per year.
 - b. Beginning fund balance for FY25 was corrected to \$1,510,459, almost \$900,000 less than what was in the previous draft of the fund report. The higher amount in the

previous draft was incorrect, resulting from a premature transfer of ARPA funds to the Sanitary Sewer Fund. This error has since been corrected.

- c. The net effect of changes “a” and “b” above led to a reduction in the FY26 sewer lining allocation and moving the Carle Hospital Sanitary Sewer Study FY26 allocation back to the CR&I fund.
 - d. Updated FY25 projected expenses for Sanitary Planning and GIS (40514), Sanitary Sewer Televising (40510), Sanitary Sewer Lining (40511), and Sanitary Sewer Lateral Lining (ARP-24).
 - e. Moved unencumbered FY25 funds forward to FY26 for Sanitary Planning and GIS (40514), Sanitary Sewer Televising (40510), and Sanitary Sewer Lateral Lining (ARP-24).
6. 331 – Community Development Grants Fund
- a. Updated FY25 projected expenses for CDBG Sidewalks (40170) and CDBG Street Lighting (40174).
 - b. Moved unencumbered FY25 funds forward to FY26 for CDBG Sidewalks (40170)
7. 343 – TIF 4 (Cunningham Ave.) Fund
- a. Updated FY25 projected expenses for TIF 4 Sidewalks (40177), TIF 4 Street Lighting (40178), Country Club Rd. & Perkins Rd. (40172), and TIF 4 Sewer Clean & TV (40516).
 - b. Moved unencumbered FY25 funds forward to FY26 for TIF 4 Sewer Clean & TV (40516).
 - c. Added FY26 allocation for construction contingency for TIF 4 Street Lighting (40178).
8. 344 – Central TIF Fund
- a. Updated FY25 projected expenses for Central TIF Demolition (50518), and Boneyard Creek Lighting (40169).
 - b. Moved unencumbered FY25 funds forward to FY26 for Central TIF Demolition (50518), and Boneyard Creek Lighting (40169).
9. 500 – Parking Fund
- a. Changes to Parking Lot Maintenance (40900) to reflect changes to Transportation project page.

Appendix A: Priority Scoring Systems

- 1. No revisions.

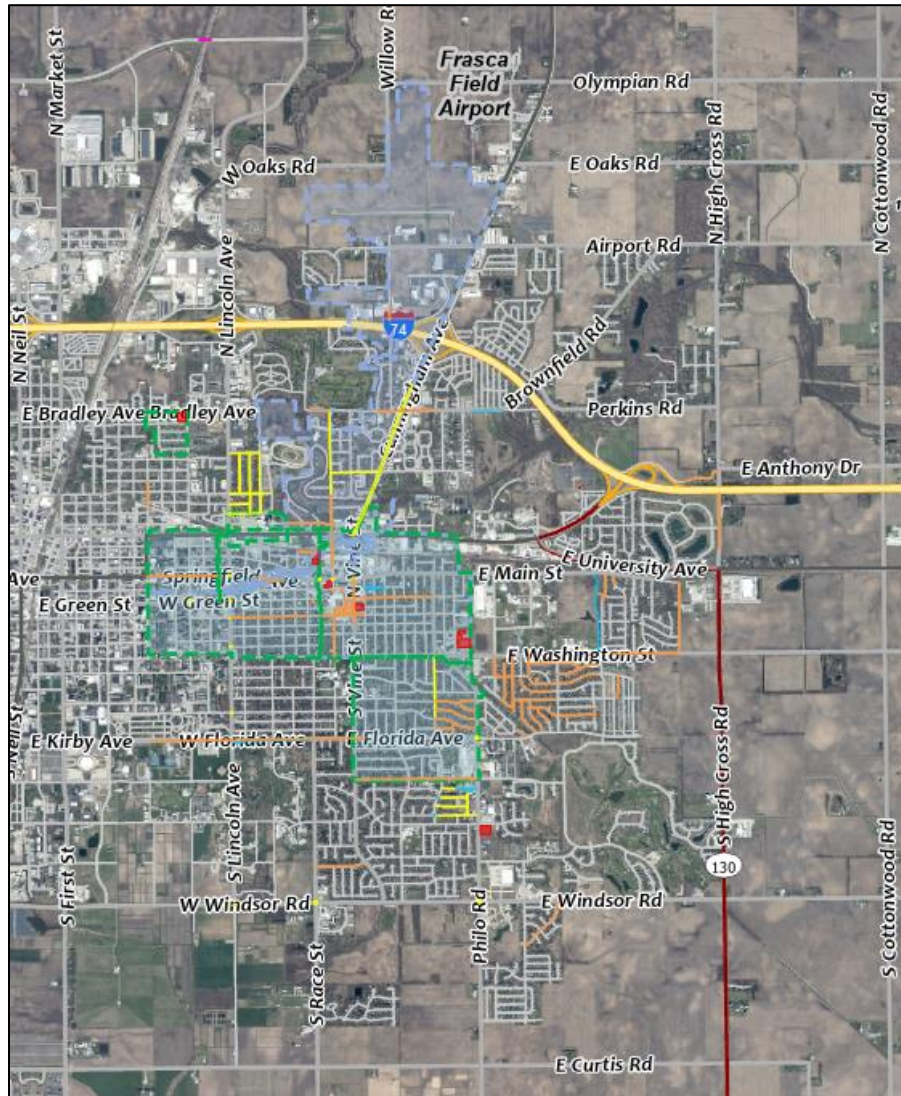
Originated by: John C. Zeman, City Engineer

Reviewed: Tim Cowan, Public Works Director

Capital Improvement Plan

Fiscal Years 2026-2030

City of Urbana, Illinois



[Capital Improvement Plan FY26-FY30 Map \(ccgisc.org\)](https://www.ccgisc.org/)

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Capital Improvement Plan FY2026-FY2030 Executive Summary

Introduction

This Executive Summary highlights the updates to the City's Capital Improvement Plan (CIP) FY 2026-2030. The City's CIP is updated annually per Section 3 of City Council Resolution No. 8788-R14. This resolution also outlines funding policies for various types of capital improvement and maintenance projects and directs implementation through the budget process. The Executive Summary contains the following sections:

- Major Highlights
- Financial Impact
- What is the CIP?
- CIP Development Process
- Acknowledgements

Financial Impact

To operate, maintain, and improve its infrastructure assets, the City proposes spending \$32.7M in FY26 and \$98.1M total over the next 5 years in the CIP (FY26 – FY30). These expenses are paired with an associated \$80.7M in revenue through the same 5-year period; revenues include motor fuel taxes, sanitary and stormwater fees, state and federal grants, internal grants (TIF and CDBG), and General Fund revenue allocated to the CR&I Fund. For the five funds dedicated to the CIP, the allowable allocation of expenses in the five-year outlay (FY26-FY30) is generally determined with two limitations, established by the Director of Finance: (1) the ending fund balance in year 5 (FY30) can be negative, but no more than one-half of a year's revenue for the given fund; and (2) the ending fund balance can be negative for no more than two consecutive fiscal years (i.e. FY29 and FY30). Once we have completed asset management plans, the City can be more strategic by using multiple factors to balance condition, risk, and funding.

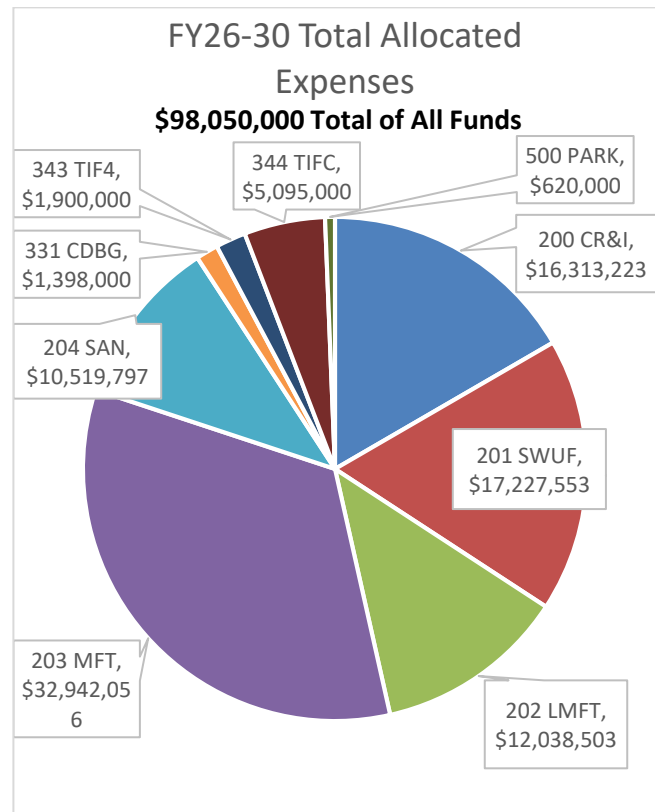
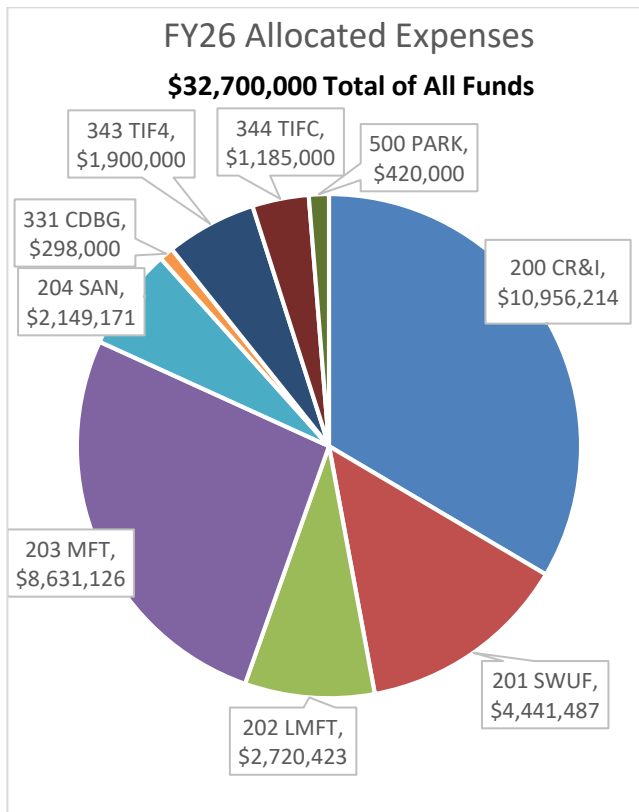
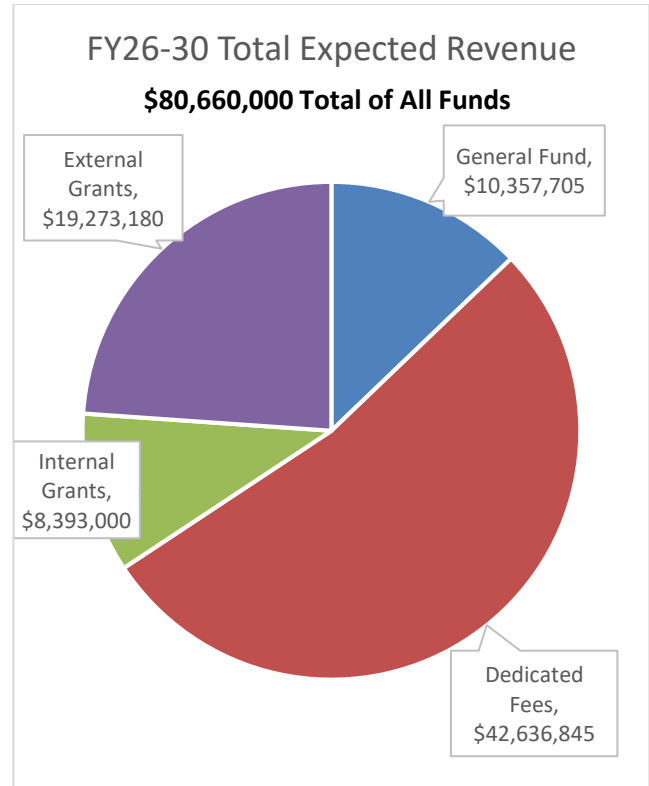
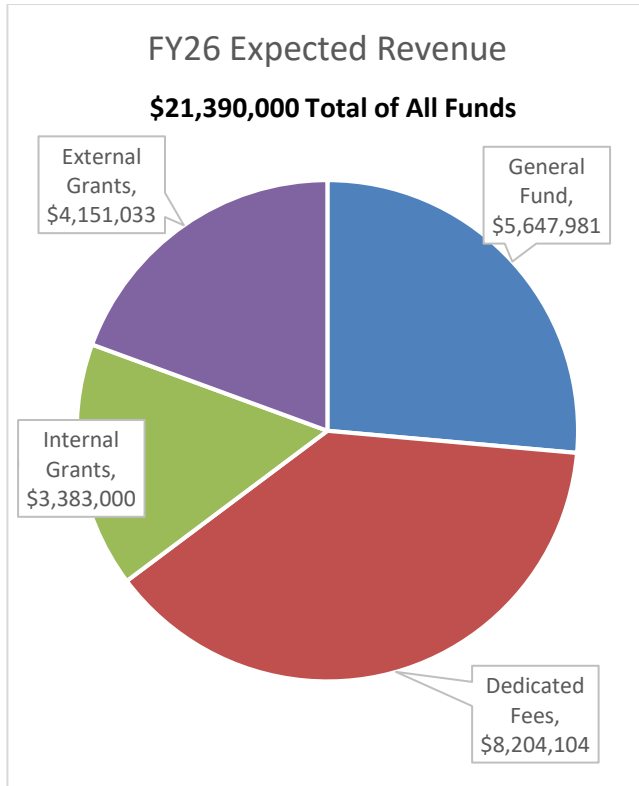
On the following page, pie graphs summarize the revenue by type of funding source and the expenses by fund for FY26 and for the period of FY26-FY30. The definitions below accompany these figures:

Terms used in Revenue Figures:

- Dedicated Fees = fees dedicated to a specific asset class, including Stormwater Utility Fee, Local Motor Fuel Tax, State Motor Fuel Tax, and Sanitary Sewer Benefit Tax.
- Internal Grants = City funds that are not dedicated to CIP expenses, but can be used for infrastructure under certain conditions, including TIF, CDBG, and Parking funds.
- External Grants = grant funding from sources outside of the City.

Abbreviations used in Expense Figures:

- LMFT = Local MFT fund.
- MFT = State MFT fund.
- PARK = Parking fund.
- SAN = Sanitary Sewer fund.
- TIF4 = Cunningham Avenue TIF fund.
- TIFC = Central TIF fund.



Major Highlights

Progress toward Mayor/Council Strategic Goals for 2024-2025

In March 2024, the City Council passed an updated set of goals related to the CIP. Items in the CIP related to these goals are listed below in *italics*.

Strategic Area #1: Public Safety and Well-Being – Strategy 3. Promote community well-being

• **Action Step A: Complete a systematic review of ARPA subrecipient projects and programs, evaluating outcomes.**

- The Sanitary Sewer Lateral Lining project is an ARPA subrecipient project. Construction is in progress, with anticipated completion by end of FY26. Nearly 90% of properties in the Dr. Ellis Subdivision are participating due to extraordinary efforts by Councilmember Hursey and City staff members Carmen Franks & Adam Shaw.
- Surplus budget (\$300,000) from the Sanitary Sewer Lateral Lining project will be redirected to partially fund the Equity and Quality of Life (EQL) FY25 Program.

Strategic Area #3: Infrastructure – Strategy 1. Improve quality of current infrastructure assets

• **Action Step A: Complete sanitary sewer asset management plan and roadway asset management plan by the end of fiscal year 2025.**

- Roadway Asset Management Plan (RAMP) - City-wide pavement condition inspections were updated in 2024. Other pavement asset management studies have begun but completion is likely to be delayed due to staffing vacancies in Engineering.
- Fundamental Long-term Operation of Wastewater System (FLOWS) - Began conceptual draft but completion is going to be delayed due to staffing vacancies in Engineering.

• **Action Step B: Review and adjust dedicated revenue streams for infrastructure assets, beginning with the Local Motor Fuel Tax**

- Ordinance 2024-09-030 approved a graduated, market rate adjustment of the Local Motor Fuel Tax (LMFT). The rate will increase incrementally over a three-year period from \$0.05 to \$0.125 per gallon between January 1, 2025 and January 1, 2027. Starting January 1, 2028, it will increase according to the lower of Consumer Price Index (CPI) or 5%.

Strategic Area #3: Infrastructure – Strategy 2. Increase investment in infrastructure equity

• **Action Step A: Complete 10 Equity and Quality of Life (EQL) projects by end of calendar year 2024 and initiate a second EQL round by end of calendar year 2025.**

- For first round (FY22 Program), sidewalk construction at 7 locations was substantially completed in 2024, and street lights at six locations are currently under construction.
- A second round (FY25 Program) was developed and approved by Resolution 2025-02-014R. Design is underway on these improvements.

Strategic Area #3: Infrastructure – Strategy 3. Expand green infrastructure within the community

- **Action Step A: Evaluate the practical and financial feasibility of sustainability improvements in City facility capital projects.**
- Two (2) new fire stations to be completed in 2025 with geothermal heating and cooling wells and are solar ready.
- Rooftop solar arrays were installed on City-wide storage facility in 2024 and are tentatively planned for other City facilities in the near future.
- Public Works Campus Improvements are in design and include electric vehicle charging infrastructure supported by a \$250,000 DCEO grant and a \$75,000 Ameren IL Incentive.

Strategic Area #4: Economic Health – Strategy 1. Support local businesses

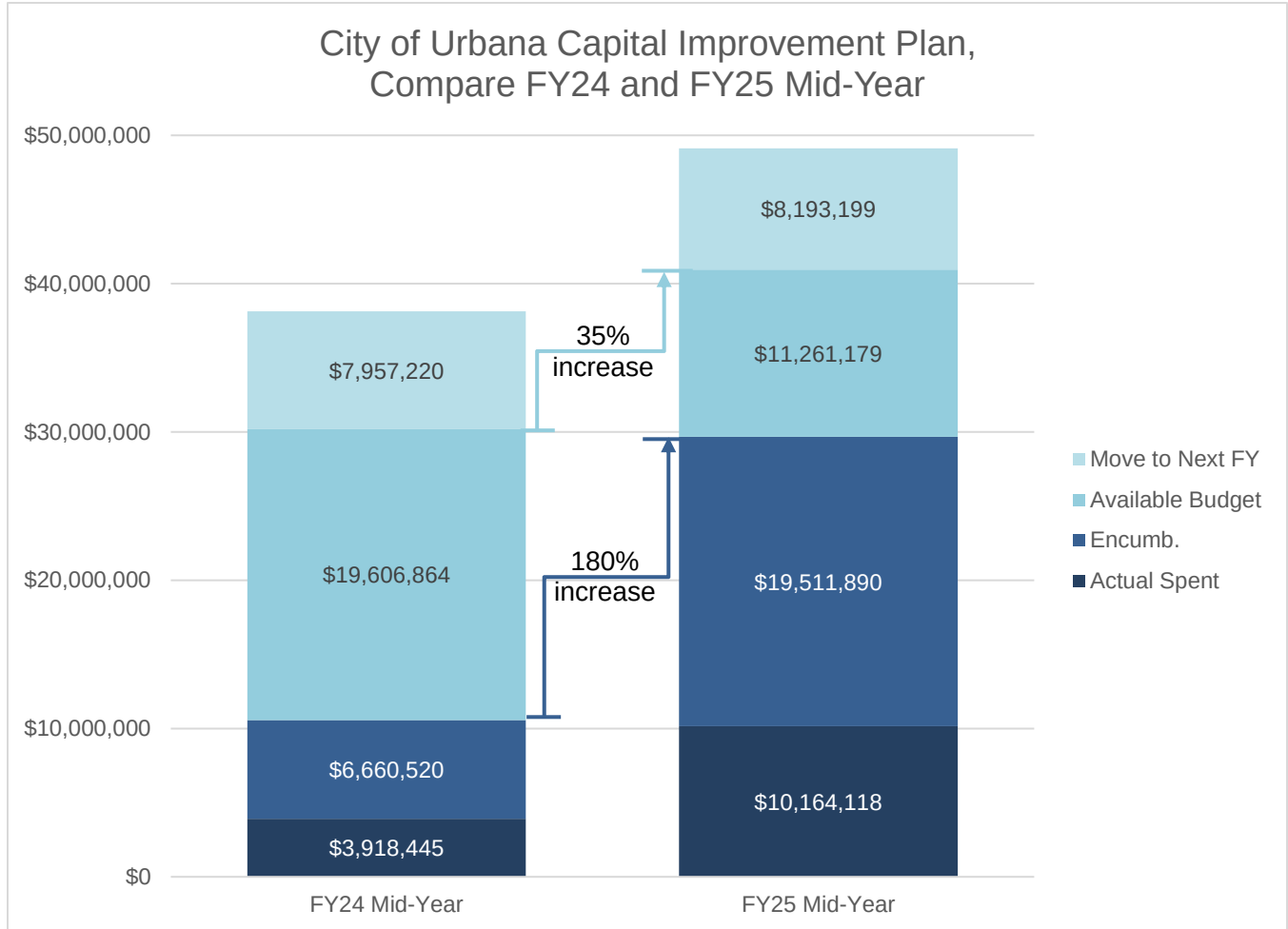
- **Action Step C: Issue at least two Request for Proposals for development of Downtown City-owned sites for housing developments.**
- The City requested redevelopment proposals for East Illinois Street site in 2024 with no submissions and has recently reissued the request in 2025.
- Central TIF Demolition projects will prepare sites for development, potentially as housing developments.

Strategic Area #4: Economic Health – Strategy 4. Create a tourist and entertainment district

- **Action Step B: Implement selected recommendations of Downtown Public Realm Study.**
- Vine St. and Illinois St. project is an opportunity to implement recommendations of Downtown Public Realm Study.
- Parking Garage feasibility study is an opportunity to implement recommendations of Downtown Public Realm Study.

Improved Implementation of CIP from FY24 to FY25

In recent years, City Staff has provided Council with a mid-fiscal-year CIP performance report in January. The figure below compares the mid-year reports for FY24 and FY25. A larger percentage of the CIP was implemented (funds actually spent or encumbered) at mid-fiscal-year, even though the size of the annual program increased by over 20%. This improvement resulted from attaining a full staff in the Engineering Division and improved project management efficiency.



RAISE Grant Award for Florida Avenue (Wright to Hillcrest)

On January 10, 2025, the US Department of Transportation (DOT) selected the Florida Avenue (Wright to Hillcrest) project to receive a \$9.95 million grant through the Rebuilding American Infrastructure Sustainably and Equitably (RAISE) program. This selection was the fruit of a fourth RAISE grant application for this project, with the Champaign-Urbana Mass Transit District (C-U MTD) as lead applicant in partnership with the City of Urbana. The award amount would fully cover the estimated construction and construction engineering costs, with no requirement for a local match. This is a very exciting grant award for the City of Urbana and for the region, but the future of this grant award is uncertain. Similar to most competitive federal grant programs, any RAISE grant award without an executed grant agreement is currently on hold, pending review by the new federal administration. We have not received any communication from US DOT specific to the Florida Avenue (Wright to Hillcrest) project since the January 10, 2025 award announcement.

Unless the US DOT notifies C-U MTD and the City of Urbana that the \$9.95 million RAISE grant award has been reduced or rescinded, we are cautiously assuming that the full grant will be awarded. This is a key assumption for the CIP for FY26-FY30. In last year's CIP (FY25-FY29), the Florida Avenue (Wright to Hillcrest) project was planned

for phased construction over multiple years with four separate contracts, each having a budget compatible with annual State Motor Fuel Tax (SMFT) revenue. With the RAISE grant, the Florida Avenue project can be implemented with one large construction contract in a shorter time period. Additionally, the RAISE grant frees up the SMFT funds that were previously allocated for Florida Avenue. Consequently, the Vine Street and Illinois Street project and the Lincoln Avenue (Florida to Green) project can be implemented earlier in this CIP compared with last year's. A new transportation capital project, Vine Street (Florida to Washington), was added in the five-year SMFT fund plan as well. If the RAISE grant award were to be reduced or rescinded, the impacts to the CIP would mostly be isolated to the transportation capital projects in the SMFT fund, extending and delaying project timelines, similar to last year's CIP.

Local MFT Rate Increase

For the CIP FY 2025-2029, an LMFT market rate increase to \$0.10 per gallon was assumed to take effect on January 1, 2025. Since City Council passed Ordinance 2024-09-030, the actual LMFT rate will increase incrementally over a three-year period from \$0.05 to \$0.125 per gallon between January 1, 2025 and January 1, 2027. Starting January 1, 2028, it will increase annually according to the Consumer Price Index (CPI) or 5%, whichever is lower. As a result, the five-year LMFT revenue projection for CIP FY 2026-2030 is approximately \$1 million higher than it was for CIP FY 2025-2029. This additional \$1 million has been allocated to fund an annual \$150,000 street light improvement program and a one-time trial project for a higher-quality bituminous surface treatment product, high pressure slurry seal (HP slurry).

The City's bituminous surface treatment program currently only uses a basic oil and chip treatment with crushed steel slag instead of crushed limestone aggregate. This steel slag treatment is effective in an urban environment because it generates less dust during construction than traditional limestone aggregate. However, the steel slag surface treatment may not be durable enough for some streets with higher traffic volumes, especially with truck turning movements, or it may be considered too messy for some zoning districts, such as commercial areas or downtown. We want to add more surface treatment options in our pavement management strategy that are higher quality than steel slag surface treatment but not as expensive as hot-mix asphalt overlay or resurfacing. One alternative that we are considering is HP slurry. The HP slurry application uses special equipment to press an oil slurry into the pavement, creating better adhesion and a better waterproofing seal. Unlike a conventional oil and chip treatment, HP slurry does not generate excess aggregate that has to be swept up after an initial period. HP slurry should be more durable and last longer than oil and chip. Additionally, HP slurry may be an effective surface treatment applied directly to a concrete surface. By contrast, the steel slag surface treatment generally does not adhere well to a concrete surface and would first require an asphalt overlay. Other communities in our region have explored HP slurry, including Bloomington, Normal, Springfield, and Danville. HP slurry is more expensive than steel slag surface treatment, so we will have to evaluate how it performs to weigh the benefits against the cost.

Windsor Road Trial Revenue

Windsor Road (Race to Philo) was reconstructed in 2016. Uncontrolled cracks in the concrete pavement began appearing before the road was reopened to traffic, and this was an unacceptable condition. After a resolution between the City and the contractor was not reached, the City pursued legal action. The trial concluded in October 2023 with the City awarded approximately \$3,250,500 for damages, breach of contract, and a small amount for attorney fees. Accounting for attorney fees, initial repairs and maintenance to the defective pavement (patching and crack sealing), and federal grant funds which had to be returned to the Illinois Department of Transportation (IDOT), the City spent approximately \$1,549,300. The resulting net revenue from the trial is approximately \$1,701,200.

As part of the trial, the City engaged a pavement expert to develop a maintenance and rehabilitation plan for Windsor Road (Race to Philo) that would maintain the pavement for its design service life – nominally 40 years. This plan was more aggressive than a conventional plan because it was compensating for the initial defects in the pavement. The present value of the maintenance and rehabilitation plan served as the basis to calculate the damages awarded to the City. In last year's CIP, the Windsor Road trial revenue was dedicated to implementing this aggressive maintenance and rehabilitation plan. If we were to follow this plan, most of the net revenue from the trial would be spent in FY27 on a hot-mix asphalt overlay for Windsor Road (Race to Philo), with approximately \$400,000 remaining. Alternatively, in this year's CIP we recommend prioritizing the Windsor Road (Race to Philo) overlay in line with the City's other transportation capital projects. This approach effectively applies the City's typical standard of care for pavement management to Windsor Road (Race to Philo), rather than a higher standard of care that is far beyond what the City can sustainably afford. When Windsor Road (Race to Philo) is evaluated with our priority scoring system for

transportation capital projects, it scores a 46.5 out of 100 (with 100 being the highest priority) and gets ranked behind nearly \$10 million of backlog projects which are not in the five-year CIP. The transportation capital projects are listed and sorted by priority score in the Capital Projects (Summary) part of Section 3: Transportation.

By utilizing the net revenue from the Windsor Road trial in the LMFT fund, we increased the total allocations for the HMA overlay and resurfacing program for FY26-FY28 by \$1.6 million compared with last year's CIP. This allows the City to initiate the new HMA overlay and resurfacing program one year earlier and with a double allocation of \$1 million for the first two years of construction. Street segments added to the five-year CIP for resurfacing with this additional revenue include Main Street (Vine to Webber) and Main Street (Cedar to Walnut). A related change from last year's CIP is that Broadway Avenue (Elm to Park) was moved from the CR&I fund to the LMFT fund as part of the HMA overlay and resurfacing program.

Public Works Campus Improvements – Updated Costs

This CIP recommends \$7.7 million to complete the Public Works Campus Improvement projects (up from \$3.4M allocated in the previous CIP). Previous allocations for Public Works Campus Improvements were conceptual place holders in the CIP. Although the original condition assessment in 2019 suggested \$5.2M in essential operational upgrades, ~\$1.8M was included in the 2020 CIP as a place holder due to fiscal limitations noting that future Councils will need to decide how to pay for the future improvements once they are scoped and budgeted. The original CIP allocation has been incrementally increased through the years in consideration of national construction cost increases but with recent completion of schematic design, the project scope and costs have been more formalized into the proposed project budget included in the CIP.

The bulk of the project is addressing essential improvements to major mechanical, electrical, plumbing, structural, and roofing of the existing Public Works facilities to ensure long-term function and accommodate centralizing all PW staff (except Landscape Recycling Staff) to the PW Campus on Glover Avenue. Additional improvements scoped to be completed with this project beyond addressing the core existing facility components include:

- Fleet building expansion
 - Originally, 704 Glover was intended to be remodeled to accommodate a modern fleet facility more appropriately sized and configured to work on the large equipment. However, structural limitations found during initial engineering investigations limited the modifications that could be made to the building. The design team suggested pursuing a pre-engineering metal building expansion in lieu of remodeling the existing building as a more cost-effective way to meet the needs for fleet services.
- Site Improvements
 - Addition of on-site salt storage for winter operations and parking lot and traffic flow improvements.
- Other Improvements
 - Incorporation of City-wide security improvements, enlarged common spaces to accommodate relocation of arbor/landscaping staff and minor future growth, and interior remodeling of the front office areas to enhance flow, accessibility, and function.

In lieu of additional borrowing, this year's CIP recommends front-loading general fund transfers to CR&I in FY 26 which were previously planned between FY26-FY28 in order to execute a construction contract for this project next year. This modification is cost neutral from last year's CIP, it is simply adjusting the timing of the proposed general fund transfer to CR&I. The updated costs for these facility improvements has also pushed some other projects like Goodwin Avenue (Green to University) out of the 5-year CIP to the backlog.

Looking forward, the bulk of the CR&I fund will be dedicated to debt service payments for bonding used to construct Fire Stations #2 and #3 and for general facilities rehab. The City will need to review alternative funding strategies in the near future or a number of future capital improvements are likely to be deferred until funding is available.

What is the CIP?

The CIP outlines planned projects for the next five fiscal years for larger-scale, annual, outsourced operations/maintenance needs and capital improvements for City infrastructure assets which are organized into eight categories as follows.



The CIP draws from five dedicated funds.

Capital Replacement and Improvement Fund (CR&I)

The CR&I Fund is replenished by transfers from the General Fund. The CR&I Fund supports any and all capital projects with insufficient dedicated funding sources or without dedicated funding sources within the fund limits.

Local Motor Fuel Tax Fund

Revenue for the Local MFT Fund comes from the local gas tax ordinance. Funds are used for transportation maintenance programs.

State Motor Fuel Tax Fund

The State MFT Fund receives revenue from the State of Illinois' motor fuel tax. Transportation projects that utilize State funds have extra restrictions and reporting requirements and are typically reserved for capital projects at this time.

Sanitary Sewer Benefit Tax Fund

The Sanitary Sewer Benefit Tax Fund derives its revenue from the sewer tax and is reserved for sanitary sewer improvements, primarily maintenance programs.

Stormwater Utility Fee Fund

The Stormwater Utility Fee Fund derives its revenue from the stormwater utility fee and is reserved for storm sewers and stormwater-related improvements, primarily maintenance programs.

In addition to the dedicated CIP funds, many operational and maintenance activities are supported by the City's General Fund via departmental operating budgets. Other funds will occasionally support capital improvements, but in an ancillary capacity to their primary purpose; these include: Tax Increment Financing (TIF) funds, parking fund, and Community Development Block Grant (CDBG) funds.

The CIP is composed of several sections:

Section 1. Executive Summary

The Executive Summary provides a high-level overview of updates to the 5-year rolling Capital Improvement Plan and its associated funds.

Section 2. Asset Management Summary

The Asset Management Summary provides an overview of our asset management planning efforts to date. Section 2 includes information on asset valuation, capital expenditures, operation and maintenance costs, revenue streams, funding gap analysis, and a summary fact sheet for each asset class.

Section 3. Transportation

The Transportation Section provides a summary for operations, maintenance programs, and capital projects in the CIP. Transportation assets include: Pavement, Bridges, Lights, Signals, & Signs, and Sidewalks & Pathways.

Section 4. Facilities

The Facilities Section provides a summary of facility projects in the CIP as well as future projects identified from the Facilities Master Plan.

Section 5. Sewer Systems

The Sewer Systems Section provides a summary of operations, maintenance programs, and capital projects in the CIP. Sewer assets include: Sanitary Sewers/Structures, Storm Sewers/Structures, and Other Stormwater Facilities.

Section 6. Fund Reports

This section shows the anticipated revenues and expenditures for each of the major CIP funds. The FY26 allocations presented in this section are incorporated into the FY26 Budget.

Appendix A. Priority Scoring Systems

This appendix provides detailed explanation of the scoring systems used to prioritize projects in the CIP. Currently, this only includes the scoring system for transportation capital projects, but this section will continue to be developed with future CIP's.

CIP Development Process

The CIP development process begins in earnest in November. The CIP is updated and refined using the process below and presented to Council during the budget review process. The CIP is adopted with a resolution and the proposed expenditures for the upcoming fiscal year are incorporated in, and approved by, the Budget Ordinance. The CIP is drafted with the help of an interdisciplinary team.

The general CIP development process is as follows:

1. *Asset Summary Review:* Staff updates asset valuations and data to inform existing conditions and funding targets for capital replacement and investment as well as operations and maintenance.
2. *Review of Operations/Maintenance Programs:* Expenditures for recurring maintenance line items are reviewed to ensure that there is an appropriate amount of funds to cover prioritized expenditures.
3. *Review Capital Projects List:* Existing projects are analyzed and new potential projects are added based on input from Operations/Engineering staff, a review of Master Plans, and in response to public concerns. For new projects, back of the envelope costs are developed.
4. *Prioritize Projects:* Information is gathered for potential projects and then prospective projects are evaluated for priority based off the data.
5. *Partner Outreach:* Engage City departments and other governmental partners to share CIP projects and gather information that may inform the scope, size, or timing of projects.
6. *Financial Projections:* Revenue projections and fund balances are updated each year. Grant opportunities are evaluated and considered and any tentative partnership cost-share revenue streams are included.
7. *Schedule Projects for CIP:* Based off the availability of funds, the amount of expenditures on maintenance, and project prioritization, projects are added into the 5-year CIP.
8. *Review Fund Balances:* After projects are added into the CIP, the fund balances and trends are analyzed to confirm that implementation of the CIP is feasible.

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Coordination with Partner Organizations

Ameren Illinois
City of Champaign, Public Works Department
Champaign County Forest Preserve District
Champaign County Highway Department
Champaign County Regional Planning Commission
Champaign-Urbana Mass Transit District
Illinois American Water Company
University of Illinois Facilities and Services
Urbana-Champaign Sanitary District
Urbana Park District
Village of Savoy, Public Works Department



Capital Improvement Plan FY2026-FY2030 Asset Management Summary

Asset Valuation

The City of Urbana classifies its public infrastructure assets into eight categories. The assets are valued by the total current reconstruction value (CRV) as depicted below. The City is currently working on developing more asset management plans that will further refine these estimates.

Figure 1. Percentage of Current Reconstruction Value by Asset Class

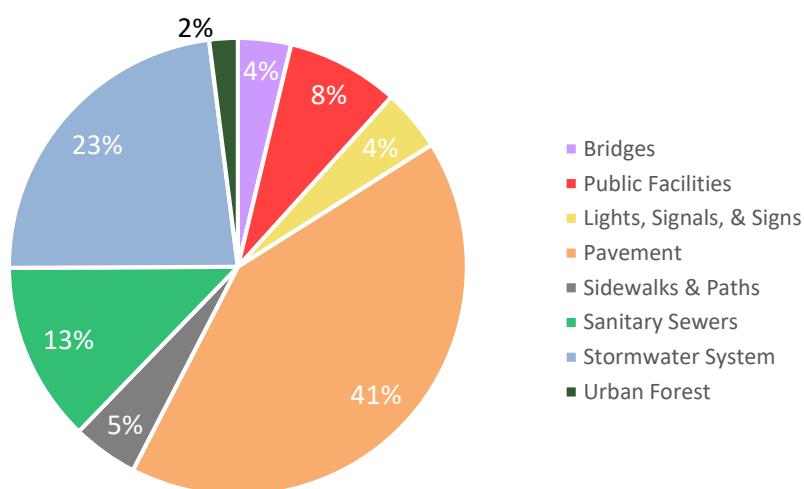


Figure 2. Estimates for Public Infrastructure Asset Valuations¹

ASSET CLASS	2025 CRV ¹
Bridges ²	\$67,000,000
Facilities ³	\$143,000,000
Lights, Signals, & Signs ²	\$79,000,000
Pavement ²	\$745,000,000
Sidewalks/Paths ²	\$84,000,000
Sanitary Sewers ²	\$228,000,000
Stormwater Facilities ⁴	\$412,000,000
Arbor & Landscaping ²	\$36,000,000
Totals	\$1,794,000,000

1. Original global estimates developed in 2021 at current National Highway Construction Cost Index (NHCCI) - 2020 Q3 = 1.890

2. 2024 estimate based on 2021 estimates increased by % change in NHCCI = 3.161 (2024 Q2)/1.890 (2020 Q3) = 1.672

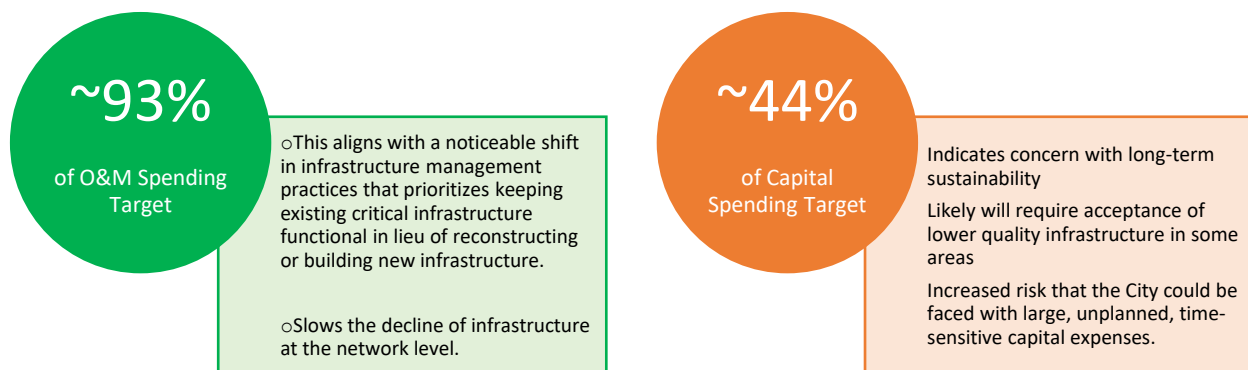
3. Incorporation of major CIP improvements since original 2021 estimates with inflationary increases discussed in note 2 above.

4. 2025 estimate based on completed asset management plan.

This is the first year since Covid-19 that the NHCCI has not seen double digit increase (6.5%).

Infrastructure Financial Sustainability Analysis

Last year a high-level analysis of our infrastructure funding was performed to compare target spending for recommended life cycle operations, maintenance, and capital to actual revenue/spending. This analysis found that the City was theoretically funding about 50% of target spending to perform industry best management services related to public infrastructure. Although high level, it did help indicate that the City is doing well to keep up with recommended O&M to minimize network level degradation but that there are real concerns for long-term sustainability and risk for major unplanned capital expenses. Projections through the next 5 years are as follows:



A major point for Council and the community to take away is that based on current revenue dedicated to infrastructure spending the City does not really have money for major reconstruction projects or any new infrastructure which limits the City's ability to be strategic when new opportunities or needs present themselves. In fact, upon completion of the proposed Public Works Campus Improvements in this plan, the City does not have any substantive unrestricted funds for other capital projects in the next 5 years. Future major capital projects like those proposed along the Florida Avenue Corridor and Lincoln Avenue Corridor are dependent on grants otherwise the City will be faced with hard decisions on funding or deferral of capital needs.

Compromised level of service is most regularly observed through declining condition of public infrastructure that people can see, like roads. Although the City continues to project declining roadway condition based on funding, the City has recognized benefits from strategic O&M spending. The previous City-wide roadway condition assessment performed in 2019 resulted in an area-weighted average network pavement condition index (PCI) of 57. At that time the forecasted models generated by our consultant projected a decline of 0.5-1.0 PCI per year based on existing funding over the next 5-10 years. Our most recent assessment in 2024 resulted in an area-weighted average network PCI of 58 (5 above the 53 PCI which was forecasted for 2024).

Year	Area-Weighted OCI	Category
2019 (Inspected)	57	Fair
2024 (Inspected)	58	Fair
2025	56	Fair
2026	54	Poor
2027	52	Poor
2028	50	Poor
2029	48	Poor
2030	46	Poor

Asset management plans will improve the City's ability to make better long-term decisions but progress on these has been delayed due to vacancies in the engineering division.

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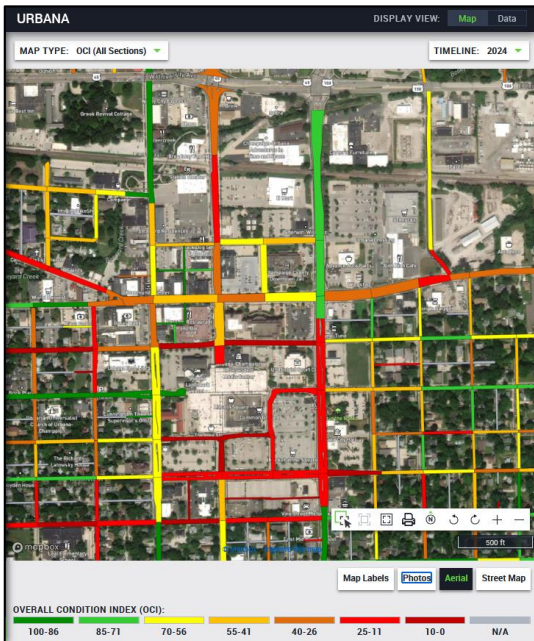
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Operations

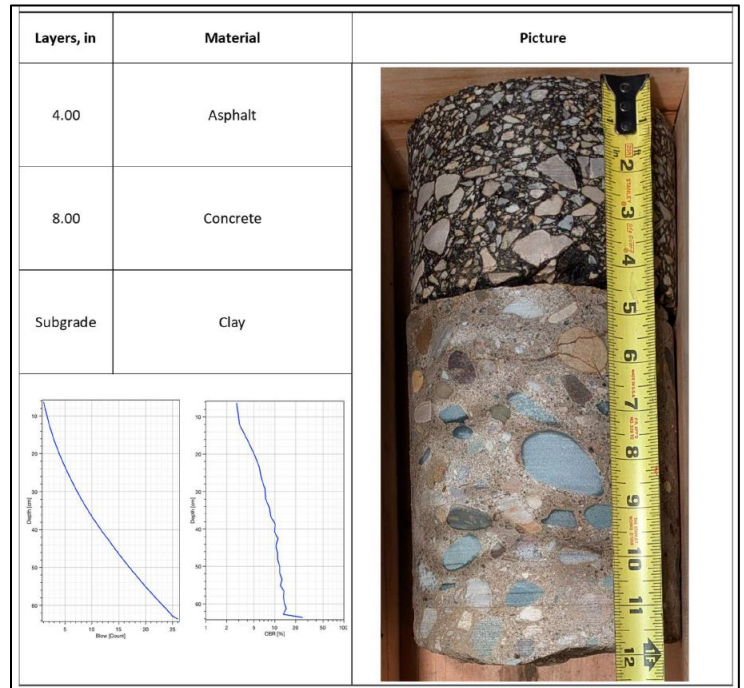
Pavement Management

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40112 - PAVEMENT MANAGEMENT SYSTEM	202 LMT ⁽¹⁾	182,839	20,000	20,000	20,000	20,000	200,000
40112 - PAVEMENT EVALUATIONS	202 LMFT ⁽¹⁾	35,000	25,000	-	25,000	-	25,000
TOTAL		217,839	45,000	20,000	45,000	20,000	225,000

1) Previously funded through 200 CR&I until FY26.



[Urbana Pavement Condition Dashboard](#)



Description

Condition assessment of pavement by scanning and by pavement evaluations. Pavement asset management plan.

Location

City-wide for pavement scanning and asset management; pavement evaluations for upcoming capital projects.

Purpose and Need

Data for maintenance and capital planning, monitor level of service, and asset management.

Timeline

Annual development of pavement asset management plan.
Pavement Evaluations in advance of design: in FY26, Broadway (Elm to Park, Oakland to Country Club), Elm (Race to Vine), Goodwin (Springfield to University), Lincoln (Saline Br to Somer).
Rescan City-wide FY30 (5 year cycle).

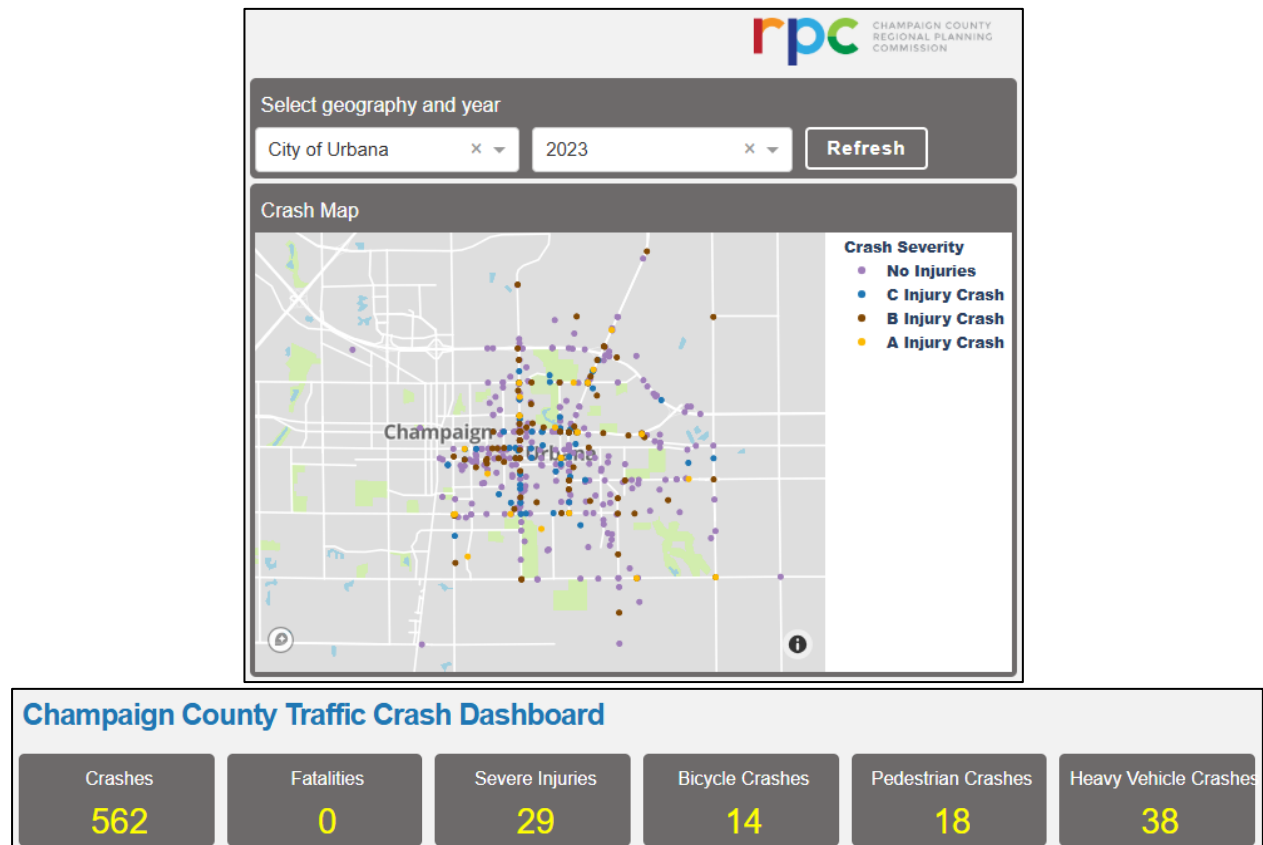
Changes from Previous CIP

None.

Traffic Studies

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40120 - MISC. TRAFFIC STUDIES	202 LMFT ⁽¹⁾	6,301	20,000	20,000	20,000	20,000	20,000
40176 - TIF 4 MISC. TRAFFIC STUDIES	343 TIF 4	24,960	-	-	-	-	-
TOTAL		31,261	20,000	20,000	20,000	20,000	20,000

1) Previously funded through 200 CR&I until FY26.



Description

Collection and analysis of multimodal traffic data, including volume, speed, and crash records.

Location

Various street segments and intersections, determined by safety priority or public input.

Purpose and Need

Identify specific traffic safety problems and recommendations.

Timeline

Annual Misc. Traffic Study.
TIF 4 (Cunningham-Kenyon Intersection)
FY25.

Changes from Previous CIP

Reduced allocation for TIF 4 (Cunningham Ave.) after initial investigation and coordination with IDOT.

Material Testing

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40181 - MISC. MATERIAL TESTING	202 LMFT ⁽¹⁾	15,000	15,000	15,000	15,000	15,000	15,000

1) Previously funded through 200 CR&I until FY26.



Description

Construction material inspection and testing by a qualified testing laboratory.

Location

Various locations.

Purpose and Need

Quality assurance of materials used on construction. For maintenance programs and capital projects when construction observation is performed by City staff.

Timeline

Annual.

Changes from Previous CIP

None.

Maintenance Programs

Pavement Patching

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40108 - ANNUAL STREET PATCHING	202 LMFT	338,120	300,000	300,000	300,000	300,000	300,000



Description

Pavement patching by contractor.

Location

Various locations determined by pavement condition and other priority criteria, typically on streets with higher traffic volumes.

Purpose and Need

Pavement rehabilitation. Full-depth repairs to address local pavement, base, or subgrade failure. Complement to pavement patching by City staff.

Timeline

Annual for City-wide program.

Changes from Previous CIP

None.

Bituminous Surface Treatment

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40114 - OIL & CHIP, SEAL, PRESERVATION	202 LMFT	214,768	875,000	600,000	600,000	600,000	600,000
40185 - TIF 4 STREET SURF TREAT	343 TIF 4	125,152	-	-	-	-	-
TOTAL		339,920	875,000	600,000	600,000	600,000	600,000



Description

Bituminous surface treatment (BST), also known as “oil and chip” or “chip seal”, applied on a 5-year cycle.

Location

Various streets with BST or other surface types but eligible for conversion to BST (primarily asphalt surfaces). City is divided into 5 zones.

Purpose and Need

Pavement preservation. Liquid bituminous material covered with chip-size (3/8 inch) aggregate seals the pavement surface, inhibits raveling, and improves surface friction. Typically applied to local or collector streets with good to excellent pavement surface condition. Annual allocation of \$600,000 for all eligible streets converted to BST.

Timeline

Zone 5 (east) and trial of high-pressure slurry in FY26, Zone 1 (northwest) in FY27, Zone 2 (southwest) in FY28, Zone 3 (south) in FY29, Zone 4 (northeast) in FY30.

Changes from Previous CIP

Increased FY26 allocation for trial of high-pressure slurry.
Increased allocation for annual City-wide program.

Joint and Crack Sealing

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM	202 LMFT	155,000	200,000	40,000	40,000	40,000	40,000



Description

Routing and sealing of joints and working cracks with hot-poured joint sealant.

Location

Various streets, typically with concrete or asphalt surfaces.

Purpose and Need

Pavement preservation. Mitigates moisture infiltration into pavement and slows crack deterioration. Typically applied to streets with a pavement surface that is in very good to excellent condition. First application within first 5 to 10 years of service life, and then periodic applications throughout service life as long as pavement conditions allow. Annual allocation is higher through FY26 to work through a backlog, then reduced in FY27 to a long-term program allocation. Complement to joint and crack sealing by City staff.

Timeline

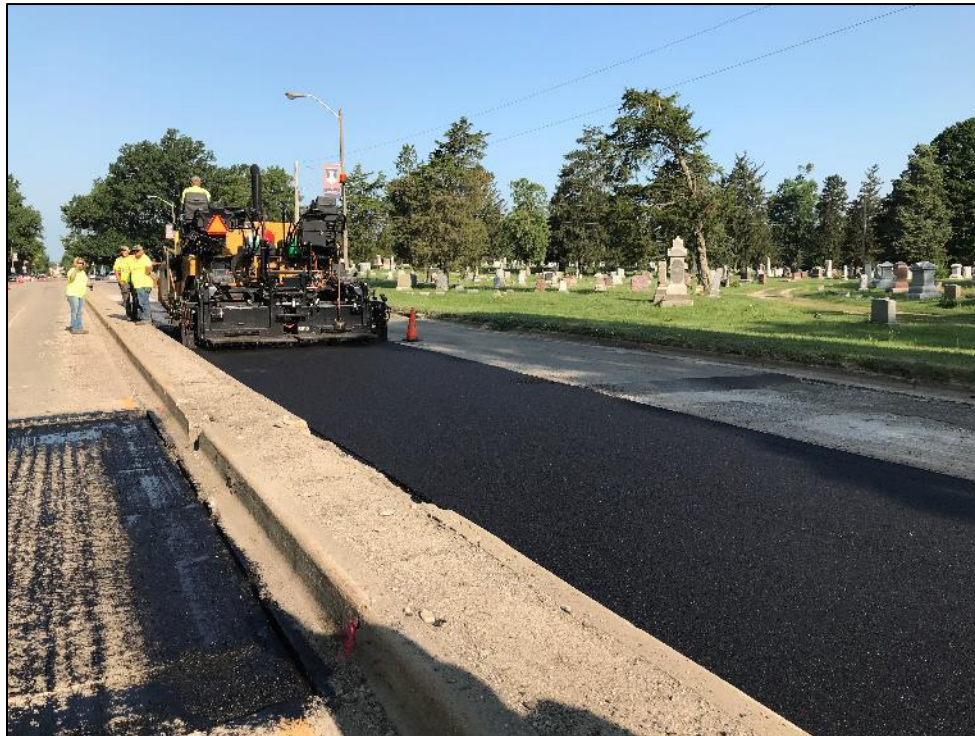
Beringer Commons, Myra Ridge, & Broadway in FY25.
Stone Creek in FY26.

Changes from Previous CIP

Will complete backlog one year earlier, ending contract construction after FY26.

Hot-Mix Asphalt (HMA) Overlay and Resurfacing

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40184 – HMA OVERLAY & RESURFACE	202 LMFT	-	250,000	1,000,000	1,000,000	500,000	500,000



Description

Pavement maintenance or rehabilitation (functional or structural overlay) by placing hot-mix asphalt (HMA) overlays on existing pavement or resurfacing existing HMA pavement. Program to initiate in FY27.

Location

Various streets, primarily streets with higher traffic volumes or classified as collectors or arterials.

Purpose and Need

Pavement maintenance or rehabilitation to correct surface defects and/or upgrade the structural capacity of the pavement. Intended for streets where bituminous surface treatment is not appropriate.

Timeline

Resurface Main (Vine to Webber) in FY27, Broadway (Water to Park) in FY28, Broadway (Elm to Water) in FY29, Main (Cedar to Walnut) in FY30. Design proceeds construction by one FY. Crown correction overlay for Thompson St. (Berkley to Division) in FY26.

Changes from Previous CIP

Start new program earlier with a higher initial allocation by using revenue from Windsor Road civil trial. Broadway Avenue (Elm to Park) was incorporated in this program and dropped as a capital project

Parking Lot Maintenance

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40900 – PARKING LOT MAINTENANCE	500 PARKING	-	50,000	50,000	50,000	50,000	50,000



Description

Preventive maintenance as needed, including joint and crack sealing, blacktopping, and applying pavement markings, applied on a 5-year cycle. Program initiated in FY26.

Location

[City-owned parking lots.](#)

Purpose and Need

Preventive maintenance based on pavement condition and surface type to maintain functionality of parking lots.

Timeline

Lots 10-X and 10-F in FY26.
Lots 10-A, 10-B, 16, and 25 in FY27.
Lots 10-E, 11, and 22 in FY28.
Lots 1, 12, 23, and 24 in FY29.
Lots 2, 5, 9, 17, Tepper, and Marro in FY30.

Changes from Previous CIP

Delayed by one year to start in FY26.

Pavement Markings

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40113 - BIKE LANES & SIDEPATHS	202 LMFT ⁽¹⁾	16,640	22,423	23,073	23,696	24,337	24,974
40160 - ANNUAL PAVEMENT MARKING PROGRAM	202 LMFT ⁽¹⁾	21,573	30,000	30,000	30,000	30,000	30,000
TOTAL		38,213	52,423	53,073	53,696	54,337	54,974

1) Previously funded through 200 CR&I until FY26.



Description

Reapplication of pavement marking lines and symbols for bike lanes (40113) and pavement marking lines for vehicle lanes (40160).

Location

Streets with existing pavement markings, City-wide.

Purpose and Need

Reapply pavement markings when existing markings are faded or have been removed by maintenance activity. Complement to pavement marking maintenance by City staff.

Timeline

Streets are assigned 1-year, 3-year, 6-year, or 12-year pavement marking cycles, based on historical performance.

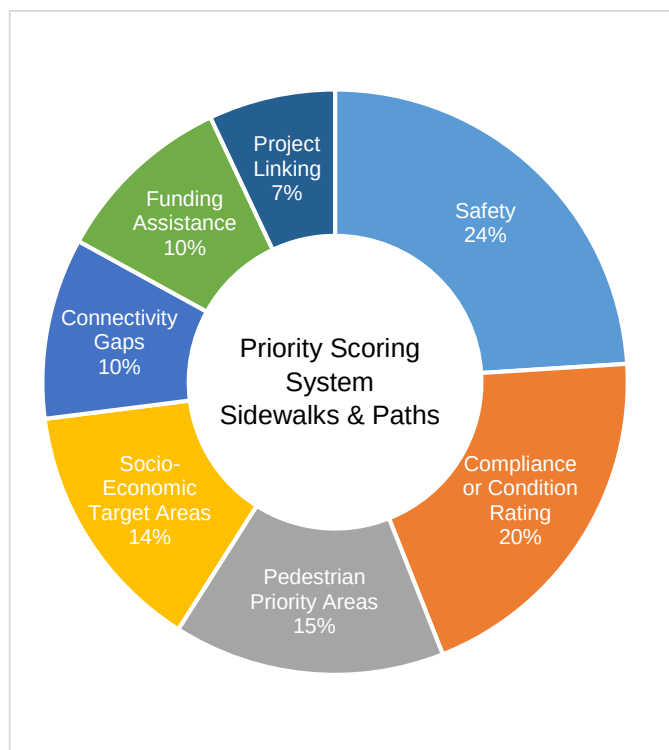
Changes from Previous CIP

None.

Sidewalks and Paths

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40101 - SIDEWALK MAINTENANCE	202 LMFT ⁽¹⁾	188,120	150,000	150,000	150,000	150,000	150,000
40170 - CDBG SIDEWALKS	331 CDBG	491,000	173,000	150,000	150,000	150,000	150,000
40177 - TIF 4 SIDEWALKS	343 TIF 4	370,000	300,000	-	-	-	-
40175 - CENTRAL TIF SIDEWALKS	CENT. TIF	-	50,000	50,000	50,000	50,000	50,000
TOTAL		1,049,120	673,000	350,000	350,000	350,000	350,000

1) Previously funded through 200 CR&I until FY26.



[Champaign County Sidewalk Explorer](#)

Description

Repair, replacement, or new construction of sidewalks and shared-use paths by contractor.

Location

Various locations City-wide, identified in the [Pedestrian Master Plan](#) or by public input.

Purpose and Need

Priority is given to locations based on the scoring system illustrated above. Complement to sidewalk repairs by City staff.

Timeline

Annual programs for LMFT, CDBG, and Central TIF funding.
TIF 4 (Cunningham Ave.) FY24 to Dec. 2025.

Changes from Previous CIP

Consolidated TIF 4 FY25 and FY26 allocations into FY25. Reduced allocation for CDBG program.
Added annual sidewalk program in Central TIF.

Miscellaneous Electrical Repairs

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40608 - ELECTRICAL MISC. REPAIRS	IDOT REIMB	-	15,000	15,000	15,000	15,000	15,000
	202 LMFT	-	50,000	50,000	50,000	50,000	50,000
TOTAL		0	65,000	65,000	65,000	65,000	65,000



Description

Unplanned repairs of traffic signal and street light infrastructure.

Location

Various locations in the street network owned or maintained by City of Urbana.

Purpose and Need

Response to vehicle collision damage to traffic signal cabinets, tall street light poles, and street light foundations, and other urgent or emergency needs. IDOT will reimburse the City up to \$15,000 annually for IDOT's share of maintenance of IDOT traffic signals within Urbana.

Timeline

Annual allocation.

Changes from Previous CIP

New maintenance program.

Traffic Signals

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40604 - ANNUAL SIGNAL CR&I	200 CR&I	58,842	187,158	-	-	-	-
	202 LMFT	-	175,000	62,000	100,000	100,000	100,000
40180 - TIF 4 INTERSECTION IMPROVEMENTS	343 TIF 4	70,000	-	-	-	-	-
TOTAL		128,842	362,158	62,000	100,000	100,000	100,000



Description

Maintenance, repair, and improvements to traffic signal assets.

Location

Traffic signals owned and maintained by Urbana (25 signalized intersections and 20 pedestrian warning systems) or maintained by Urbana (23 signalized intersections and 1 pedestrian warning system).

Purpose and Need

Functioning and updated traffic signals for safe and efficient traffic flow. The [Traffic Signal Asset Management Plan](#) identifies priority short-term and long-term improvements.

Timeline

Upgrade Audio Devices for Ped. Crossings FY25-FY26.
Improve 3 Traffic Signal Cabinets FY26.
TIF 4 (Cunningham Ave.) FY25 to Dec. 2025.
Lincoln & Windsor, Goodwin & Green, Philo & Florida FY27.
Philo & Scovill FY28.

Changes from Previous CIP

Delayed signal cabinet improvements by one fiscal year.

Street Lighting

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40606 - ANNUAL STREET LIGHTING CR&I	202 LMFT (1)	77,000	150,000	150,000	150,000	150,000	150,000
40174 - CDBG STREET LIGHTING	331 CDBG	355,000	125,000	125,000	125,000	125,000	125,000
40178 - TIF 4 STREET LIGHTING	343 TIF 4	1,200,000	100,000	-	-	-	-
40607 - CENTRAL TIF STREET LIGHTS	CENTRAL TIF	-	50,000	50,000	50,000	50,000	50,000
TOTAL		1,632,000	425,000	325,000	325,000	325,000	325,000

1) Previously funded through 200 CR&I until FY26.



Description

Improvements to existing street lights and installation of new street lights.

Location

Various locations City-wide.

Purpose and Need

Asset management plan will identify recommended improvements for existing street lights, propose new construction standards for Urbana street lights, and provide guidelines for prioritizing new street light installations.

Timeline

Annual programs for LMFT, CDBG, and Central TIF funding. TIF 4 (Cunningham Ave.) FY24 to Dec. 2025. Circuit Replacements: Fairview and Church Circuits (4 years), Beardsley and Tremont Circuits (3 years).

Changes from Previous CIP

Increased FY25 allocation for TIF 4 project. Added LMFT and Central TIF programs. Reduced allocation for CDBG program.

Bridges

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40401 - BRIDGE MAINTENANCE PROJECTS	CHAMP IGA	-	30,000	-	-	-	-
	202 LMFT ⁽¹⁾	25,000	30,000	50,000	-	20,000	-
TOTAL		25,000	60,000	50,000	0	20,000	0

1) Previously funded through 200 CR&I until FY27.



[IDOT Bridge Information Website](#)

Description

Embankment settlement repairs at Olympian Dr. bridge.
Substructure repairs at Broadway Ave. bridge.
Concrete deck sealing.

Location

Olympian Dr. over Illinois Central Railroad; Broadway Ave. over Saline Branch; and Five (5) bridges with bare concrete decks (Lincoln Ave. over Saline Br. South, Lincoln Ave. over Saline Br. North, Olympian Dr., Race St. over Boneyard, and High Cross Rd. Ped. Bridge).

Purpose and Need

Apparent settlement of embankment at Olympian Dr. has caused joint failure at the ends of the bridge and subsequent erosion due to deck drainage. City of Champaign willing to participate in Olympian Dr. bridge repairs. Corrosion of metal pipe piles at Broadway Ave. Seal bare concrete decks every five years as preventive maintenance.

Timeline

Olympian Dr. Bridge FY25-FY26,
Broadway Ave. Bridge FY27,
Concrete Deck Sealing FY29.

Changes from Previous CIP

None.

Capital Projects (Summary)

Transportation Capital Projects, sorted by Priority Score

Capital Projects	Safety Score	Class Score	Condition Score	Funding Score	Linking Score	Bus Score	CDTA Score	Total Score	Construction Cost Estimate
CIP FY26-FY30									
Florida Ave. (Wright to Hillcrest) ↑	25.2	20.2	15.1	12.9	7.0	8.2	0.0	88.5	\$ 9,000,000
Lincoln Ave. (Wascher to Killamey) ↓	25.2	22.4	12.2	12.9	5.8	8.2	1.4	88.1	\$ 5,910,000
Country Club Rd. and Perkins Rd.	25.2	17.9	13.1	6.5	9.3	8.2	1.4	81.5	\$ 1,400,000
Lincoln Ave. (Florida to Green)	25.2	20.2	15.0	3.2	7.0	8.2	0.0	78.7	\$ 8,100,000
Main St. (Vine to Webber) +	22.1	20.2	11.7	12.9	0.0	8.2	1.4	76.5	\$ 900,000
Broadway Ave. (Elm to Park)	18.9	15.7	12.2	8.1	5.8	8.2	1.4	70.3	\$ 1,200,000
Vine St. and Illinois St.	12.6	20.2	13.9	6.5	4.6	8.2	1.4	67.3	\$ 2,000,000
Vine St. (Florida to Washington) +	9.5	20.2	13.3	12.9	0.0	8.2	1.4	65.5	\$ 1,300,000
Main St. (Cedar to Walnut) +	8.3	20.2	10.2	12.9	0.0	8.2	0.0	59.8	\$ 700,000
Springfield Ave. (Wright to McCullough)	15.8	20.2	12.2	3.2	7.0	0.0	0.0	58.3	\$ 2,400,000
Wright St. (Church to Dublin)	0.0	17.9	15.5	4.9	4.6	8.2	1.4	52.5	\$ 140,000
Country Club Rd. (Saline to Broadway) +	0.0	15.7	9.2	4.8	4.6	0.0	1.4	35.6	\$ 350,000
								Total	\$ 33,400,000
Backlog, Not in CIP									
Goodwin Ave. (Green to University) –	15.8	17.9	13.9	3.2	3.5	8.2	0.0	62.5	\$ 1,300,000
Lincoln Ave. (Saline Branch to Somer)	25.2	22.4	12.1	0.0	2.3	0.0	0.0	62.0	\$ 600,000
Florida Ave. (James Cherry to Curtiss)	4.2	20.2	16.0	4.9	1.2	8.2	1.4	56.0	\$ 900,000
Elm St. (Race to Vine) –	6.3	13.4	16.5	6.5	0.0	8.2	0.0	50.9	\$ 400,000
Philo Rd. and Pennsylvania Ave. ↑	0.0	20.2	12.1	4.9	3.5	8.2	1.4	50.2	\$ 3,000,000
Florida Ave. and Cottage Grove Ave. ↓	6.3	20.2	5.6	4.9	3.5	8.2	1.4	50.0	\$ 2,500,000
Fairlawn Ave. (Vine to Anderson) ↑	0.0	13.4	17.0	6.5	0.0	8.2	2.7	47.8	\$ 1,200,000
Windsor Rd. (Race to Philo) +	12.6	20.2	3.9	1.6	0.0	8.2	0.0	46.5	\$ 1,300,000
Illinois St. (Goodwin to Lincoln) ↓	4.2	13.4	14.6	3.2	2.3	8.2	0.0	46.0	\$ 900,000
Pennsylvania Ave. (Lincoln to Race)	0.0	13.4	14.8	3.2	2.3	8.2	0.0	42.0	\$ 1,300,000
Anderson St. (Mumford to Florida)	0.0	13.4	15.0	4.9	0.0	8.2	0.0	41.5	\$ 2,900,000
								Total	\$ 16,300,000
Symbols Legend: ↑ = higher priority than last year ↓ = lower priority than last year + = new to CIP or backlog – = moved from CIP to backlog									

“CDTA” refers to Community Development Target Areas.

Some of the projects included in the Capital Improvement Plan have lower priority scores than other projects not included and which are listed in the City's backlog. Generally speaking, the priority scoring system is a simple guide for project selection, but it does not account for all factors which influence the importance or urgency of a project. Some projects are included because they are led by another agency – Wright St. (Church to Dublin) with City of Champaign and Country Club Road (Saline to Broadway) with Urbana Township, for example.

Priority Scoring System

The City of Urbana uses a scoring system to guide prioritization of transportation capital projects. In this system, a total priority score is calculated for each street segment as the sum of seven category scores: Safety Record, Functional Classification of the Street, Pavement Condition, Funding Assistance, Project Linking, Bus Route, and Community Development Target Area (CDTA). The total score ranges from 0 to 100, with 100 representing the highest priority project. Each category has a maximum score according to the relative importance assigned to it. The relative importance of each category was determined by a committee of staff in the Public Works Department. A transportation project consists of one or more street segments, and each project is assigned the highest total score from one of its street segments.

$$\text{Total Priority Score} = \text{Safety} + \text{Class} + \text{Condition} + \text{Funding} + \text{Linking} + \text{Bus} + \text{CDTA}$$

$$\text{Max. Score} = 100.0 = 25.2 + 22.4 + 17.0 + 12.9 + 11.6 + 8.2 + 2.7$$

An in-depth discussion of this priority scoring system can be found in Appendix A of the Capital Improvement Plan.

Construction Cost Estimates

When a transportation capital project is initially conceived, the most direct way to estimate construction cost is to apply a unit price per area of pavement, based on the anticipated scope of work. The initial concept for scope of work is typically informed by the purpose and need for the project, such as pavement condition, safety record, or other considerations. A total project cost includes construction costs, preliminary engineering (also referred to as “studies and plans”, typically estimated as 20% of the cost of construction), and construction engineering (typically estimated as 10% of the cost of construction). The unit prices summarized below were used for the construction cost estimates, unless a more detailed estimate already existed. Construction cost estimates are approximate and subject to refinement with development of studies and plans, and as prices for labor and materials change over time.

Scope of Project	Construction Unit Price (per SY pavement)		
Pavement Reconstruction	\$225	to	\$325
Corridor Rehabilitation	\$175	to	\$250
Pavement Rehabilitation	\$100	to	\$200

Capital Projects (FY26 Construction)

Springfield Ave. (Wright to McCullough)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40134 - SPRINGFIELD: WRIGHT TO MCCULL	203 SMFT	1,276,700	1,300,000	-	-	-	-



Description

Pavement rehabilitation and bridge repairs.

Location

Springfield Ave. from Wright to McCullough, excluding Gregory to Coler.

Purpose and Need

Springfield Ave. is a minor arterial with poor pavement and a moderate safety priority score.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
15.8	20.2	12.2	3.2	7.0	0.0	0.0	58.3

Timeline

Construction from Coler to McCullough in FY25-FY26. Construction from Wright to Gregory in FY26-FY27.

Changes from Previous CIP

Separated the project into two phases, Coler to McCullough and Wright to Gregory.

Equity and Quality of Life (EQL) Projects

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	200 CR&I	1,608,310	625,000	-	-	-	-
	331 CDBG	270,000	-	-	-	-	-
	ARP-24	-	300,000	-	-	-	-
TOTAL		1,878,310	925,000	0	0	0	0



Description

Construction of new sidewalks, paths, and street lights. Traffic calming for safety concerns.

Location

FY22 EQL Program: ten (10) implementation project locations, and five (5) planning project locations.
FY25 EQL Program: Silverwood neighborhood and three (3) traffic calming locations.

Purpose and Need

The EQL Projects address small-scale infrastructure needs, with an emphasis on underserved neighborhoods. The goal is to improve safety and health in tangible ways. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 3.2.A.

Timeline

FY22 EQL Program: Construction FY25.
FY25 EQL Program: Studies & Plans FY25, Construction FY26.

Changes from Previous CIP

FY25 EQL Program approved by City Council.

Race St. Bridge Repairs

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40167 - BONEYARD CREEK BRIDGE REPAIR	203 SMFT	24,785	280,000	-	-	-	-



Description

Bridge repairs, including stone masonry façade repairs on the substructure, sidewalk repairs on the superstructure.

Location

Bridge carrying Race St. over Boneyard Creek, located at the Boneyard Creek Crossing.

Purpose and Need

Correction of deficient details before advanced deterioration occur.

Timeline

Studies & Plans FY23-FY25, Construction FY26.

Changes from Previous CIP

Delayed construction by one fiscal year.

Country Club Rd. and Perkins Rd.

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40172 - COUNTRY CLUB & PERKINS	200 CR&I	105,264	385,000	-	-	-	-
	343 TIF 4	164,869	1,200,000	-	-	-	-
TOTAL		270,133	1,585,000	0	0	0	0



Description

Pavement rehabilitation and drainage improvements.

Location

Country Club Rd. from Golfview Dr. to Cunningham Ave. (US 45) and Perkins Rd. from Cunningham Ave. (US 45) to City Boundary.

Purpose and Need

This route is a collector with poor pavement, a high safety priority score, known drainage problems, with a bus route, and part of this project is in the TIF 4 area.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	17.9	13.1	6.5	9.3	8.2	1.4	81.5

Timeline

Studies & Plans FY24-FY25, Construction FY26.

Changes from Previous CIP

Increased construction allocation based on pre-final plan estimate.

Bakers Lane Shared-Use Path

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40129 - BAKERS LANE MULTI-USE PATH	ITEP	135,320	1,037,450	-	-	-	-
	REBUILD	33,840	259,430	-	-	-	-
	203 SMFT	30,685	1,303,120	-	-	-	-
TOTAL		199,845	2,600,000	0	0	0	0



Description

New shared use path with pedestrian lighting.

Location

North side of Washington St. from Kinch to Smith, and along Bakers Lane right-of-way, between Weaver Park and Scottswood Subdivision, from Washington to Main.

Purpose and Need

Path proposed in 2016 Bicycle Master Plan with 6-10 year timeline. In 2020 Pedestrian Master Plan, Washington St. segment identified as “highest priority” and Bakers Lane segment identified as “medium priority”. Connectivity with Park District Health & Wellness Center, School District Prairie Campus, Scottswood Subdivision, and future Kickapoo Rail Trail extension. ITEP funding was secured for the shared use path.

Timeline

Studies & Plans FY24-FY25.
Construction FY26.

Changes from Previous CIP

Added SMFT allocation to pay for increased construction cost estimate based on pre-final plans.

Florida Ave. Shared-Use Path

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40137 - FLORIDA MULTI- USE PATH	ITEP	101,360	729,050	-	-	-	-
	REBUILD	25,340	242,320	-	-	-	-
	203 SMFT	13,842	788,630	-	-	-	-
TOTAL		140,542	1,760,000	0	0	0	0



Description

New shared-use path, as part of larger corridor improvements from Wright to Hillcrest.

Location

South side of Florida Ave. from Lincoln to Race.

Purpose and Need

Provide a missing link in the bicycle and pedestrian network. Project proposed in both the 2008 and 2016 Bicycle Master Plans. ITEP funding was secured for the shared use path in FY23. Corridor study completed by Regional Planning Commission. <https://ccrpc.gitlab.io/florida-ave/>

Timeline

Studies & Plans FY24-FY25, Construction FY26.

Changes from Previous CIP

Added SMFT allocation to pay for increased construction cost estimate based on pre-final plans. Construction delayed for coordination with State Historic Preservation Office (SHPO).

Vine St. and Illinois St.

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40168 - VINE AND ILLINOIS	CENTRAL TIF	-	250,000	250,000	-	-	-
	203 SMFT	264,874	985,126	850,000	-	-	-
TOTAL		264,874	1,235,126	1,100,000	0	0	0



Description

Pavement rehabilitation with potential road diet and pedestrian improvements.

Location

Vine St. from California to Main, and Illinois St. from Race to Urbana.

Purpose and Need

Vine St. is a minor arterial with pavement in poor to very poor condition, a moderate safety priority score, a bus route, and this project is fully within the Central TIF area. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 4.4.B.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
12.6	20.2	13.9	6.5	4.6	8.2	1.4	67.3

Timeline

Studies & Plans FY25-FY26, Construction FY26 and FY27.

Changes from Previous CIP

Moved second phase of construction forward one year to FY27.

Wright St. (Church to Dublin)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40132 - WRIGHT ST: CHURCH TO DUBLIN	202 LMFT	-	150,000	-	-	-	-



Description

Pavement rehabilitation.

Location

Wright St. from Church to Dublin.

Purpose and Need

Wright St. is a major collector with pavement in very poor to failed condition, and it is on a bus route. City of Champaign to be the lead agency on this project, where City Boundary is on centerline of street.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	17.9	15.5	4.9	4.6	8.2	1.4	52.5

Timeline

Studies & Plans FY25.
Construction FY25-FY26.

Changes from Previous CIP

Removed railroad grade crossing from scope of work.
Reduced allocation based on awarded bid price.
Changed funding source from CR&I to LMFT.

Country Club Rd. (Saline Branch to Broadway)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40165 - COUNTRY CLUB RD: SALINE BR TO BROADWAY	202 LMFT	-	350,000	-	-	-	-



Description

Pavement reconstruction with drainage improvements.

Location

Country Club Rd. from bridge over Saline Branch to Broadway.

Purpose and Need

Country Club Rd. is a minor collector with pavement in fair condition and a bus route. Improvements in coordination with replacement of the bridge over Saline Branch, which is owned by Urbana Township. Champaign County is pursuing Special Bridge Funding for the bridge replacement. Champaign County to be the lead agency on this project.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	15.7	9.2	4.8	4.6	0.0	1.4	35.6

Timeline

Timeline is contingent on County funding the bridge replacement project.

Changes from Previous CIP

Funds allocated in FY26 in case County funds the bridge replacement project.

Capital Projects (FY26 Studies and Plans)

Florida Ave. (Wright to Hillcrest)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40135 - FLORIDA: WRIGHT - HILLCREST	COVID RELIEF	238,013	-	-	-	-	-
	STBG / STPU	297,000	394,000	-	-	-	-
	RAISE ⁽¹⁾	-	-	9,950,930	-	-	-
	203 SMFT	107,868	99,000	-	-	-	-
TOTAL		642,881	493,000	9,950,930	0	0	0

- 1) Grant funding for construction in FY27 has been awarded but not secured with a grant agreement. Project contingent on receiving grant funding.



Description

Pavement rehabilitation, new and replacement traffic signals, improved bus stops, and a new shared use path (shown separately).

Location

Florida Ave. from Wright to Hillcrest.

Purpose and Need

Florida Ave. is a minor arterial with very poor to fair pavement, a high safety priority score, and a bus route. Preliminary engineering funded with STBG/STPU funds through CUUATS. Construction and construction engineering funded with RAISE grant from US DOT. Corridor study completed by Regional Planning Commission: <https://ccrpsc.gitlab.io/florida-ave/>. Illinois American Water plans to replace a water main within the project limits.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	20.2	15.1	12.9	7.0	8.2	0.0	88.5

Timeline

Studies FY25; Plans FY26;
Construction FY27.

Changes from Previous CIP

Construction combined into one contract, rather than four (4), with award of RAISE grant.

Lincoln Ave. (Wascher to Killarney)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40124 - LINCOLN: WASCHER - KILLARNEY	STBG / STPU ⁽¹⁾	365,600	650,000	-	5,200,000	-	-
	SS4A ⁽²⁾ GRANT	-	200,000	-	-	-	-
	203 SMFT	91,400	163,000	-	1,300,000	-	-
TOTAL		457,000	1,013,000	0	6,500,000	0	0

- 1) Grant funding for construction in FY28 has not been awarded. Project contingent on receiving grant funding.
- 2) Grant funding for FY26 road diet demonstration has been awarded but not secured with a grant agreement. Project contingent on receiving grant funding.



Description

Pavement rehabilitation with road diet from 4 lanes to 3 lanes and addition of either on-street bike lanes or a shared use path. Improved traffic signals, street lights, and bus stops. New mid-block pedestrian cross walks.

Location

Lincoln Ave. from
Wascher to Killarney

Purpose and Need

Lincoln Ave. is an other principal arterial with a high safety priority score, pavement in poor to very poor condition, and a bus route. Preliminary engineering funded with STBG/STPU funds through CUUATS. A second application for a Safe Streets and Roads for All (SS4A) grant yielded funding for a temporary road diet demonstration, but no funding for improvements. Anticipate funding construction with STBG/STPU funds through CUUATS.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	22.4	12.2	12.9	5.8	8.2	1.4	88.1

Timeline

Studies FY24-FY25, Road Diet Demo and Plans
FY26, Construction FY28.

Changes from Previous CIP

Delayed construction by one year in anticipation
of CUUATS STBG/STPU fund availability.

Capital Projects (FY27 – FY30)

Lincoln Ave. (Florida to Green)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40149 - LINCOLN: GREEN - FLORIDA	203 SMFT	72,554	-	810,000	-	810,000	3,700,000



Description

Corridor rehabilitation with safety improvements.

Location

Lincoln Avenue from Florida to Green.

Purpose and Need

Lincoln Ave. is a minor arterial with a high safety priority score, pavement in poor to very poor condition, and a bus route. Corridor study by Regional Planning Commission to be completed in FY25:

<https://ccrpc.gitlab.io/lincoln-ave/>

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	20.2	15.0	3.2	7.0	8.2	0.0	78.7

Timeline

Corridor Study FY24-FY25, Studies FY27, and Plans FY29. Construction in two phases: Iowa to Green FY30 and Florida to Iowa FY31. FY31 construction is contingent on STBG/STPU funds.

Changes from Previous CIP

Increased allocation for Studies & Plans. Split construction into phases for implementation.

Vine St. (Florida to Washington)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40186 - VINE: FLORIDA TO WASHINGTON	203 SMFT	-	-	-	260,000	1,430,000	-



Description

Pavement rehabilitation.

Location

Vine St. from Florida to Washington.

Purpose and Need

Vine St. is a minor arterial with pavement in very poor condition and a bus route.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
9.5	20.2	13.3	12.9	0.0	8.2	1.4	65.5

Timeline

Studies & Plans FY28, Construction FY29.

Changes from Previous CIP

New project.

Capital Projects Backlog (Not in CIP)

Goodwin Ave. (Green to University)



Description

Pavement rehabilitation with some reconstruction.

Location

Goodwin Ave. from Green to University (US 150)

Purpose and Need

Goodwin Ave. is a major collector with a moderate safety priority score, failed to poor pavement, and a bus route.

Construction Cost Estimate

1,300,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
15.8	17.9	13.9	3.2	3.5	8.2	0.0	62.5

Timeline

After FY30.

Changes from Previous CIP

Project moved to backlog because a new project, Vine St. (Florida to Washington), scored as a higher priority.

Lincoln Ave. (Saline Branch to Somer)



Description

Pavement rehabilitation.

Location

Lincoln Ave. from bridge over Saline Branch to Somer Dr.

Purpose and Need

Lincoln Ave. is an other principal arterial with a high safety priority score and poor pavement.

Construction Cost Estimate

600,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	22.4	12.1	0.0	2.3	0.0	0.0	62.0

Florida Ave. (James Cherry to Curtiss)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40164 - FLORIDA AT JAMES CHERRY	202 LMFT	89,975	-	-	-	-	-



Description

Pavement reconstruction.

Location

Florida Ave. from James Cherry to Curtiss.

Purpose and Need

Florida Ave. is a minor arterial with pavement in very poor condition with a bus route.

Construction Cost Estimate

900,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
4.2	20.2	16.0	4.9	1.2	8.2	1.4	56.0

Elm St. (Race to Vine)



Description

Pavement rehabilitation.

Location

Elm St. from Race to Vine.

Purpose and Need

Elm St. is a local street with failed pavement and a bus route.

Construction Cost Estimate

400,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
6.3	13.4	16.5	6.5	0.0	8.2	0.0	50.9

Timeline

After FY30.

Changes from Previous CIP

Elm St. (Race to Vine) was part of the Broadway Ave. and Elm St. project. Broadway Ave. (Elm to Park) was absorbed into the HMA Overlay and Resurfacing Program. Elm St. (Race to Vine) was moved to backlog because it has a moderate priority score by itself.

Philo Rd. and Pennsylvania Ave.



Description

Pavement rehabilitation.

Location

Philo Rd. from Colorado to Cottage Grove, and Pennsylvania Ave. from Cottage Grove to Philo.

Purpose and Need

Philo Rd. is a minor arterial with fair pavement and a bus route.

Construction Cost Estimate

3,000,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	20.2	12.1	4.9	3.5	8.2	1.4	50.2

Florida Ave. and Cottage Grove Ave.



Description

Pavement rehabilitation.

Location

Florida Ave. from Hillcrest to James Cherry and
 Cottage Grove Ave. from Glenwood Oaks Ct. to
 Florida.

Purpose and Need

Florida Ave. is a minor arterial with pavement in
 good to fair condition and a bus route.

Construction Cost Estimate

2,500,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
6.3	20.2	5.6	4.9	3.5	8.2	1.4	50.0

Fairlawn Ave. (Vine to Anderson)



Description

Pavement reconstruction.

Location

Fairlawn Ave. from Vine to Anderson.

Purpose and Need

Fairlawn Ave. is a local street with pavement in very poor condition and with a bus route.

Construction Cost Estimate

1,200,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	17.0	6.5	0.0	8.2	2.7	47.8

Windsor Rd. (Race to Philo)



Description

Asphalt overlay on existing concrete pavement.

Location

Windsor Road from Race Street to Philo Road.

Purpose and Need

Windsor Rd. is a minor arterial with a moderate safety priority score, very good pavement, and a bus route. The significant amount of initial mid-panel cracking in the concrete pavement warrants more maintenance and rehabilitation to maintain the pavement for its design service life.

Construction Cost Estimate

1,300,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
12.6	20.2	3.9	1.6	0.0	8.2	0.0	46.5

Timeline

After FY30.

Changes from Previous CIP

Project moved to backlog because it scored as a lower priority.

Illinois St. (Goodwin to Lincoln)



Description

Pavement rehabilitation.

Location

Illinois St. from Goodwin to Lincoln

Purpose and Need

Illinois St. is a local street with pavement in fair to very poor condition and with a bus route.

Construction Cost Estimate

900,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
4.2	13.4	14.6	3.2	2.3	8.2	0.0	46.0

Pennsylvania Ave. and Orchard St.



Description

Pavement rehabilitation.

Location

Pennsylvania Ave. from Orchard to Race and
 Orchard St. from Pennsylvania to Michigan

Purpose and Need

Pennsylvania Ave. is a local street with pavement
 in very poor condition and with a bus route.

Construction Cost Estimate

1,300,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	14.8	3.2	2.3	8.2	0.0	42.0

Anderson St. (Mumford to Florida)



Description

Pavement reconstruction.

Location

Anderson St. from Mumford to Florida

Purpose and Need

Anderson St. is a local street with pavement in very poor condition and with a bus route.

Construction Cost Estimate

2,900,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	15.0	4.9	0.0	8.2	0.0	41.5

Coler Ave. Bridge Rehabilitation

**Description**

Bridge superstructure replacement.

Location

Coler Ave. over Boneyard Creek

Purpose and Need

Coler Ave. is a local street with pavement in poor condition and a bridge in very poor condition. The bridge over Boneyard Creek has a restriction of legal loads only due to its condition.

Construction Cost Estimate

500,000

Section 4: Facilities

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Maintenance Programs

Parking Garage

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40189 - PARKING GARAGE FEASIBILITY STUDY	344 CENT TIF	-	50,000	-	-	-	-
40700 - PARKING GARAGE REHAB	500 PARK	47,373	250,000	-	-	-	-
TOTAL		47,373	300,000	0	0	0	0



Description

Routine condition assessment and preventive maintenance. Feasibility study to estimate costs to demolish and rebuild or relocate the existing structure.

Location

111 W. Main St.

Purpose and Need

Assess condition of parking garage and complete preventive maintenance on a 5-year cycle. Feasibility study to help evaluate long-term plans for parking garage, considering the recent Public Realm Study and Comprehensive Plan.

Timeline

Condition Assessment FY25.
Preventive Maintenance and Feasibility Study FY26.

Changes from Previous CIP

Added feasibility study.

Capital Projects (FY26 Construction)

General Rehabilitation

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40800-CONST-REHAB	200 CR&I	326,383	175,690	180,785	185,737	190,732	195,755



Description

Discretionary funding for small/medium scope facilities projects.

Location

All City facilities.

Purpose and Need

Projects to be identified and prioritized from findings of 2019 Phase 1- Facilities Condition Assessment and from annual coordination meetings between Facilities Supervisor and departments within the City. Funds will be focused to areas identified not to receive rehabilitation in near term capital improvement planning and for emergency facility conditions.

Timeline

Annual program.
Basic general rehab for FY26:
Sprinkler install for Fire Station #1 (City Hall).
Flooring replacement for basement level carpeted areas directly effect by flooding.
Lighting improvements to the Parking Deck stairwells.

Changes from Previous CIP

None.

ADA Life Safety Improvements

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40800-ADA	200 CR&I	8,850	78,080	-	-	-	-



Description

Remediation of high priority ADA and health/life safety concerns in City facilities. Most significantly: improvements to fire alarm system coverage at City Hall (400 South Vine) including strobes, horns, and pull stations. Relevant work also includes installation of ADA door actuators, closers, exit signage, and emergency lighting.

Location

All City facilities, but primarily City Hall.

Purpose and Need

Priority 1 action item identified project in 2019 Phase 1- Facilities Condition Assessment. The City contracted with Bailey Edwards Architecture to perform a full analysis of City facilities. These items were identified as year 1 objectives.

Timeline

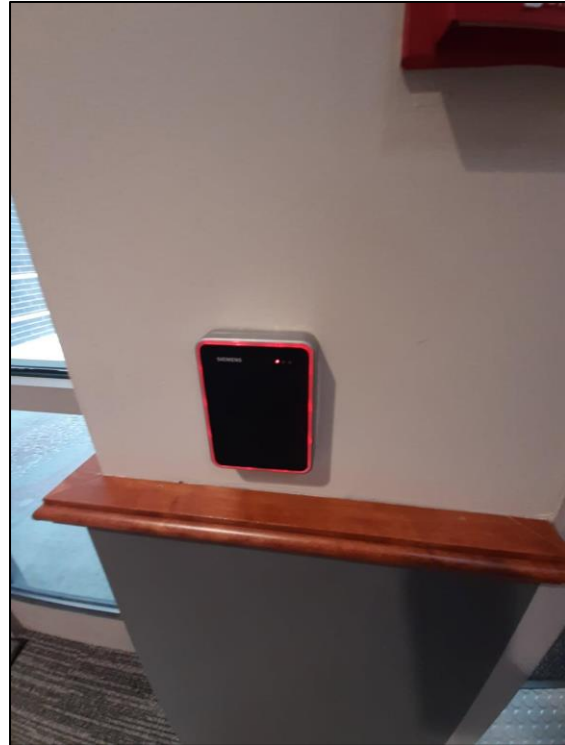
Construction FY25-FY26.

Changes from Previous CIP

Construction delayed to allow City Hall Reconfiguration to finish first.

Facilities Security Improvements

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40800-SECURITY	200 CR&I	144,000	105,000	-	-	-	-



Description

Install card readers linked with door controllers to restrict access. This system allows for greater flexibility and control over who can access the facility, as well as monitor who has entered the facility. Estimated cost based on 50 doors.

Location

All City facilities.

Purpose and Need

Priority 1 action item identified project in 2019 Phase 1- Facilities Condition Assessment. Key Finding #4 from 2020 Phase II- Space and Programming Needs Assessment: Limited delineation between public and private space affects both employee and citizen experience.

Timeline

Construction at City Hall FY24-FY26.
Camera upgrades to and around City Hall, FY26.

Changes from Previous CIP

Added camera upgrades for City Hall.

City-Wide Storage Facility

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40800-STORAGE	200 CR&I	100,714	40,286	-	-	-	-



Description

A facility with dedicated space for multiple City departments that will act as a centralized, organized space for storage of vehicle fleets, trailers, and related equipment. Also incorporated in the concept is an area for long-term document and file storage. This facility will be secured with restricted access.

Location

610 Glover Ave.

Purpose and Need

Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage causes the work environment to feel crowded. This will allow for the repurposing of the existing storage facility (704 Glover) for City Fleet maintenance.

Timeline

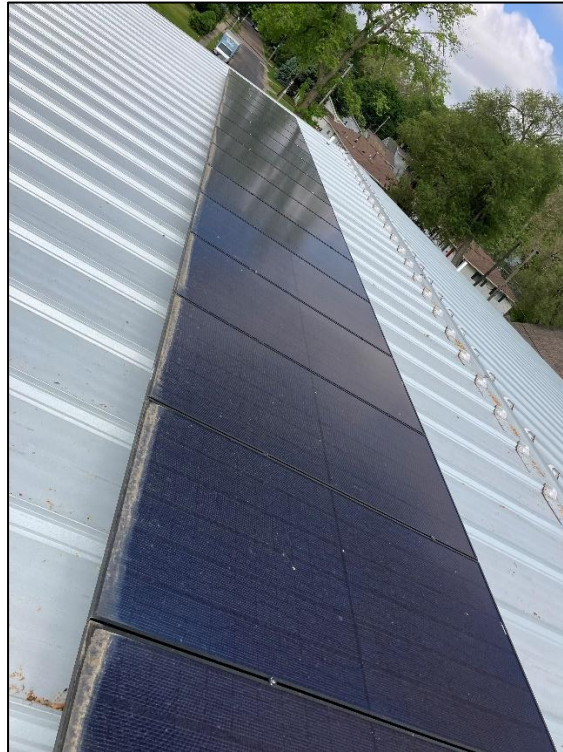
Outfitting Facility FY24-FY26.

Changes from Previous CIP

Outfitting the facility is ongoing.

Rooftop Solar Arrays

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40817 – ROOFTOP SOLAR ARRAYS	200 CR&I	16,118	120,000	54,000	-	150,000	-



Description

Install rooftop solar arrays on recently constructed or rehabilitated City Facilities.

Location

City-Wide Storage Facility (610 Glover Ave.), Fire Station #2 (1501 E. Mumford Dr.), Fire Station #3 (1205 W. Bradley Ave.), Public Works Building (706 Glover Ave.), Future Fleet Facility (704 Glover Ave.).

Purpose and Need

Renewable solar energy for City Facilities. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 3.3.A.

Timeline

Installations after facility in service for at least one year. City-Wide Storage Facility FY24, Fire Stations #2 & #3 FY26, Public Works Building FY27, and Future Fleet Facility FY29.

Changes from Previous CIP

Future Fleet Facility installation delayed by one year.

Fire Stations #2 and #3

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40800-CONST-DCEO	200 CR&I	115,796	-	-	-	-	-
40800-ADMIN-DCEO	200 CR&I	15,000	-	-	-	-	-
40805 – FIRE STATION #2 CONSTR & BOND	200 CR&I	6,779,101	50,000	-	-	-	-
40806 – FIRE STATION #3 CONSTR & BOND	200 CR&I	6,779,101	50,000	-	-	-	-
40818 – FIRE STATION #3 DEMO	200 CR&I	-	100,000	-	-	-	-
TOTAL		13,688,998	200,000	0	0	0	0



Description

For both Fire Stations #2 and #3, new stations to be constructed at locations nearby the existing stations.

Location

Fire Station #2: 2103 Philo Rd. (exist.), 1501 E. Mumford Dr. (new).
Fire Station #3: 1407 N. Lincoln Ave. (exist.), 1205 W. Bradley Ave. (new)

Purpose and Need

For both Fire Stations #2 and #3: Identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor (Fire Station #3 was trending to a recommendation of divestment). Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 3.3.A.

Timeline

Studies & Plans FY23-FY24, Construction FY24-FY26. Demolition of old Station #3 FY26.

Changes from Previous CIP

Reorganized project numbers for better accounting.

Central TIF Demolition

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
50518 – CENTRAL TIF DEMOLITION	344 CENT TIF	1,133,763	700,000	3,000,000	-	-	-



Description

Demolition of existing buildings and site improvements. Environmental site assessment and remediation, as needed. Adjustment or relocation of utilities, as needed.



Location

Selected properties within the Central Tax Increment Financing (TIF) District: Former USD #116 Adult Education Center (211 N. Race St) and Urbana Civic Center (108 E. Water St.)

Purpose and Need

Prepare properties to sell to developers for redevelopment, with a preference for housing developments. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 4.1.C.

Timeline

211 N. Race St.: Studies & Plans FY24-FY25, Construction FY25-FY26. 108 E. Water St.: Studies & Plans and Construction FY26. FY27 undefined site improvements to incentivize private redevelopment.

Changes from Previous CIP

Increased allocation for 211 N. Race St. according to site remediation needs. Removed demolition of 204 E. Main St. (County Sheriff's Office and Jail) based on feedback from County Executive and added an allocation for FY27.

Boneyard Creek Crossing Improvements

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40414 - BONEYARD CREEK CROSSING IMPROVEMENT	201 SWUF	117,785	75,000	400,000	-	-	-
40405 - BONEYARD CREEK PARK MAINT	344 CENT TIF	65,000	65,000	65,000	65,000	65,000	65,000
40169 - BONEYARD CREEK LIGHTING	344 CENT TIF	183,588	20,000	-	-	-	-
TOTAL		366,373	160,000	465,000	65,000	65,000	65,000



Description

Electrical repairs and enhancements, sediment control and water quality improvements, and retaining wall repairs. "Park maintenance" includes landscaping and removal of sediment deposits from paths.

Location

Boneyard Creek Crossing is located where Race Street crosses Boneyard Creek, with a footprint that extends from Griggs Street to Broadway Avenue.

Purpose and Need

Electrical work, primarily lighting improvements and sediment control to improve utilization of Boneyard Creek Crossing for events and activities. Poor surface drainage is damaging a section of retaining wall. Boneyard Creek Crossing is a public space with recreational and aesthetic features that require regular maintenance.

Timeline

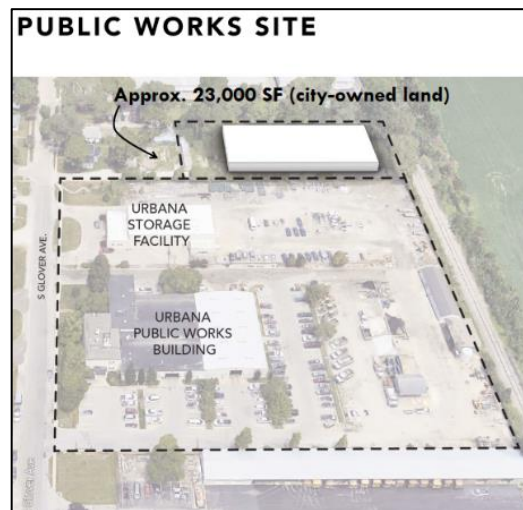
Electrical Construction FY25; Stream Improvements Studies & Plans FY25-FY26, Construction FY27. Annual park maintenance program.

Changes from Previous CIP

Increased allocation for electrical improvements for the awarded bid. Moved construction of stream improvements forward by one year. Increased allocation for park maintenance to include landscape maintenance.

Public Works Campus

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40800-CONST-PUBWORKS	200 CR&I	602,400	6,500,000	-	-	-	-
50310 - ELEC VEHICLE FLEET	AMEREN DESIGN	37,200	-	-	-	-	-
	DCEO CONST	-	210,000	-	-	-	-
TOTAL		639,600	6,710,000	0	0	0	0



Description

Relocate Arbor Division from existing facility to the Public Works Campus on Glover Avenue. Renovation of existing storage facility to become Fleet Facility. Renovation of Public Works Building to meet updated workplace standards. Site improvements, such as accessibility and traffic flow, roof replacements, secure access, parking lot improvements, lighting, green stormwater management, EV & solar panel readiness.

Location

Public Works Building (706 Glover Ave.) and Future Fleet Facility (704 Glover Ave.).

Purpose and Need

The existing Arbor Division shop was identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor. All existing facilities listed above had Key Finding #3 from 2020 Phase II Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale; and Key Finding #2 from 2020 Phase II- Space and Programming Needs Assessment: Current facilities hinder collaboration efforts. The Public Works Building had Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage crowds the work environment; and Key Finding #1 from 2020 Phase II- Space and Programming Needs Assessment: Distractions detract from time spent on defined responsibilities. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 3.3.A.

Timeline

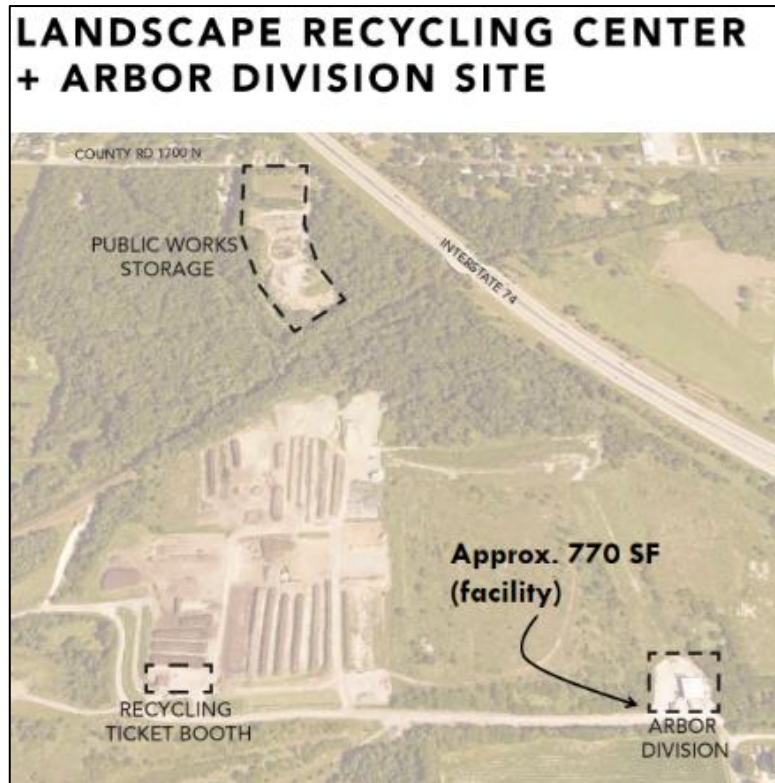
Studies & Plans FY24-FY25,
Construction FY26

Changes from Previous CIP

Allocation increased due to expanded scope of improvements.

Landscape Recycling Center Facility Improvements

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40811 - LRC FACILITY IMPROVEMENTS	200 CR&I	-	400,000	-	-	-	-



Description

Relocate Arbor Division from existing facility to the Public Works Campus on Glover Avenue. Existing Arbor Division Facility will be rehabilitated for Landscape Recycling Center staff and equipment to remain on site.

Location

901 N. Smith Rd.

Purpose and Need

The existing Arbor Division shop was identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor. This facility had Key Finding #3 from 2020 Phase II Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale; and Key Finding #2 from 2020 Phase II- Space and Programming Needs Assessment: Current facilities hinder collaboration efforts. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 3.3.A.

Timeline

Plans and Construction FY26.

Changes from Previous CIP

New project as a spin-off from the Public Works Campus Improvements project.

Salt Storage Shed

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40187 - SALT STORAGE FACILITY	200 CR&I	-	120,000	-	-	-	-



Description

Construct a salt storage shed on Public Works Campus.

Location

706 Glover Ave.

Purpose and Need

The City of Urbana has a limited stockpile of deicing salt. Urbana primarily shares a stockpile with Champaign County Highway Department and Urbana Township. Urbana Public Works desires to have an independent stockpile of deicing salt.

Timeline

Plans and Construction FY26.

Changes from Previous CIP

New project.

Parking Sign Maintenance

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40702 - PARKING SIGN MAINTENANCE	500 PARK	-	120,000	-	-	-	-



Description

Maintenance of and repairs to parking wayfinding signs following a condition assessment.

Location

[City-owned parking lots.](#)

Purpose and Need

Parking wayfinding signs were installed in 2012. Maintenance is required by condition to maintain functionality.

Timeline

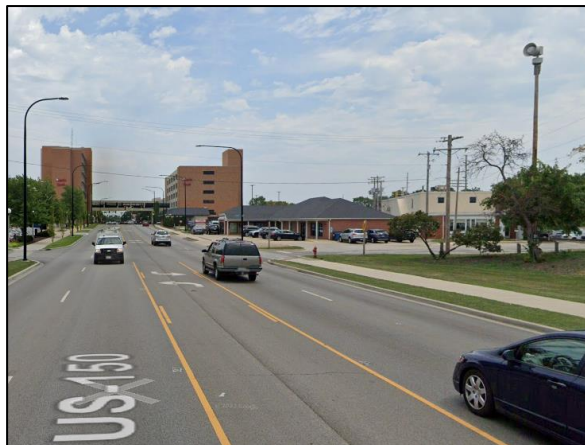
Studies and Construction FY26.

Changes from Previous CIP

New project.

Warning Siren Repairs

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40146 - WARNING SIREN REPAIRS	200 CR&I	-	50,000	-	-	-	-



Description

Maintenance of and repairs to warning sirens following a condition assessment.

Location

Fourteen (14) locations City-wide.

Purpose and Need

A condition assessment was completed in 2022 of the City's warning sirens. All locations have some level of maintenance or repairs recommended to maintain functionality.

Timeline

Plans and Construction FY26.

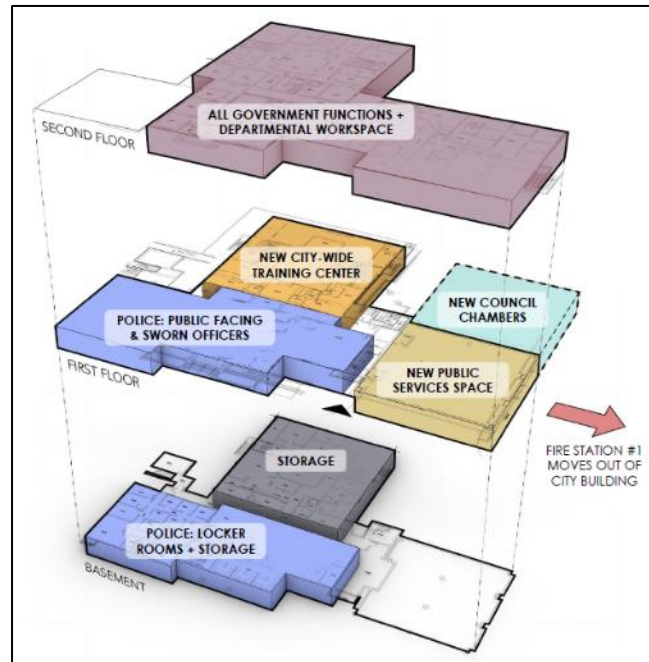
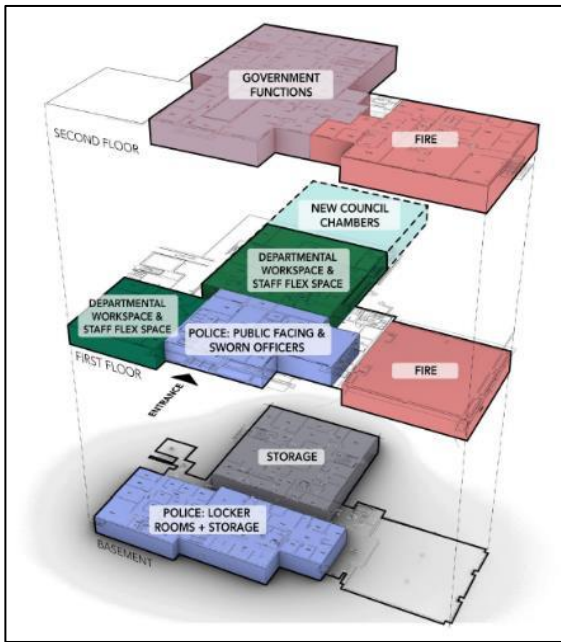
Changes from Previous CIP

New project.

Capital Projects (FY26 Studies & Plans)

City Hall Renovation

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40800-CITY HALL	200 CR&I	-	100,000	-	-	-	-



Description

Major renovations within City Hall will reprogram entire space and enable most staff workspaces to be on floors 1-2, storage spaces will be relocated to the basement, departments will be co-located between 2 floors with less subdivided spaces. Project considers a new building addition to accommodate new public service and City Council chambers space built adjacent to the existing Council Chambers space. As an alternative, Fire Station #1 potentially relocates out of City Hall to a new location to be determined. In this alternative, a new addition to the City Hall could be added to the east (rear) of current Fire Station #1 structure. In this scenario, City Council Chambers could relocate into new addition space, and space formerly occupied by Council Chambers could be renovated into a city-wide training and support space.

Location

400 S. Vine St.

Purpose and Need

Recommendation in alignment with Key Findings #1-#5 from 2020 Phase II- Space and Programming Needs Assessment. Evaluate and further develop programming from Facilities Master Plan, accounting for relevant changes in the past 5 years.

Timeline

Programming Study FY26.

Changes from Previous CIP

Delayed programming study by one year.

Section 5: Sewer Systems

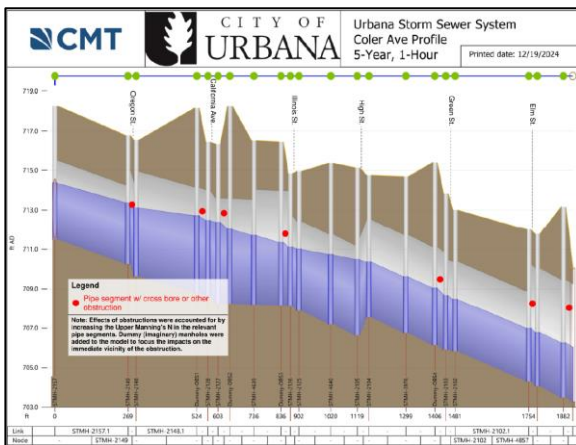
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Operations

Sewer and Floodplain Modeling

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40412 - STORMWATER MANAGEMENT PLANNING	201 SWUF	163,411	130,000	-	-	-	-
40514 - SANITARY PLANNING AND GIS	204 SAN	32,191	20,000	-	-	-	-
TOTAL		195,602	150,000	0	0	0	0



Description

Analytical modeling of flow events for sanitary sewer, storm sewer, and floodplains.

Location

Sewer modeling: 142.9 miles of storm sewer mains and 102.4 miles of sanitary sewer mains City-wide. Floodplain modeling: Boneyard Creek (Wright to University).

Purpose and Need

The City currently lacks an accurate understanding of the theoretical demands on and capacity of its sewer systems on a network level. An accurate model of the sewer system could identify parts of the network with insufficient capacity for current demands or could estimate the available capacity for new demands (associated with new development, for example).

In recent years, the City of Champaign completed a substantial amount of flood control improvements along Boneyard Creek, upstream of Urbana. An analytical model of Boneyard Creek through Urbana would be used to update the Federal Emergency Management Agency (FEMA) floodplain limits to reflect these improvements. The revised floodplain limits are expected to be smaller than the current map. This could reduce the amount of land in Urbana that is subject to floodplain regulations and thereby increase land value.

Timeline

Sewer modeling and floodplain modeling FY26.

Changes from Previous CIP

Added allocation for floodplain modeling.

Maintenance Programs

Miscellaneous Sewer Repairs

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40400 - STORMWATER SEWER MISC. REPAIRS	201 SWUF	457,688	390,000	405,600	421,824	438,697	456,245
40500 - SANITARY SEWER MISC. REPAIRS	204 SAN	399,561	265,000	270,300	275,706	281,220	286,845
TOTAL		857,249	655,000	675,900	697,530	719,917	743,090



Description

Unplanned repairs of storm and sanitary infrastructure.

Purpose and Need

Response to structural failures of pipes or structures, operational failures such as obstructions or severe root intrusion, localized flooding, and other urgent or emergency needs.

Timeline

Annual allocation.



Location

Various locations in the sewer system owned by City of Urbana.

Changes from Previous CIP

Increased allocation for sanitary sewer repairs.

Sewer Cleaning and Televising

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40402 - STORM SEWER CLEANING & TELEVISIONING	201 SWUF	45,810	1,970,000	630,000	1,130,000	1,190,000	625,000
40510 - SANITARY SEWER TELEVISIONING	204 SAN	13,572	220,000	-	300,000	180,000	-
40516 - TIF 4 SEWER CLEAN & TV	343 TIF 4	-	300,000	-	-	-	-
TOTAL		59,382	2,490,000	630,000	1,430,000	1,370,000	625,000



Description

For storm sewer mains and sanitary sewer collectors, clean sediment, roots, and debris from pipes; and inspect condition of pipes with closed circuit television (CCTV) equipment.

Location

142.9 miles of storm sewer mains and 102.4 miles of sanitary sewer mains City-wide, organized into 11 maintenance zones.

Purpose and Need

Cleaning for regular maintenance of sewer lines, and condition inspection of pipes for asset management, capital improvement planning, and identification of unplanned repairs. Systematic cleaning and televising to supplement the cleaning and televising by City staff.

Timeline

Storm (contract): Zones 3+6+(TIF 4) and 1+9 in FY26, 5+20 in FY27, 2+7 in FY28, 8+10 in FY29, and 4 in FY30.
Sanitary (contract): Zones 6+(TIF 4) in FY26, skip FY27, 7 in FY28, and 10 in FY29.
Sanitary (City staff): Zones 3 in FY25, 9 in FY26, 1 in FY27, 5 in FY28, 2 in FY29, and 8 in FY30.

Changes from Previous CIP

Delayed FY25 contract work to FY26 due to new sewer data integration.
Start a typical 10-year-cycle allocation in FY30.

Boneyard Creek Maintenance

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40405 - BONEYARD CREEK MAINTENANCE	201 SWUF	30,082	41,645	42,478	43,328	44,194	45,078
	CHAMP IGA	40,829	41,645	42,478	43,328	44,194	45,078
TOTAL		70,911	83,290	84,956	86,656	88,388	90,156



Description

Maintenance of the Boneyard Creek channel, including diversion and retention structures.

Location

The limits of Boneyard Creek maintained by the City of Urbana, from Gregory St. to the Saline Branch.

Purpose and Need

By various intergovernmental agreements, City of Urbana is responsible for Boneyard Creek channel maintenance to improve or maintain proper conveyance of flow. City of Champaign will reimburse Urbana for eligible expenses according to terms of the agreements.

Timeline

Annual maintenance program.

Changes from Previous CIP

None.

Capital Projects (FY26 Construction)

Sewer Lining

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40418 - STORM SEWER LINING	201 SWUF	298,552	660,000	374,400	389,376	404,951	1,000,000
40511 - SANITARY SEWER LINING	204 SAN	293,361	260,000	265,200	270,504	275,914	281,432
TOTAL		591,913	920,000	639,600	659,880	680,865	1,281,432



Description

Cured in place pipe (CIPP) lining of existing storm sewer mains and sanitary sewer collectors.

Location

142.9 miles of storm sewer mains and 102.4 miles of sanitary sewer mains City-wide.

Purpose and Need

Rehabilitation of pipe segments that are candidates for lining and which were identified through cleaning and televising inspections. Most pipes will be lined once in their service life. In order to line all sewers over a 50-year period, the annual allocation for lining would have to be \$1.4 million for storm and \$970,000 for sanitary.

Timeline

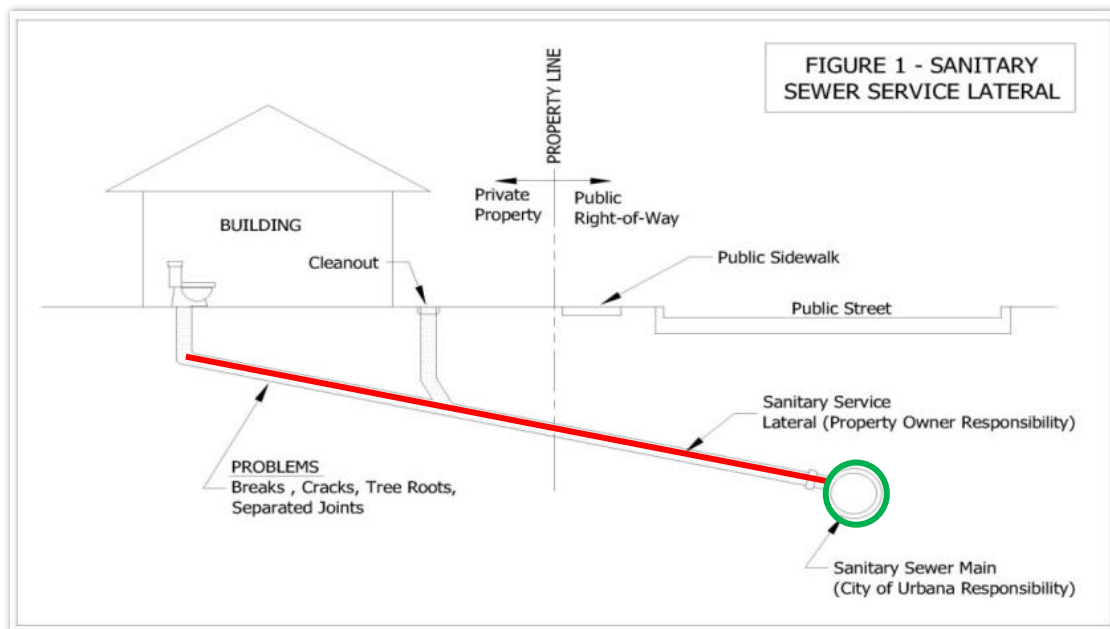
Annual rehabilitation program.
FY25 lining contract delayed due to new sewer data integration. Compensate with double contract for storm sewer lining in FY26 – insufficient funds for a similar double contract for sanitary sewer lining.

Changes from Previous CIP

Moderate increase in annual allocation for both storm and sanitary sewer lining. Major increase in storm sewer lining allocation in FY30 once the cleaning and televising allocation is reduced to a typical 10-year cycle.

Sanitary Sewer Lateral Lining

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
ARP - ARPA LATERAL LINING	ARP-24	764,384	28,783	-	-	-	-



Description

Cured in place pipe (CIPP) lining of existing, private sanitary sewer laterals.

Location

Dr. Ellis Subdivision, generally bounded by Bradley Ave. to the north, Goodwin Ave. to the east, Ellis Dr. to the south, and City Boundary to the west.

Purpose and Need

Rehabilitation of private sanitary sewer laterals with lining can be a reliable, cost effective, and proactive alternative to excavating and replacing a pipe after it has failed. Reduces risk of costly repairs borne by property owner, and improves efficiency of sanitary sewer network by reducing infiltration. Pilot program funded by American Rescue Plan (ARPA). Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 1.3.A.

Timeline

Studies & Plans FY24, Construction FY24-FY26.

Changes from Previous CIP

Construction bid price below allocation. Transferred \$300,000 to Equity and Quality of Life (EQL) Program.

Carle Hospital Sanitary Sewer

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40513 - CARLE SANITARY SEWER	200 CR&I	35,012	200,000	-	-	-	-



Description

Provide alternative route for public sanitary flow which currently passes under buildings in the Carle Foundation Hospital campus. Preferred alternative route identified as UCSD interceptor on Gregory St., south of University Ave.

Location

Initial study area was in the area immediately surrounding the Carle Foundation Hospital campus. The study area was expanded to an area bounded by Gregory St., Western Ave., Church St., and McCullough St.

Purpose and Need

Public sewer lines located under or adjacent to private buildings present a risk for high maintenance costs or property damage that the City seeks to mitigate by relocating the existing sewers. The potential for high-density development in the area surrounding the Gregory St. interceptor is to be considered in the sewer capacity analysis. Initial construction cost estimate for sewer capacity improvements along Gregory St. is \$2 to \$3 million, and this construction cost is not currently allocated in the CIP.

Timeline

Study FY23-FY25, Plans FY26.
Construction pending funding.

Changes from Previous CIP

None.

Capital Projects (FY26 Studies & Plans)

Storm Sewer Abandonment Program

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40419 - STORM SEWER ABANDONMENT STUDY	201 SWUF	725	50,591	-	-	-	-



Description

Feasibility study for existing storm sewers located in backyard utility easements.

Location

Neighborhood with existing storm sewers in backyard utility easements, generally bounded by Florida Ave. to the south, Race St. to the east, Carle Park to the north, and Orchard St. to the west.

Purpose and Need

Existing backyard sewers may have originally been combined sewers (for storm and sanitary flow). Feasibility study to determine what purpose these sewers serve today and what improvements would be required to abandon the existing sewers. Private improvements at ground level on the backyard utility easements make access very difficult for maintenance or repair to these sewers.

Timeline

Study FY23-FY25. Implementation Plan FY26.

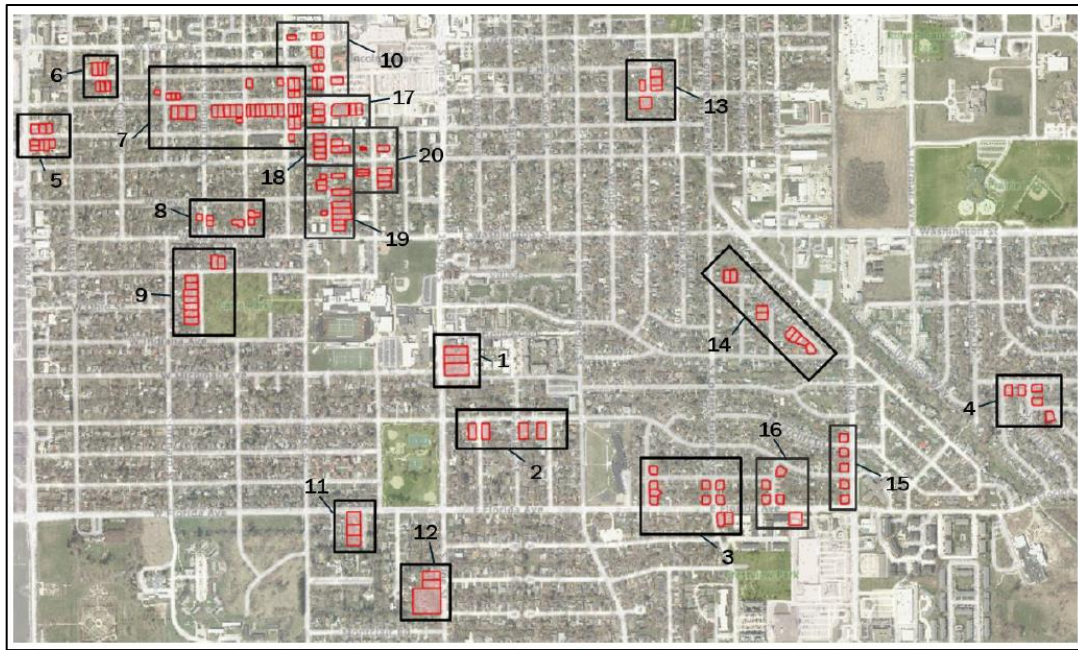
Changes from Previous CIP

Study completed one year later than planned.

Capital Projects Backlog (Not in CIP)

Public Sanitary Sewer Service Gaps

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40515 - PUBLIC SANITARY SEWER GAPS STUDY	204 SAN	55,728	-	-	-	-	-



Description

Studies and improvements to fill in service gaps in the public sanitary sewer system. Solutions may include construction of new public sanitary sewer or conversion of an existing private sewer to City ownership and public use.

Location

Locations within the City of Urbana where a public sanitary sewer is not within a reasonable distance from the property.

Purpose and Need

Some properties in the City of Urbana are connected to the sanitary sewer system by privately-owned sewer laterals that serve multiple properties, while some properties have private sewage disposal (a septic system). Sewer laterals shared by multiple properties are not allowed for new construction or reconstruction. When private sewer laterals serve multiple properties, there is typically no written easement or agreement to establish the rights and responsibilities of the property owners, and this can result in private disputes when the shared sewer lateral is clogged or damaged. Private sewage disposal is not allowed when a public sanitary sewer is within a reasonable distance from the property, as defined by City Code.

Timeline

Study FY24-FY25 to identify public sanitary sewer gaps throughout the City and propose feasible solutions.

Changes from Previous CIP

Project moved to backlog, pending development of an implementation plan.

Coler Avenue Brick Arch Storm Sewer

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40420 - COLER AVE BRICK ARCH STORM SEWER STUDY	201 SWUF	84,236	-	-	-	-	-



Description

Feasibility study for existing, large diameter brick arch storm sewer.

Location

Sewer line from Carle Park to Boneyard Creek, generally along Coler Ave. Sewer line is located under or adjacent to private buildings.

Purpose and Need

Public sewer lines located under or adjacent to private buildings present a risk for high maintenance costs or property damage that the City seeks to mitigate by relocating the existing sewers.

Timeline

Coler Ave. Study FY24 and FY25.

Changes from Previous CIP

Project moved to backlog, pending development of an implementation plan.

200 - CAPITAL REPLACMT & IMPROV FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
REVENUE								
40141 - TRAFFIC SIGNAL MAINTENANCE	40141-ST--	STATE REIMB. - LT & SIGN	15,000	-	-	-	-	-
40143 - VINE & WASHINGTON	40143-ST-	OTHER REIMBURSEMENT	200,000	-	-	-	-	-
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	40162-ARPTFR--	ARPA TRANSFER	-	300,000	-	-	-	-
40401 - BRIDGE MAINTENANCE PROJECTS	40401-MISC- -	CITY OF CHAMPAIGN	-	30,000	-	-	-	-
40606 - STREET LIGHTING GRANT	40606-EECBG- -		77,000	-	-	-	-	-
40800 - CITY FACILITY IMPROVEMENT	40800-BONDS-	BOND PROCEEDS	9,000,000	-	-	-	-	-
	40800-MISC-GEO-	ENERGY CREDITS / REBATES	-	100,000	-	-	-	-
	40800-DCEO	DCEO GRANT - FIRE STATION	2,500,000	-	-	-	-	-
50310 - ELEC VEHICLE FLEET	50310-DCEO-CIP-	DCEO GRANT	-	210,000	-	-	-	-
	50310-MISC- -	AMEREN INCENTIVE PROGRAM	-	37,200				
49200 - FUND 200 - CIP	49200-INT--	INTEREST INCOME	175,000	175,000	175,000	175,000	175,000	175,000
	49200-GENTFR--	TRANSFERS FROM GENERAL FUND	7,049,619	5,442,981	963,695	997,424	1,032,334	1,046,271
TOTAL REVENUE			19,016,619	6,295,181	1,138,695	1,172,424	1,207,334	1,221,271
OPERATIONS								
40112 - PAVEMENT MANAGEMENT	40112-PLANNING--	PAVEMENT MANAGEMENT SYSTEM	182,839	-	-	-	-	-
		PAVEMENT EVALUATIONS	35,000	-	-	-	-	-
40120 - MISC. TRAFFIC STUDIES	40120-PLANNING--	MISC TRAFFIC STUDIES PLANNING	6,301	-	-	-	-	-
40181 - MISC. MATERIAL TESTING	40181-CONST--	MISC. MATERIAL TESTING	15,000	-	-	-	-	-
40908 - LANDFILL MANAGEMENT	40908-CONST--	LANDFILL MANAGEMENT	14,254	-	-	-	-	-
MAINTENANCE PROGRAMS								
40101 - SIDEWALK MAINTENANCE	40101-CONST--	SIDEWALK MAINTENANCE	188,120	-	-	-	-	-
40113 - BIKE LANES & SIDEPATHS	40113-CONST--	CONSTRUCTION	16,640	-	-	-	-	-
40160 - ANNUAL PAVEMENT MARKING PROGRAM	40160-CONST-CRI-	PAVEMENT MARKING	21,573	-	-	-	-	-
40401 - BRIDGE MAINTENANCE PROJECTS	40401-CONST-CRI-	BRIDGE MAINTENANCE	25,000	60,000	-	-	-	-
40604 - ANNUAL SIGNAL CR&I	40604-PLANNING--	PLANNING & CONSTRUCTION	58,842	187,158	-	-	-	-
40606 - ANNUAL STREET LIGHTING CR&I	40606-PLANNING--	PLANNING	77,000	-	-	-	-	-
TOTAL O&M EXPENSE			640,569	247,158	-	-	-	-

200 - CAPITAL REPLACMT & IMPROV FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
TOTAL REVENUE (PAGE 1)			19,016,619	6,295,181	1,138,695	1,172,424	1,207,334	1,221,271
TOTAL O&M EXPENSE (PAGE 1)			640,569	247,158	-	-	-	-
CAPITAL PROJECTS								
40109 - WASHINGTON ST BRIDGE RECONSTRUCTION	40109-PLANNING--CRI	PLANNING & CONSTRUCTION	24,132	-	-	-	-	-
40121 - UNIVERSITY: WRIGHT - MAPLE	40121-CONST--	UNIVERSITY AVE CONSTRUCTION	97,896	-	-	-	-	-
40513 - CARLE SANITARY SEWER	40513-PLANNING--CRI	PLANNING & CONSTRUCTION	35,012	200,000	-	-	-	-
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	40162-CONST--	EQL CONSTRUCTION	1,608,310	925,000	-	-	-	-
40172 - COUNTRY CLUB & PERKINS	40172-PLANNING	PLANNING & CONSTRUCTION	105,264	385,000	-	-	-	-
40800 - CITY FACILITY IMPROVEMENT	40800-CONST-STORAGE-	STORAGE BUILDING	100,714	40,286	-	-	-	-
	40800-CONST-SECURITY-	SECURITY ENHANCEMENTS	144,000	105,000	-	-	-	-
	40800-CONST-ADA-	ADA ENHANCEMENTS	8,850	78,080	-	-	-	-
	40800-CONST-DCEO2-STA2CONS	FIRE STATION CONSTR. (DCEO)	115,796	-	-	-	-	-
	40800-CONST-PUBWORKS-	PUBLIC WORKS CAMPUS IMP	602,400	6,500,000	-	-	-	-
	40800-CONST-CITYBLDG-	CITY HALL RENOVATIONS	-	100,000	-	-	-	-
	40800-CONST-REHAB-	GENERAL FACILITIES REHAB	326,383	175,690	180,785	185,737	190,732	195,755
40805 - FIRE STATION #2 CONSTR	40805-CONST- -	CONSTRUCTION	6,764,101	50,000	-	-	-	-
	40805-SERVICES- -	BOND COUNSEL	15,000	-	-	-	-	-
40806 - FIRE STATION #3 CONSTR	40806-CONST- -	CONSTRUCTION	6,764,101	50,000	-	-	-	-
	40806-SERVICES- -	BOND COUNSEL	15,000	-	-	-	-	-
40817 - ROOFTOP SOLAR ARRAYS	40817-CONST	CONSTRUCTION	16,118	120,000	54,000	-	150,000	-
40818 - FIRE STATION #3 DEMO	40806-SERVICES- -		-	100,000	-	-	-	-
40811 - LRC FACILITY IMPROVEMENTS	40811-CONST-REHAB-		-	400,000	-	-	-	-
40146 - WARNING SIREN REPAIRS	40146-OTHER- -		-	50,000	-	-	-	-
40187 - SALT STORAGE FACILITY	40187-CONST-CRI-		-	120,000	-	-	-	-
50310 - ELEC VEHICLE FLEET	50310-GRANT-CIP-		37,200	210,000	-	-	-	-
59365 - TRANSFER TO DEBT SERVICE FUND	49200-DEBT- -	TRANSFER TO DEBT SERVICE FUND	-	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
TOTAL PROJECT EXPENSE			16,780,277	10,709,056	1,334,785	1,285,737	1,440,732	1,295,755
TOTAL EXPENSE			17,420,846	10,956,214	1,334,785	1,285,737	1,440,732	1,295,755
Net Revenue / (Expense)			1,595,773	(4,661,033)	(196,090)	(113,313)	(233,398)	(74,485)
Beginning Fund Balance			3,525,023	5,120,796	459,763	263,673	150,360	(83,038)
Ending Fund Balance			5,120,796	459,763	263,673	150,360	(83,038)	(157,523)

201 - STORMWATER UTILITY FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
REVENUE								
49201 - FUND 201 - CIP	49201-FEE--	STORMWATER UTILITY FEE	2,423,490	2,594,925	2,750,250	2,885,625	2,952,600	2,952,600
	49201-INT--	INTEREST REVENUE	120,000	120,000	120,000	50,000	50,000	50,000
	49201-REIMB--	BONEYARD CREEK MAINT REIMB	40,829	41,645	42,478	43,328	44,194	45,078
TOTAL REVENUE			2,584,319	2,756,570	2,912,728	2,978,953	3,046,794	3,047,678
OPERATIONS								
40404 - STREAM AND RAIN GAUGE MONITORING	40404-OTHER--	STREAM AND RAIN GAUGE MONITOR.	16,500	20,858	21,380	21,914	22,462	23,023
40406 - MOSQUITO SURVELLIANCE/ABATEMENT	40406-OTHER--	MOSQUITO PROGRAM	29,219	29,949	30,698	31,465	32,252	33,058
40407 - DRAINAGE DISTRICT PAYMENTS	40407-OTHER--	DRAINAGE DISTRICT PAYMENTS	14,525	15,260	15,642	16,033	16,434	16,845
40408 - MS4 NPDES PERMIT FEE	40408-OTHER--	MS4 NPDES PERMIT FEE	1,000	1,000	1,000	1,000	1,000	1,000
40409 - PUBLIC EDUCATION & OUTREACH	40409-OTHER--	STORMWATER PUBLIC EDU OUTREACH	2,500	2,500	2,500	2,500	2,500	2,500
40410 - STORMWATER INCENTIVE PROGRAM	40410-OTHER--	STORMWATER INCENTIVE PROGRAM	5,000	5,000	5,000	5,000	5,000	5,000
40411 - HAZARD. SUMP PUMP DISCH. ABATEMENT	40411-OTHER--	HAZARDOUS SUMP PUMP	10,000	10,000	10,000	10,000	10,000	10,000
40412 - STORMWATER MANAGEMENT PLANNING	40412-PLANNING--	STORMWATER MANAGEMENT PLANNING	163,411	130,000	-	-	-	-
40413 - SUF BILLING COSTS	40413-OTHER--	SUF BILLING COSTS	68,580	77,848	82,508	86,569	88,578	88,578
49201 - FUND 201 - CIP	49201-OTHER-MISC-	MISC EXPENSES	13,500	19,500	19,988	20,487	20,999	21,524
	49201-GENTFR- -	TRANSFER TO GENERAL FUND	798,564	814,535	830,826	847,443	864,391	880,520
	49201-VERFTFR- -	TRANSFER TO VERF	84,466	86,156	87,879	89,636	91,429	93,258
MAINTENANCE PROGRAMS								
40400 - STORMWATER SEWER MISC. REPAIRS	40400-CONST--	STORMWATER IMPROVEMENTS	457,688	390,000	405,600	421,824	438,697	456,245
40402 - STORM SEWER CLEANING & TELEVISION	40402-CONST--	STORM CLEANING & TELEVISION	45,810	1,970,000	630,000	1,130,000	1,190,000	625,000
40405 - BONEYARD CREEK MAINTENANCE	40405-CONST--	BONEYARD CREEK MAINTENANCE	70,911	83,290	84,956	86,655	88,388	90,156
CAPITAL PROJECTS								
40414 - BONEYARD CREEK CROSSING IMPROVEMENT	40414-CONST--	PLANNING & CONSTRUCTION	117,785	75,000	400,000	-	-	-
40416 - VINE STREET PUMP STATION	40416-CONST--	VINE STREET PUMP	5,967	-	-	-	-	-
40417 - MAIN ST BRICK ARCH STORM SEWER RECONSTRUCTION	40417-CONST- -	MAIN ST BRICK ARCH STORM SEWER RECONSTRUCTION	295,973	-	-	-	-	-
40418 - STORM SEWER LINING	40418-CONST--	STORM SEWER LINING	298,552	660,000	374,400	389,376	404,951	1,000,000
40419 - STORM SEWER ABANDONMENT STUDY	40419-PLANNING--	STORM SEWER ABANDONMENT STUDY	725	50,591	-	-	-	-
40420 - COLER AVE BRICK ARCH STORM SEWER STUDY	40420-PLANNING	COLER AVE BRICK ARCH STORM SEWER STUDY	84,236	-	-	-	-	-
TOTAL EXPENSE			2,584,912	4,441,487	3,002,375	3,159,903	3,277,081	3,346,707
Net Revenue / (Expense)			(593)	(1,684,917)	(89,647)	(180,950)	(230,287)	(299,029)
Beginning Fund Balance			1,976,684	1,976,091	291,174	201,527	20,577	(209,710)
Ending Fund Balance			1,976,091	291,174	201,527	20,577	(209,710)	(508,739)

202 - LOCAL MOTOR FUEL TAX FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
REVENUE								
40141 - TRAFFIC SIGNAL MAINTENANCE	40141-ST-LMFT-	STATE REIMB. - LT & SIGN	-	15,000	15,000	15,000	15,000	15,000
49202 - FUND 202 - CIP	49202-LOC--	LOCAL MFT	835,581	1,187,361	1,549,505	1,747,498	1,773,710	1,800,316
	49202-INT--	INVESTMENT INCOME	42,000	42,000	42,000	42,000	42,000	42,000
TOTAL REVENUE			877,581	1,244,361	1,606,505	1,804,498	1,830,710	1,857,316
OPERATIONS								
40112 - PAVEMENT MANAGEMENT	40112-PLANNING-LMFT-	PAVEMENT MANAGEMENT SYSTEM	-	20,000	20,000	20,000	20,000	200,000
	40112-TEST-LMFT-	PAVEMENT EVALUATIONS	-	25,000	-	25,000	-	25,000
40120 - MISC. TRAFFIC STUDIES	40120-PLANNING-LMFT	MISC TRAFFIC STUDIES PLANNING	-	20,000	20,000	20,000	20,000	20,000
40181 - MISC. MATERIAL TESTING	40181-CONST-LMFT	MISC. MATERIAL TESTING	-	15,000	15,000	15,000	15,000	15,000
MAINTENANCE PROGRAMS								
40101 - SIDEWALK MAINTENANCE	40101-CONST-LMFT-	SIDEWALK MAINTENANCE	-	150,000	150,000	150,000	150,000	150,000
40108 - ANNUAL STREET PATCHING	40108-CONST-LMFT-	LMFT ANNUAL STREET MAINTENANCE	338,120	300,000	300,000	300,000	300,000	300,000
40113 - BIKE LANES & SIDEPATHS	40113-CONST-LMFT-	CONSTRUCTION	-	22,423	23,073	23,696	24,337	24,974
40114 - OIL & CHIP, SEAL, PRESERVATION	40114-CONST-LMFT-	LMFT O&C, SEAL, PRESERVATION	214,768	875,000	600,000	600,000	600,000	600,000
40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM	40159-CONST-LMFT-	JOINT SEAL AND CRACK PROGRAM	155,000	200,000	40,000	40,000	40,000	40,000
40160 - ANNUAL PAVEMENT MARKING PROGRAM	40160-CONST-LMFT-	PAVEMENT MARKING	-	30,000	30,000	30,000	30,000	30,000
40184 - HMA OVERLAY & RESURFACE	40184-CONST-LMFT-	HMA OVERLAY & RESURFACE	-	250,000	1,000,000	1,000,000	500,000	500,000
40401 - BRIDGE MAINTENANCE PROJECTS	40401-CONST-LMFT-	BRIDGE MAINTENANCE	-	-	50,000	-	20,000	-
40604 - ANNUAL SIGNAL CR&I	40604-PLANNING-LMFT-	PLANNING & CONSTRUCTION	-	175,000	62,000	100,000	100,000	100,000
40606 - ANNUAL STREET LIGHTING CR&I	40606-PLANNING-LMFT-	PLANNING	-	150,000	150,000	150,000	150,000	150,000
40608 - ELECTRICAL MISC. REPAIRS	40608-MISC-LMFT-	CONSTRUCTION	-	65,000	65,000	65,000	65,000	65,000
CAPITAL PROJECTS								
40107 - WINDSOR ROAD	40107-LEGAL- -	WINDSOR ROAD LEGAL FEES	158,900	-	-	-	-	-
	40107-OTHER- -	FHWA GRANT REPAYMENT	512,536	-	-	-	-	-
40132 - WRIGHT ST: CHURCH TO COLUMBIA	40132-PLANNING-LMFT-	PLANNING & CONSTRUCTION	-	150,000	-	-	-	-
40133 - PHILO & COLORADO	40133-CONST-LMFT-	PLANNING & CONSTRUCTION	71,569	-	-	-	-	-
40165 - COUNTRY CLUB RD: SALINE BR TO BROADWAY	40165-CONST-LMFT-	PLANNING & CONSTRUCTION	-	350,000	-	-	-	-
TOTAL EXPENSE			1,450,893	2,797,423	2,525,073	2,538,696	2,034,337	2,219,974
Net Revenue / (Expense)			(573,312)	(1,553,062)	(918,568)	(734,199)	(203,627)	(362,658)
Beginning Fund Balance			3,794,341	3,221,029	1,667,967	749,400	15,201	(188,426)
Ending Fund Balance			3,221,029	1,667,967	749,400	15,201	(188,426)	(551,084)

203 - MOTOR FUEL TAX FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
REVENUE								
40124 - LINCOLN: WASCHER - KILLARNEY	40124-STBG/STPU- -	STBG/STPU CUUATS	365,600	650,000	-	-	-	-
	40124-STBG/STPU- -	STBG/STPU CUUATS (NOTE 1)	-	-	-	5,200,000	-	-
	40124-SS4A- -	SS4A GRANT (NOTE 2)	-	200,000	-	-	-	-
40129 - BAKERS LANE MULTI-USE PATH	40129-ITEP- -	ITEP	135,320	1,037,450	-	-	-	-
	40129-REBUILDIL- -	REBUILD	33,840	259,430	-	-	-	-
40135 - FLORIDA: WRIGHT - HILLCREST	40135-COVID- -	COVID RELIEF SUPPLEMENT	238,013	-	-	-	-	-
	40135-STBG/STPU- -	STBG/STPU CUUATS	297,000	394,000	-	-	-	-
	40135-RAISE- -	RAISE GRANT (NOTE 2)	-	-	9,950,930	-	-	-
40137 - FLORIDA MULTI-USE PATH	40137-ITEP- -	ITEP	101,360	729,050	-	-	-	-
	40137-REBUILDIL- -	REBUILD	25,340	242,320	-	-	-	-
49203 - FUND 203 - CIP	49203-ST--	STATE MFT ALLOTMENT	946,213	960,406	974,812	989,434	1,004,276	1,018,574
	49203-TRF--	STATE MFT TRF	830,011	842,461	855,098	867,925	880,944	893,486
	49203-INT--	2.5% INTEREST REVENUE	260,000	260,000	100,000	100,000	100,000	100,000
TOTAL REVENUE			3,232,697	5,575,117	11,880,840	7,157,359	1,985,219	2,012,061

CAPITAL PROJECTS								
40124 - LINCOLN: WASCHER - KILLARNEY	40124-PLANNING-SMFT-	PLANNING & CONSTRUCTION	456,157	1,013,000	-	6,500,000	-	-
40129 - BAKERS LANE MULTI-USE PATH	40129-PLANNING- -	PLANNING & CONSTRUCTION	199,845	2,600,000	-	-	-	-
40133 - PHILO & COLORADO	40133-CONST- -	PLANNING & CONSTRUCTION	2,903,501	200,000	-	-	-	-
40134 - SPRINGFIELD: WRIGHT TO MCCULL	40134-PLANNING- -	PLANNING & CONSTRUCTION	1,276,700	1,300,000	-	-	-	-
40135 - FLORIDA: WRIGHT - HILLCREST	40135-PLANNING- -	PLANNING & CONSTRUCTION	642,881	493,000	9,950,930	-	-	-
40137 - FLORIDA MULTI-USE PATH	40137-PLANNING- -	PLANNING & CONSTRUCTION	140,542	1,760,000	-	-	-	-
40148 - SAVANNAH GREEN ALLEYS	40148-PLANNING-MFT-	PLANNING & CONSTRUCTION	47,821	-	-	-	-	-
40149 - LINCOLN: GREEN - FLORIDA	40149-PLANNING- -	PLANNING & CONSTRUCTION	72,554	-	810,000	-	810,000	3,700,000
40150 - WINDSOR: RACE TO WEST BOUNDARY	40150-CONST-MFT-	PLANNING & CONSTRUCTION	69,374	-	-	-	-	-
40167 - BONEYARD CREEK BRIDGE REPAIR	40167-PLANNING-MFT-	PLANNING & CONSTRUCTION	24,785	280,000	-	-	-	-
40168 - VINE AND ILLINOIS	40168-CONST-MFT-	PLANNING & CONSTRUCTION	264,874	985,126	850,000	-	-	-
40186 - VINE: FLORIDA TO WASHINGTON	40186-PLANNING-MFT-	PLANNING & CONSTRUCTION	-	-	-	260,000	1,430,000	-
TOTAL EXPENSE			6,099,035	8,631,126	11,610,930	6,760,000	2,240,000	3,700,000

NOTES:

1.) GRANT FUNDING HAS NOT BEEN AWARDED. PROJECT CONTINGENT ON GRANT FUNDING.

2.) GRANT FUNDING HAS BEEN AWARDED BUT NOT SECURED WITH A GRANT AGREEMENT. PROJECT CONTINGENT ON GRANT FUNDING.

Net Revenue / (Expense)	(2,866,338)	(3,056,009)	269,910	397,359	(254,781)	(1,687,939)
Beginning Fund Balance	6,300,364	3,434,026	378,018	647,928	1,045,287	790,506
Ending Fund Balance	3,434,026	378,018	647,928	1,045,287	790,506	(897,433)

204 - SANITARY SEWER FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
REVENUE								
49204 - FUND 204 - CIP	49204-ARPTFR	TRANSFER FROM ARPA	764,384	28,783	-	-	-	-
	49204-FEE--	SEWER BENEFIT FEE	1,576,327	1,652,306	1,701,875	1,752,931	1,805,519	1,859,685
	49204-INT--	INVESTMENT INCOME	83,000	83,000	83,000	40,000	40,000	40,000
TOTAL REVENUE			2,423,711	1,764,089	1,784,875	1,792,931	1,845,519	1,899,685
OPERATIONS								
40501 - SANITARY SEWER PRIVATE TO PUBLIC	40501-SVCS--	SAN. SEWER PRIVATE TO PUBLIC	25,000	25,000	25,000	25,000	25,000	25,000
40503 - SBF BILLING COSTS	40503-OTHER--	SBF BILLING COSTS	51,116	52,599	54,124	55,544	57,036	58,519
40504 - ILLEGAL CONNECTION REIMBURSEMENT	40504-OTHER--	ILLEGAL CONNECTION REIMBURSEME	4,000	4,000	4,000	4,000	4,000	4,000
40505 - SEWER LATERAL REIMBURSEMENT	40505-OTHER--	SEWER LATERAL REIMBURSEMENT	50,000	50,000	50,000	50,000	50,000	50,000
40506 - OVERHEAD SEWER REIMBURSEMENT	40506-OTHER--	OVERHEAD SEWER REIMBURSEMENT	10,500	10,500	10,500	10,500	10,500	10,500
40514 - SANITARY PLANNING AND GIS	40514-PLANNING--	GIS PLANNING SANITARY	32,191	20,000	-	-	-	-
40515 - PUBLIC SANITARY SEWER GAPS STUDY	40515-PLANNING--	SEWER GAPS STUDY	55,728	-	-	-	-	-
49204 - FUND 204 - CIP	49204-52999- -	OTHER SERVICES	17,691	16,500	16,913	17,335	17,769	18,213
	49204-GENTFR- -	TRANSFER TO GENERAL FUND	1,168,906	1,192,284	1,216,130	1,240,452	1,265,261	1,288,870
	49204-VERFTFR- -	TRANSFER TO VERF	4,378	4,505	4,635	4,772	4,900	5,032
MAINTENANCE PROGRAMS								
40500 - SANITARY SEWER MISC. REPAIRS	40500-CONST--	SANITARY SEWER IMPROVEMENTS	399,561	265,000	270,300	275,706	281,220	286,845
40510 - SANITARY SEWER TELEVISIONING	40510-CONST--	SANITARY TELEVISIONING	13,572	220,000	-	300,000	180,000	-
CAPITAL PROJECTS								
40511 - SANITARY SEWER LINING	40511-CONST--	SANITARY SEWER LINING	293,361	260,000	265,200	270,504	275,914	281,432
ARP - ARPA LATERAL LINING	ARP-24	ARPA LATERAL LINING	764,384	28,783	-	-	-	-
TOTAL EXPENSE			2,890,387	2,149,171	1,916,802	2,253,814	2,171,600	2,028,411
Net Revenue / (Expense)			(466,676)	(385,082)	(131,927)	(460,883)	(326,081)	(128,726)
Beginning Fund Balance			1,510,459	1,043,783	658,701	526,774	65,891	(260,190)
Ending Fund Balance			1,043,783	658,701	526,774	65,891	(260,190)	(388,915)

331 - COMMUNITY DEV GRANTS FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
MAINTENANCE PROGRAMS								
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	40162-CONST-CDBG	CONSTRUCTION	270,000	-	-	-	-	-
40170 - CDBG SIDEWALKS	40170-CONST--	PLANNING & CONSTRUCTION	491,000	173,000	150,000	150,000	150,000	150,000
40174 - CDBG STREET LIGHTING	40174-CONST--	PLANNING & CONSTRUCTION	355,000	125,000	125,000	125,000	125,000	125,000
TOTAL EXPENSE			846,000	298,000	275,000	275,000	275,000	275,000

343 - TIF 4 (CUNNINGHAM AVE.) PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
OPERATIONS								
40176 - TIF 4 MISC. TRAFFIC STUDIES	40176-PLANNING	PLANNING	24,960	-	-	-	-	-
MAINTENANCE PROGRAMS								
40177 - TIF 4 SIDEWALKS	40177-PLANNING	PLANNING & CONSTRUCTION	370,000	300,000	-	-	-	-
40178 - TIF 4 STREET LIGHTING	40178-PLANNING	PLANNING & CONSTRUCTION	1,200,000	100,000	-	-	-	-
40185 - TIF 4 STREET SURF TREAT	40185-PLANNING	PLANNING & CONSTRUCTION	125,152	-	-	-	-	-
40516 - TIF 4 SEWER CLEAN & TV	40186-PLANNING	PLANNING & CONSTRUCTION	-	300,000	-	-	-	-
CAPITAL PROJECTS								
40172 - COUNTRY CLUB & PERKINS	40172-PLANNING-TIF4	PLANNING & CONSTRUCTION	164,869	1,200,000	-	-	-	-
40180 - TIF 4 INTERSECTION IMPROVEMENTS	40180-PLANNING	PLANNING & CONSTRUCTION	70,000	-	-	-	-	-
TOTAL EXPENSE			1,954,981	1,900,000	-	-	-	-

344 - CENTRAL TIF PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
CAPITAL PROJECTS								
40168 - VINE AND ILLINOIS	40168-PLANNING-TIFC-	PLANNING & CONSTRUCTION	-	250,000	250,000	-	-	-
40169 - BONEYARD CREEK LIGHTING	40169-CONST-TIFC-	CONSTRUCTION	183,588	20,000	-	-	-	-
40175 - CENTRAL TIF SIDEWALKS	40175-PLANNING-TIFC-	PLANNING & CONSTRUCTION	-	50,000	50,000	50,000	50,000	50,000
40607 - CENTRAL TIF STREET LIGHTS	40607-CONST--		-	50,000	50,000	50,000	50,000	50,000
40405 - BONEYARD CREEK PARK MAINTENANCE	40405-CONST-TIFC-	BONEYARD CREEK PARK MAINTENANCE	65,000	65,000	65,000	65,000	65,000	65,000
40189 - PARKING GARAGE FEASIBILITY STUDY	40189-OTHER--		-	50,000	-	-	-	-
50518 - CENTRAL TIF DEMOLITION	50518-CONST--	CENTRAL TIF DEMOLITION	1,133,763	700,000	3,000,000	-	-	-
TOTAL EXPENSE			1,382,351	1,185,000	3,415,000	165,000	165,000	165,000

500 - PARKING FUND

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
MAINTENANCE PROGRAMS								
40700 - PARKING GARAGE REHAB	40700-CONST	GARAGE REHAB/IMPROVEMENTS	47,373	250,000	-	-	-	-
40702 - PARKING SIGN MAINTENANCE	40702-OTHER--		-	120,000	-	-	-	-
40900 - PARKING LOT MAINTENANCE	40900-CONST	PARKING LOT MAINTENANCE	-	50,000	50,000	50,000	50,000	50,000
CAPITAL PROJECTS								
40701 - METER INFRASTRUCTURE	40701-CONST--	PLANNING & CONSTRUCTION	114,562	-	-	-	-	-
TOTAL EXPENSE			161,936	420,000	50,000	50,000	50,000	50,000

Appendix A: Priority Scoring Systems

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Transportation Capital Projects

The City of Urbana uses a scoring system to guide prioritization of transportation capital projects. In this system, a total priority score is calculated for each street segment as the sum of seven category scores: Safety Record, Functional Classification of the Street, Pavement Condition, Funding Assistance, Project Linking, Bus Route, and Community Development Target Area (CDTA). The total score ranges from 0 to 100, with 100 representing the highest priority project. Each category has a maximum score according to the relative importance assigned to it. The relative importance of each category was determined by a committee of staff in the Public Works Department. A transportation project consists of one or more street segments, and each project is assigned the highest total score from one of its street segments.

$$\text{Total Priority Score} = \text{Safety} + \text{Class} + \text{Condition} + \text{Funding} + \text{Linking} + \text{Bus} + \text{CDTA}$$

$$\text{Max. Score} = 100.0 = 25.2 + 22.4 + 17.0 + 12.9 + 11.6 + 8.2 + 2.7$$

The following discussion explains each category in more detail, lists what criteria are used to assign a score to each street segment, and cites data sources, as appropriate.

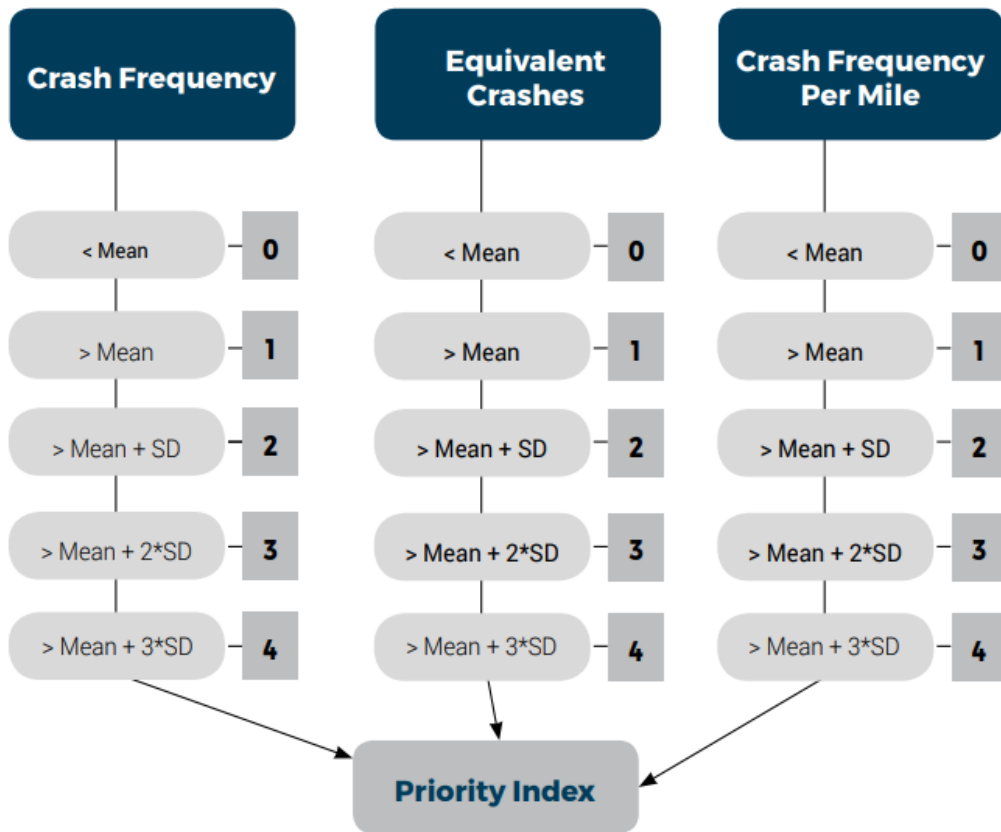
Safety Record

Max. Score = 25.2

Score	Criteria
25.2	Segment or intersection in Regional Safety Plan
0 - 25.2	Max. of Segment or intersection safety record score

Safety is the most important category in the scoring system, and staff looks to crash records to identify safety problems. The Champaign County Regional Planning Commission (RPC) provided the City of Urbana with a way to systematically quantify safety priority locations with a Priority Index. RPC determined a Priority Index for each street segment and intersection in the City of Urbana through a statistical analysis of the most recent five years of available crash records (2017 through 2021).

The Priority Index is the sum of three metrics: Crash Frequency (up to 4 points), Equivalent Crashes (up to 4 points), and Crash Frequency per Mile (up to 4 points). Each metric is assigned points based on how much the street segment's crash statistics exceed the average (mean) value, in terms of standard deviations (SD) from the mean. The metric for Equivalent Crashes gives more weight to crashes with a fatality (25 times) or an incapacitating injury (10 times) compared with other types of crashes with injuries. Crash Frequency per Mile only counts for street segments. Therefore, the maximum Priority Index for segments is 12 (4+4+4), whereas the maximum Priority Index for intersections is 8 (4+4+0).



Flow Chart of Crash Statistics and Priority Index

$$\text{Crash Frequency (no. per year)} = \frac{K + A + B + C}{\text{Study Period (yrs)}}$$

$$\text{Equivalent Crashes (no. per year)} = \frac{25K + 10A + B + C}{\text{Study Period (yrs)}}$$

$$\text{Crash Frequency per Mile (no. per year, per mile)} = \frac{\text{Crash Frequency (no. per year)}}{\text{Segment Length (miles)}}$$

Table of Standard Crash Injury Codes

Injury Code	Description
K	Fatal
A	Incapacitating Injury
B	Non-incapacitating Injury
C	Reported Injury / Not Evident
O	No Indication of Injury

The Priority Indices for each street segment and intersection are then converted to a score for our priority scoring system using the following formulas. Each street segment in the City is then assigned the maximum of its Segment Score or Intersection Score, if the segment is part of an intersection.

$$\text{Segment Safety Record Score} = \frac{\text{Segment Priority Index} \times 25.2}{12}$$

$$\text{Intersection Safety Record Score} = \frac{\text{Intersection Priority Index} \times 25.2}{8}$$

Sources:

- [Champaign-Urbana Urban Area Safety Plan](#)
- [Champaign County Traffic Crash Dashboard](#)

Functional Classification of Streets

Max. Score = 22.4

Score	Criteria
22.4	Other Principal Arterial
20.2	Minor Arterial
17.9	Major Collector
15.7	Minor Collector
13.4	Local Street
9.0	Alley
4.5	Parking Lot

Functional classification is based on the importance of a route to the transportation network, and each street is assigned a functional classification through a process that involves the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and the Illinois Department of Transportation (IDOT).

Source:

- [Illinois Roadway Analysis Database System \(IROADS\)](#)

Pavement Condition

Max. Score = 17.0

The pavement condition is measured by the Pavement Condition Index (PCI) for all pavement surfaces except for brick streets. All streets in the City of Urbana were scanned by vehicle-mounted sensors in 2024 and assigned a PCI. The PCI for each street segment is converted to a condition score for our priority system using the following equation. A high PCI indicates good condition, whereas a high pavement condition score indicates poor condition.

$$\text{Pavement Condition Score} = (100 - \text{Pavement Condition Index (PCI)}) \times 0.170$$

PCI Condition Ranges			
Excellent		100-86	100 – 65: Feasible for pavement preservation
Very Good		85-71	
Good		70-56	
Fair		55-41	64 - 0: Not feasible for pavement preservation
Poor		40-26	
Very Poor		25-11	
Failed		10-0	

PCI Ranges and Descriptive Condition
(IDOT Bureau of Local Roads and Streets Manual)

Source:

- [Urbana Pavement Condition Dashboard](#)

Funding Assistance

Max. Score = 12.9

Score	Criteria
12.9	Eligible for 80-100% assistance
9.7	Eligible for 50-79% assistance
6.5	Eligible for 20-49% assistance
3.2	Eligible for less than 20% assistance
0.0	Not eligible for assistance
3.2	Eligible for CDBG assistance (additive score)
3.2	Eligible for TIF assistance (additive score)
3.2	Eligible for DCEO assistance (additive score)

“Funding assistance” is considered any funding that is outside the typical funds available for transportation projects, such as CR&I, State MFT, or Local MFT. Federal funds available through CUUATS (STBG/STPU) are periodically available to Urbana, so it is not considered outside funding for the purpose of the scoring system.

The additive scores for CDBG, TIF, or DCEO eligibility will be calculated as a fraction of 3.2 if a road segment is partially within or on the border of an eligible area.

Sources:

- [Community Development Target Areas \(CDTA\) map, see Evaluation of Equity Metrics section.](#)
- [Tax Increment Financing \(TIF\) map for TIF funding eligibility](#)
- [Illinois Department of Commerce and Economic Opportunity \(DCEO\) underserved areas map for DCEO funding eligibility](#)

Project Linking

Max. Score = 11.6

Score	Criteria (each is additive)
2.3	Multiple contiguous pavement sections with similar pavement condition
2.3	Partnership with other agency
2.3	Sewer or utility reconstruction within pavement is warranted
1.2	Drainage problems related to street surface
1.2	Traffic signal improvements are warranted (a top 20 intersection in traffic signal asset management plan)
1.2	Bridge improvements are warranted
1.2	Pedestrian or bicycle improvements are warranted (bicycle or pedestrian master plan recommendation)

Sources:

- [Urbana Bicycle Master Plan 2016](#)
- [Urbana Pedestrian Master Plan 2020](#)

MTD Bus Route

Max. Score = 8.2

Score	Criteria
8.2	Street is on an MTD bus route
0.0	Street is not on an MTD bus route

Source:

- [Champaign-Urbana Mass Transit District \(MTD\) Route Maps](#)

Community Development Target Area

Max. Score = 2.7

Score	Criteria
2.7	Street within a CDTA
1.4	Street partially within a CDTA
0.0	Street not within any CDTA

A Community Development Target Area (CDTA) is a block group within a census tract that meets certain low-to-moderate income thresholds set by the City of Urbana.

Source:

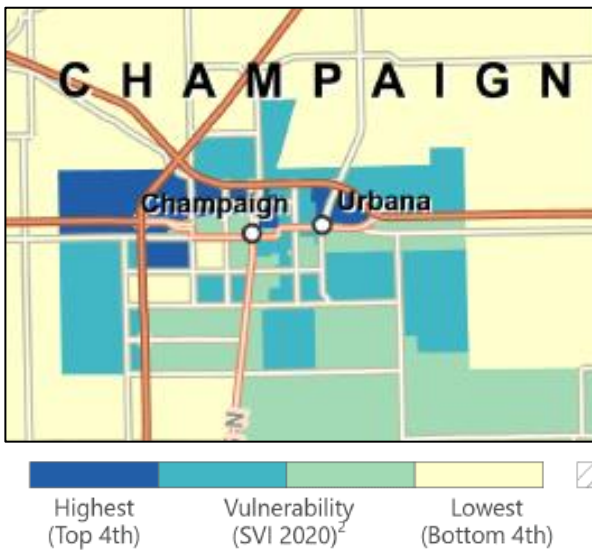
- [Community Development Target Areas \(CDTA\) map, see Evaluation of Equity Metrics section.](#)

Evaluation of Equity Metrics

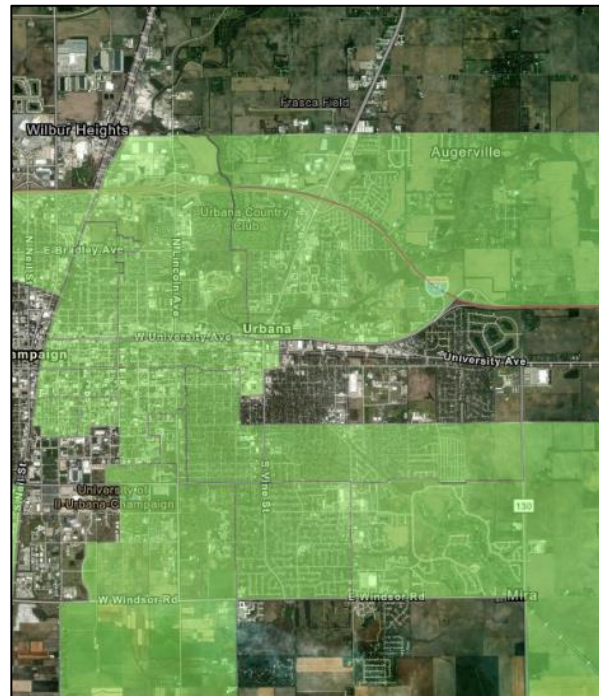
May 7, 2024

In the City of Urbana, a 2022-2023 goal of the Mayor and City Council was to increase investment in infrastructure equity. An action step for this goal is to incorporate an “equity lens” into priorities evaluation. Staff evaluated different metrics that represent equity considerations and have already been mapped, making them readily applicable to street segments or other project areas. The metrics considered were the Social Vulnerability Index from the Center for Disease Control (CDC), Underserved Areas from the Illinois Department of Commerce and Economic Opportunity (DCEO), Environmental Justice Demographic Indices from the Environmental Protection Agency (EPA), Community Development Target Areas (CDTA) from the City of Urbana, and Equitable Transportation Community metrics from the US DOT.

Below are map images for the different equity metrics considered, along with web links to data sources.



[CDC/ATSDR Social Vulnerability Index](#)



[DCEO Underserved Areas](#)



Staff selected CDTA as the most effective equity metric because it identifies areas of the City with low-to-moderate income populations, the data is mapped by the Champaign County Geographical Information System (GIS) Consortium (making it readily available and easy to use), and CDTA is determined at the block group level, which is a subset of census tracts, allowing for an analysis of census data in smaller population groups. By comparison, the CDC Social Vulnerability Index, the DCEO Underserved Area, and the US DOT Equitable Transportation Community are metrics determined at the census tract level, leading to conclusions that are less meaningful for a community the size of Urbana's. The US Census Bureau defines block groups as containing between 600 and 3,000 people, whereas census tracts contain between 1,200 and 8,000 people.

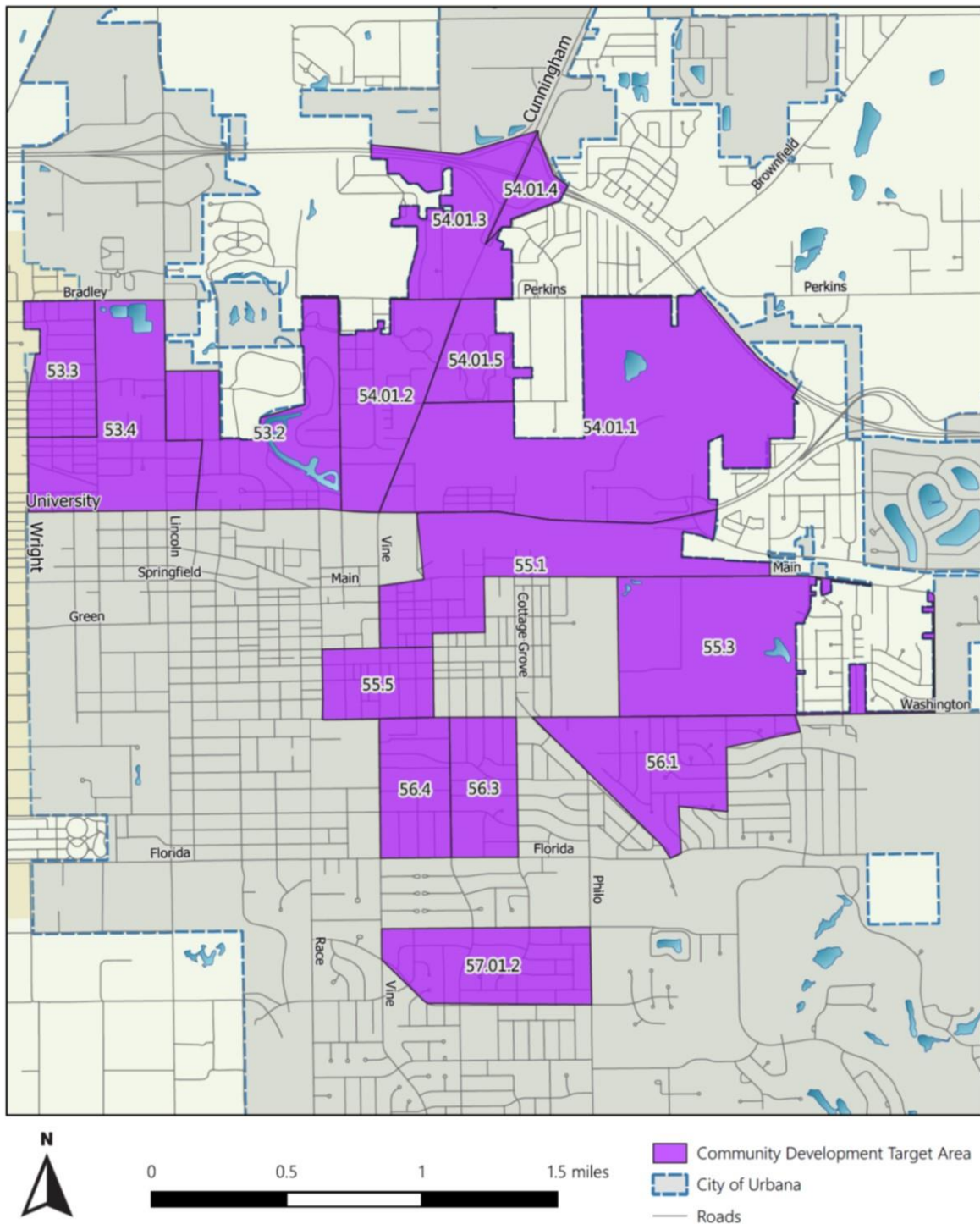
By choosing CDTA as the equity metric, the focus is on income disparity across the City. The underlying assumption is that the concentration of low-to-moderate income households in certain areas of the City may have resulted, in part, from historic discriminatory practices and disinvestment in underserved communities. Staff considered this approach to be the most straight-forward and objective proxy for historical inequity. Staff did not attempt to account for other demographic data commonly associated with historical inequity, including but not limited to race, disability, age, gender, sexual orientation, language, religion, and criminal history.

The EPA Environmental Justice socioeconomic indicators attempt to account for populations such as low-income, people of color, unemployment, less than high school education, limited English speaking, and low life expectancy. However, when the EPA Environmental Justice metrics are applied in Urbana, they appear to favor college student populations over other low-income populations in the City.

By providing additional priority points to capital projects in CDTA, the intention is to begin to shift infrastructure investment to historically underserved areas of the City and thereby improve quality of life and property values in those areas.

Considering the eligibility of a capital project for Community Development Block Grant (CDBG) funding is another way that equity is incorporated into the scoring system. Because there is a direct relationship between CDTA and CDBG eligibility, any project within a CDTA gets points for both the CDTA category and for the funding assistance category.

Community Development Target Area





City of Urbana
 400 S. Vine Street, Urbana, IL 61801
www.urbanainillinois.us

MEMORANDUM TO THE MAYOR AND CITY COUNCIL

Meeting: May 19, 2025 Committee of the Whole
Subject: Resolutions for Improvement under the Illinois Highway Code (State Motor Fuel Tax for Five Projects)

Summary

Action Requested

City Council is being asked to pass the attached resolutions to appropriate State Motor Fuel Tax (State MFT) funds for five (5) projects.

Brief Background

The City utilizes State MFT funds for a project by first passing a resolution through Council to appropriate an amount. The Illinois Department of Transportation (IDOT), which oversees the State MFT program, verifies that the City will have an adequate balance in its State MFT fund throughout the life of the project before approving the appropriation. Adequate State MFT funds must be appropriated before the City can enter engineering agreements or construction contracts that are paid with State MFT.

Relationship to City Services and Priorities

Impact on Core Services

These projects improve and maintain parts of the City's infrastructure network for roads and share-use paths.

Strategic Goals & Plans

Strategy 3.1 of the 2024-25 Mayor/Council Strategic Goals is *Improve quality of current infrastructure assets*.

Previous Council Actions

The table below summarizes the previous State MFT Resolution(s) passed by Council for each project. The Section number for each project is a sequential identification number. Relevant project page excerpts from the Capital Improvement Plan for Fiscal Years 2026-2030 (CIP FY26-FY30) are included as attachments, for your reference.

Project	Section	Original State MFT Resolution	Supplemental State MFT Resolution
Florida Ave. (Wright to Hillcrest) Rehabilitation	19-00620-00-PV	2023-06-068R	---
Florida Ave. Shared-Use Path	19-00620-01-BT	2023-06-069R	2024-05-022R
Bakers Lane Shared-Use Path	20-00631-00-BT	2023-06-070R	2024-05-023R
Colorado Ave. Resurfacing	21-00639-01-RS	2024-05-024R	---
Vine St. and Illinois St. Improvements	24-00689-00-PV	2024-05-027R	---

Discussion

Fiscal and Budget Impact

The table below summarizes the recommended appropriations of State MFT funds per project, calculated as the project budget through FY26, plus 10% contingency, and less the State MFT appropriations to date.

Project	Project Budget through FY26	~10% Project Contingency (rounded)	Project Budget with Contingency	Previous State MFT Resolution(s) through FY25	Supplemental State MFT Resolution
Florida Ave. (Wright to Hillcrest) Rehabilitation	\$1,135,881.00	\$114,119.00	\$1,250,000.00	(\$950,000.00)	\$300,000.00
Florida Ave. Shared-Use Path	\$1,911,230.00	\$188,770.00	\$2,100,000.00	(\$1,240,000.00)	\$860,000.00
Bakers Lane Shared-Use Path	\$2,812,673.00	\$277,327.00	\$3,090,000.00	(\$1,710,000.00)	\$1,380,000.00
Colorado Ave. Resurfacing	\$1,940,083.65	\$189,916.35	\$2,130,000.00	(\$1,690,000.00)	\$440,000.00
Vine St. and Illinois St. Improvements	\$1,250,000.00	\$130,000.00	\$1,380,000.00	(\$370,000.00)	\$1,010,000.00

Project Budget through FY26 + ~10% Project Contingency (rounded) = Project Budget w/Contingency

Project Budget w/Contingency – Previous State MFT Resolution(s) through FY 25 = New or Supplemental State MFT Resolution

Recommendation

City Council is asked to pass the attached resolutions to appropriate State MFT funds for five (5) projects.

Next Steps

If the attached resolutions are passed, staff will submit the resolutions to IDOT and proceed with implementing the FY26 phases of these projects.

Attachments

1. Resolution 2025-05-___R: Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Florida Avenue, Wright to Hillcrest)
 - a. Location Map
 - b. CIP FY26-FY30 Project Page
2. Resolution 2025-05-___R: Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Florida Avenue Shared-Use Path)
 - a. Location Map
 - b. CIP FY26-FY30 Project Page
3. Resolution 2025-05-___R: Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Bakers Lane Shared-Use Path)
 - a. Location Map
 - b. CIP FY26-FY30 Project Page
4. Resolution 2025-05-___R: Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Colorado Avenue Resurfacing)
 - a. Location Map
 - b. CIP FY25-FY29 Project Page
 - c. CIP FY26-FY30 Fund Report Page
5. Resolution 2025-05-___R: Resolution for Improvement Under the Illinois Highway Code (State Motor Fuel Tax for Vine Street and Illinois Street Improvements)
 - a. Location Map
 - b. CIP FY26-FY30 Project Page

Originated by: John C. Zeman, City Engineer

Reviewed: Tim Cowan, Public Works Director

William Kolschowsky, Senior Management Analyst / Assistant to City Administrator

Approved: Elizabeth Hannan, Interim City Administrator



Resolution for Improvement
Under the Illinois Highway Code

Item b.

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type

Supplemental

Resolution Number

2025-05-__R

Section Number

19-00620-00-PV

BE IT RESOLVED, by the Council of the City

Governing Body Type

Local Public Agency Type

of Urbana Illinois that the following described street(s)/road(s)/structure be improved under

Name of Local Public Agency

the Illinois Highway Code. Work shall be done by Contract

Contract or Day Labor

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Florida Avenue	1.3	FAU 7138	Wright Street	Hillcrest Street

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Preliminary engineering services (phase 1 and phase 2) for pavement reconstruction, new and replacement traffic signals, and improved bus stops.

2. That there is hereby appropriated the sum of three hundred thousand and 00/100

Dollars (\$300,000.00) for the improvement of

said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, City Clerk in and for said City

Name of Clerk

Local Public Agency Type

Local Public Agency Type

of Urbana in the State aforesaid, and keeper of the records and files thereof, as provided by

Name of Local Public Agency

statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Council of Urbana at a meeting held on _____

Governing Body Type

Name of Local Public Agency

Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ day of _____

Day

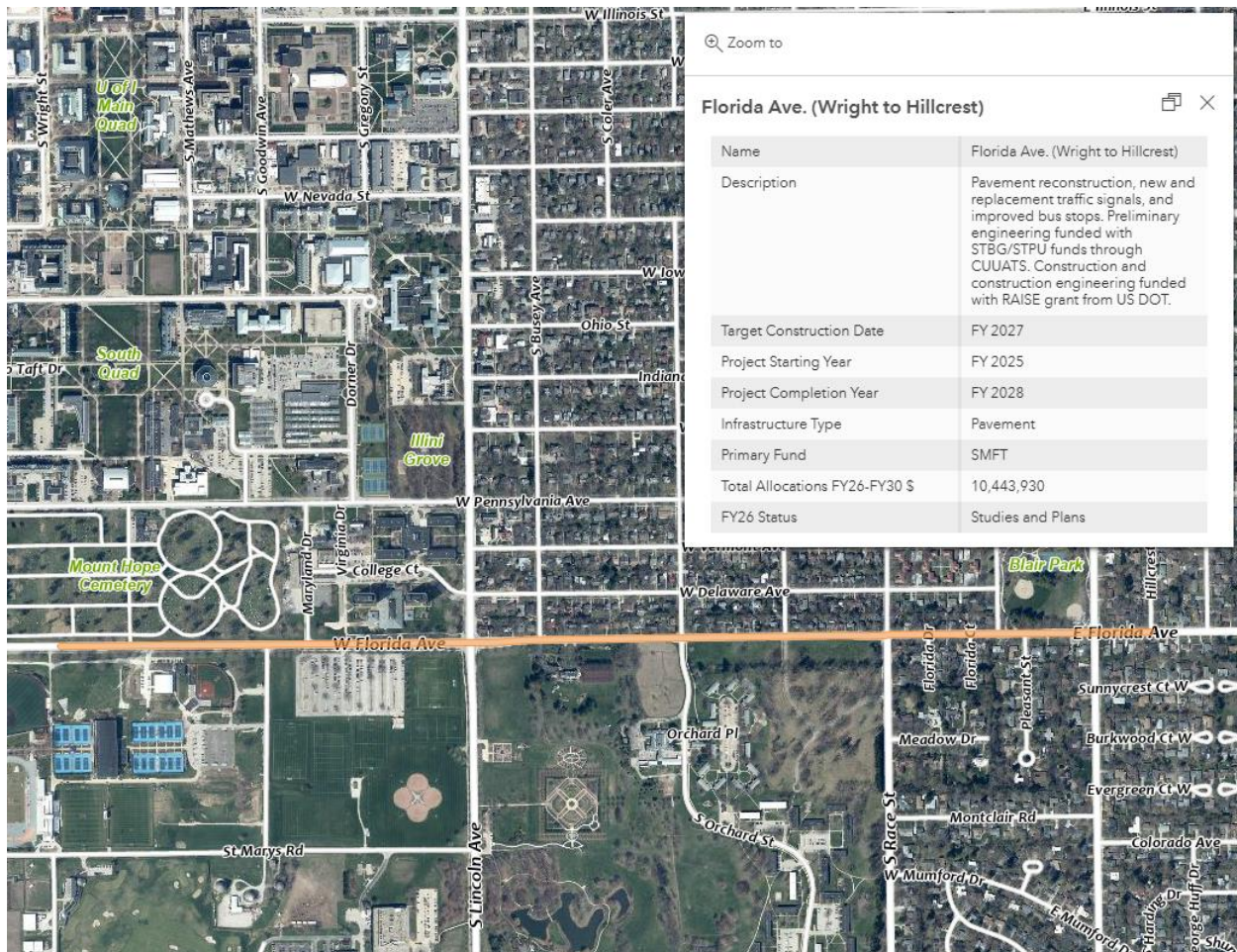
Month, Year

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation



Florida Avenue (Wright to Hillcrest) Rehabilitation, Section 19-00620-00-PV

Capital Projects (FY26 Studies and Plans)

Florida Ave. (Wright to Hillcrest)

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40135 - FLORIDA: WRIGHT - HILLCREST	COVID RELIEF	238,013	-	-	-	-	-
	STBG / STPU	297,000	394,000	-	-	-	-
	RAISE ⁽¹⁾	-	-	9,950,930	-	-	-
	203 SMFT	107,868	99,000	-	-	-	-
TOTAL		642,881	493,000	9,950,930	0	0	0

- 1) Grant funding for construction in FY27 has been awarded but not secured with a grant agreement. Project contingent on receiving grant funding.



Description

Pavement rehabilitation, new and replacement traffic signals, improved bus stops, and a new shared use path (shown separately).

Location

Florida Ave. from Wright to Hillcrest.

Purpose and Need

Florida Ave. is a minor arterial with very poor to fair pavement, a high safety priority score, and a bus route. Preliminary engineering funded with STBG/STPU funds through CUUATS. Construction and construction engineering funded with RAISE grant from US DOT. Corridor study completed by Regional Planning Commission: <https://ccrpsc.gitlab.io/florida-ave/>. Illinois American Water plans to replace a water main within the project limits.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	20.2	15.1	12.9	7.0	8.2	0.0	88.5

Timeline

Studies FY25; Plans FY26;
Construction FY27.

Changes from Previous CIP

Construction combined into one contract, rather than four (4), with award of RAISE grant.



Resolution for Improvement
Under the Illinois Highway Code

Item c.

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type

Supplemental

Resolution Number

2025-05-__R

Section Number

19-00620-01-BT

BE IT RESOLVED, by the Council of the City

Governing Body Type

Local Public Agency Type

of Urbana

Name of Local Public Agency

Illinois that the following described street(s)/road(s)/structure be improved under

the Illinois Highway Code. Work shall be done by Contract

Contract or Day Labor

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Florida Avenue (south side)	0.5	FAU 7138	Lincoln Avenue	Race Street

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Preliminary engineering services (phase 1 and phase 2), construction, and construction engineering for a new shared-use path.

2. That there is hereby appropriated the sum of eight hundred sixty thousand and 00/100

Dollars (\$860,000.00) for the improvement of

said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Darcy E. Sandefur

Name of Clerk

City

Local Public Agency Type

Clerk in and for said City

Local Public Agency Type

of Urbana

Name of Local Public Agency

in the State aforesaid, and keeper of the records and files thereof, as provided by

statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Council

Governing Body Type

of Urbana

Name of Local Public Agency

at a meeting held on

Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this

Day

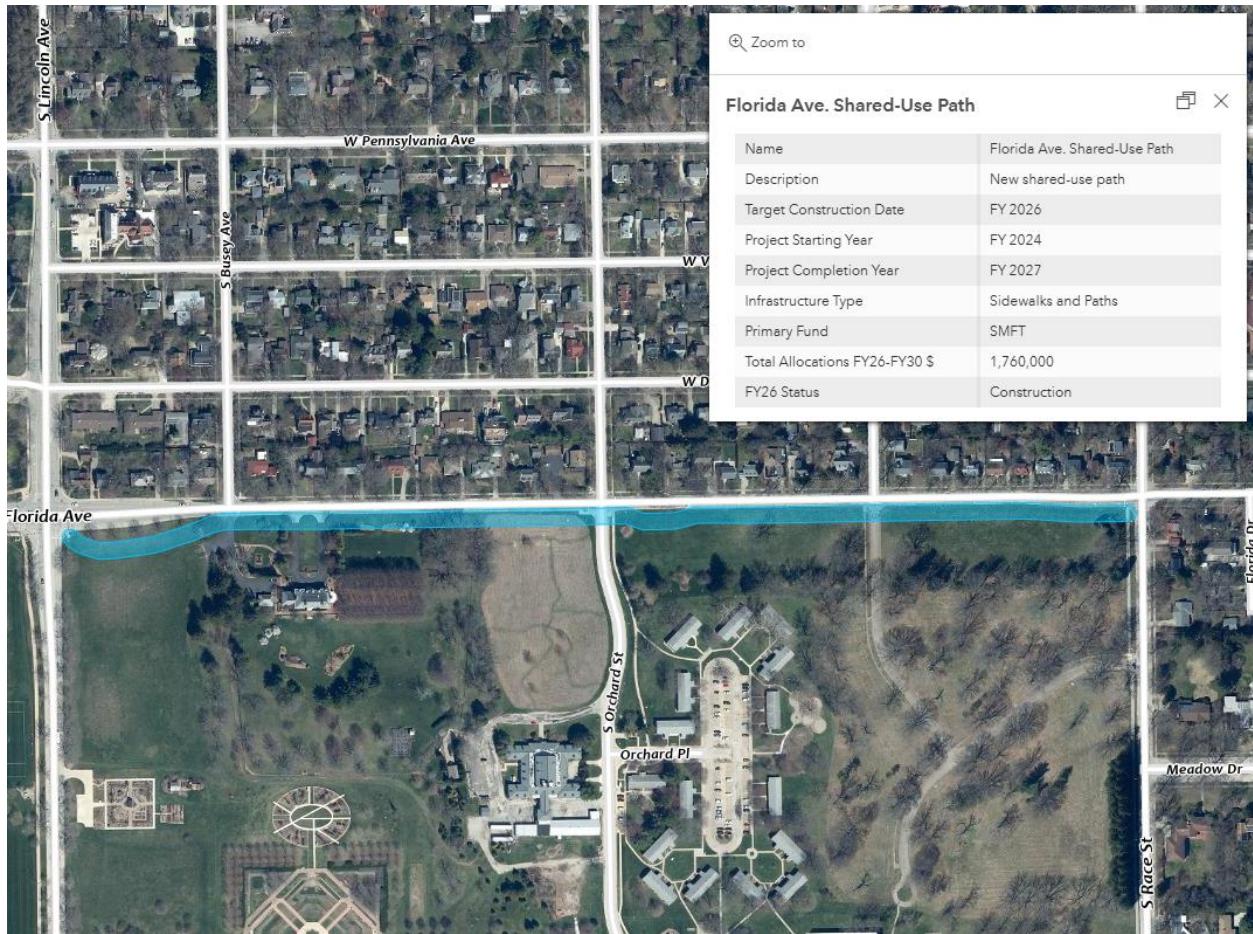
Month, Year

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation



[Florida Avenue Shared-Use Path, Section 19-00620-01-BT](#)

Florida Ave. Shared-Use Path

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40137 - FLORIDA MULTI- USE PATH	ITEP	101,360	729,050	-	-	-	-
	REBUILD	25,340	242,320	-	-	-	-
	203 SMFT	13,842	788,630	-	-	-	-
TOTAL		140,542	1,760,000	0	0	0	0



Description

New shared-use path, as part of larger corridor improvements from Wright to Hillcrest.

Location

South side of Florida Ave. from Lincoln to Race.

Purpose and Need

Provide a missing link in the bicycle and pedestrian network. Project proposed in both the 2008 and 2016 Bicycle Master Plans. ITEP funding was secured for the shared use path in FY23. Corridor study completed by Regional Planning Commission. <https://ccrpc.gitlab.io/florida-ave/>

Timeline

Studies & Plans FY24-FY25, Construction FY26.

Changes from Previous CIP

Added SMFT allocation to pay for increased construction cost estimate based on pre-final plans. Construction delayed for coordination with State Historic Preservation Office (SHPO).



Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type

Supplemental

Resolution Number

2025-05-__R

Section Number

20-00631-00-BT

BE IT RESOLVED, by the Council of the City

Governing Body Type

Local Public Agency Type

of Urbana

Name of Local Public Agency

Illinois that the following described street(s)/road(s)/structure be improved under

the Illinois Highway Code. Work shall be done by Contract

Contract or Day Labor

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Bakers Lane Shared-Use Path	0.9	N/A	Washington & Kinch	Main St. & Smith Rd.

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Preliminary engineering services (phase 1 and phase 2), construction, and construction engineering for a new shared-use path on the north side of Washington St. and from Washington St. to Main St. east of Weaver Park.

2. That there is hereby appropriated the sum of one million three hundred eighty thousand and 00/100

Dollars (\$1,380,000.00) for the improvement of

said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Darcy E. Sandefur

Name of Clerk

City

Local Public Agency Type

Clerk in and for said City

Local Public Agency Type

of Urbana

Name of Local Public Agency

in the State aforesaid, and keeper of the records and files thereof, as provided by

statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Council

Governing Body Type

of Urbana

Name of Local Public Agency

at a meeting held on _____

Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ day of _____

Day

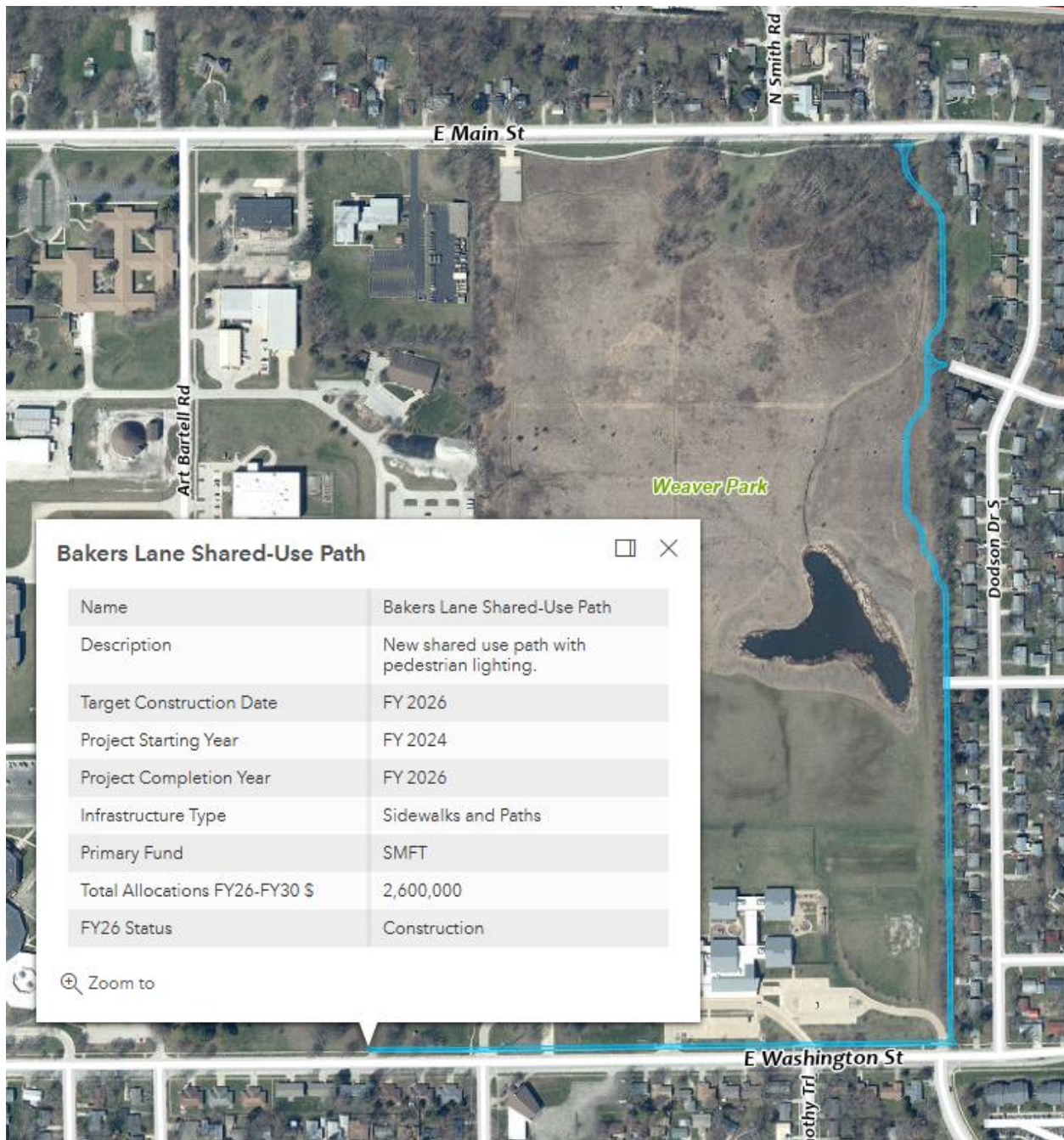
Month, Year

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation



[Bakers Lane Shared-Use Path, Section 20-00631-00-BT](#)

Bakers Lane Shared-Use Path

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40129 - BAKERS LANE MULTI-USE PATH	ITEP	135,320	1,037,450	-	-	-	-
	REBUILD	33,840	259,430	-	-	-	-
	203 SMFT	30,685	1,303,120	-	-	-	-
TOTAL		199,845	2,600,000	0	0	0	0



Description

New shared use path with pedestrian lighting.

Location

North side of Washington St. from Kinch to Smith, and along Bakers Lane right-of-way, between Weaver Park and Scottswood Subdivision, from Washington to Main.

Purpose and Need

Path proposed in 2016 Bicycle Master Plan with 6-10 year timeline. In 2020 Pedestrian Master Plan, Washington St. segment identified as “highest priority” and Bakers Lane segment identified as “medium priority”. Connectivity with Park District Health & Wellness Center, School District Prairie Campus, Scottswood Subdivision, and future Kickapoo Rail Trail extension. ITEP funding was secured for the shared use path.

Timeline

Studies & Plans FY24-FY25.
Construction FY26.

Changes from Previous CIP

Added SMFT allocation to pay for increased construction cost estimate based on pre-final plans.



Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type

Supplemental

Resolution Number

2025-05-__R

Section Number

21-00639-01-RS

BE IT RESOLVED, by the Council of the City

Governing Body Type

Local Public Agency Type

of Urbana

Name of Local Public Agency

Illinois that the following described street(s)/road(s)/structure be improved under

the Illinois Highway Code. Work shall be done by Contract

Contract or Day Labor

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Colorado Avenue	0.75	MUN 3050	east of S Vine Street	Philo Road

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

HMA resurfacing, curb ramp reconstruction for ADA compliance, pavement patching, driveway approach removal/replacement, curb and gutter removal/replacement, and other miscellaneous work incidental to construction.

2. That there is hereby appropriated the sum of four hundred forty thousand and 00/100

Dollars (\$440,000.00) for the improvement of

said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Darcy E. Sandefur

Name of Clerk

City

Local Public Agency Type

Clerk in and for said City

Local Public Agency Type

of Urbana

Name of Local Public Agency

in the State aforesaid, and keeper of the records and files thereof, as provided by

statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Council

Governing Body Type

of Urbana

Name of Local Public Agency

at a meeting held on

Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this day of Month, Year .

(SEAL, if required by the LPA)

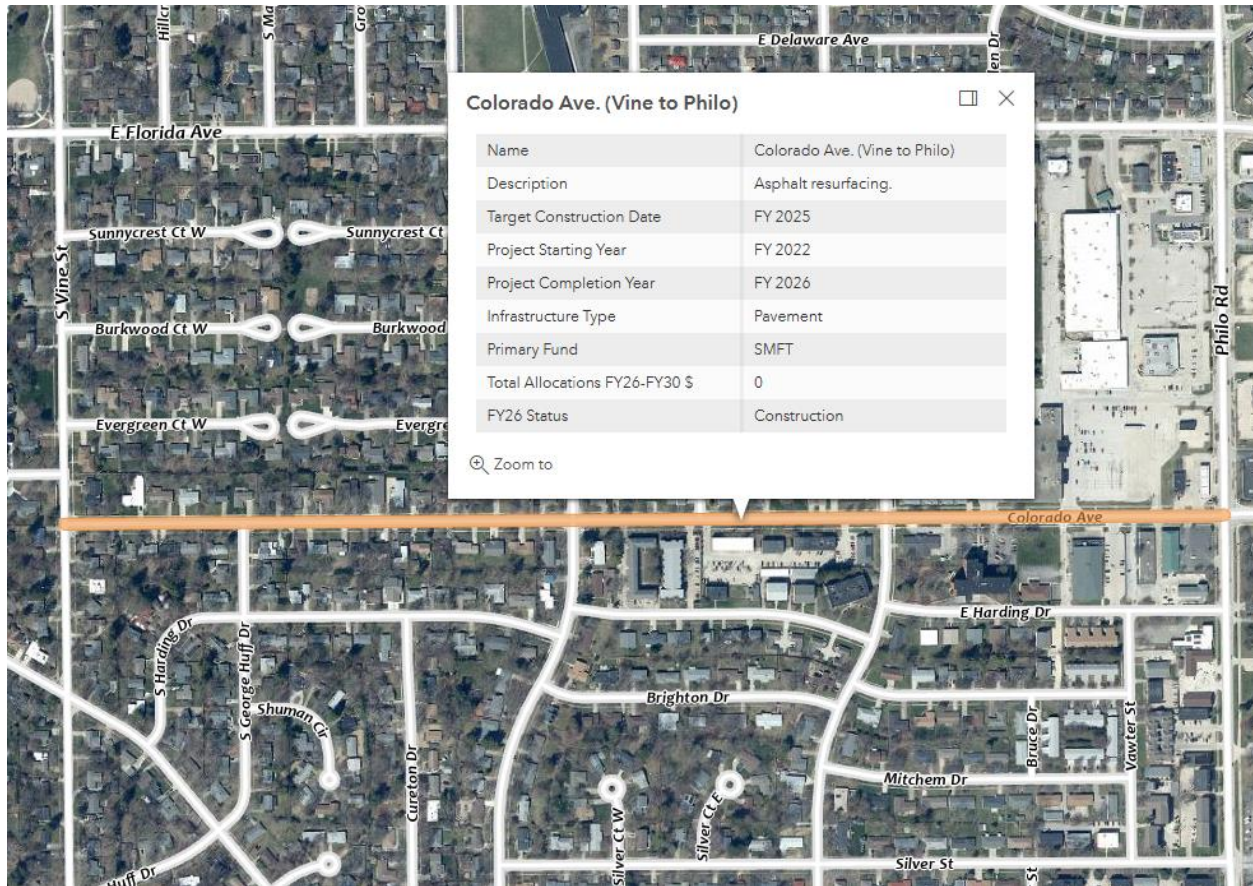
Clerk Signature & Date

--

Approved

Regional Engineer Signature & Date
Department of Transportation

--



[Colorado Avenue \(Vine to Philo\) Resurfacing, Section 21-00639-01-RS](#)

Capital Projects (FY25 Construction)

Project page for Colorado Avenue Resurfacing not carried forward to CIP FY26-FY30, since construction started in FY25 and the FY26 budget is just for construction contingency. See State MFT Fund Report for CIP FY26-FY30 on the next page.

Philo Rd. and Colorado Ave.

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40133 - PHILO & COLORADO	203 SMFT	1,275,286	2,031,758	-	-	-	-



Description

Asphalt resurfacing for Philo Rd. and micro-fracturing with asphalt surface for Colorado Ave.

Location

Philo Rd. from Windsor to Colorado, and Colorado Ave. from Vine to Philo.

Purpose and Need

Philo Rd. is a minor arterial with poor pavement with a moderate safety priority score, and on a bus route.

Note that micro-fracturing was ruled out as impractical for the Colorado Avenue project, and construction scope was changed to asphalt resurfacing.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
9.5	20.2	11.1	3.2	3.5	8.2	0.0	55.6

Timeline

Studies & Plans FY23-FY24, Philo Rd.
Construction FY24-FY25, and Colorado Ave.
Construction FY25-FY26.

Changes from Previous CIP

None.

Red text added for May 19, 2025 Supplemental State MFT Resolution.

203 - MOTOR FUEL TAX FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
REVENUE								
40124 - LINCOLN: WASCHER - KILLARNEY	40124-STBG	STBG/STPU CUUATS	365,600	650,000	-	-	-	-
	40124-STBG	STBG/STPU CUUATS (NOTE 1)	-	-	-	5,200,000	-	-
	40124-SS4A	SS4A GRANT (NOTE 2)	-	200,000	-	-	-	-
40129 - BAKERS LANE MULTI-USE PATH	40129-ITEP	ITEP	135,320	1,037,450	-	-	-	-
	40129-REBUILD	REBUILD	33,840	259,430	-	-	-	-
40135 - FLORIDA: WRIGHT - HILLCREST	40135-COVID--	COVID RELIEF SUPPLEMENT	238,013	-	-	-	-	-
	40135-STBG	STBG/STPU CUUATS	297,000	394,000	-	-	-	-
	40135-RAISE	RAISE GRANT (NOTE 2)	-	-	9,950,930	-	-	-
40137 - FLORIDA MULTI-USE PATH	40137-ITEP	ITEP	101,360	729,050	-	-	-	-
	40137-REBUILD	REBUILD	25,340	242,320	-	-	-	-
49203 - FUND 203 - CIP	49203-ST--	STATE MFT ALLOTMENT	946,213	960,406	974,812	989,434	1,004,276	1,018,574
	49203-TRF--	STATE MFT TRF	830,011	842,461	855,098	867,925	880,944	893,486
	49203-INT--	2.5% INTEREST REVENUE	260,000	260,000	100,000	100,000	100,000	100,000
TOTAL REVENUE			3,232,697	5,575,117	11,880,840	7,157,359	1,985,219	2,012,061

CAPITAL PROJECTS								
40124 - LINCOLN: WASCHER - KILLARNEY	40124-PLANNING-SMFT-	PLANNING & CONSTRUCTION	456,157	1,013,000	-	6,500,000	-	-
40129 - BAKERS LANE MULTI-USE PATH	40129-PLANNING--	PLANNING & CONSTRUCTION	199,845	2,600,000	-	-	-	-
40133 - PHILO & COLORADO	40133-PLANNING--	PLANNING & CONSTRUCTION	2,903,501	200,000	-	-	-	-
40134 - SPRINGFIELD: WRIGHT TO MCCULL	40134-PLANNING--	PLANNING & CONSTRUCTION	1,276,700	1,300,000	-	-	-	-
40135 - FLORIDA: WRIGHT - HILLCREST	40135-PLANNING--	PLANNING & CONSTRUCTION	642,881	493,000	9,950,930	-	-	-
40137 - FLORIDA MULTI-USE PATH	40137-PLANNING--	PLANNING & CONSTRUCTION	140,542	1,760,000	-	-	-	-
40148 - SAVANNAH GREEN ALLEYS	40148-PLANNING-MFT-	PLANNING & CONSTRUCTION	47,821	-	-	-	-	-
40149 - LINCOLN: GREEN - FLORIDA	40149-PLANNING--	PLANNING & CONSTRUCTION	72,554	-	810,000	-	810,000	3,700,000
40150 - WINDSOR: RACE TO WEST BOUNDARY	40150-PLANNING--	PLANNING & CONSTRUCTION	69,374	-	-	-	-	-
40167 - BONEYARD CREEK BRIDGE REPAIR	40167-PLANNING-MFT-	PLANNING & CONSTRUCTION	24,785	280,000	-	-	-	-
40168 - VINE AND ILLINOIS	40168-PLANNING-MFT-	PLANNING & CONSTRUCTION	264,874	985,126	850,000	-	-	-
XXXXX - VINE: FLORIDA TO WASHINGTON	XXXXX-PLANNING-MFT-	PLANNING & CONSTRUCTION	-	-	-	260,000	1,430,000	-
TOTAL EXPENSE			6,099,035	8,631,126	11,610,930	6,760,000	2,240,000	3,700,000

NOTES:

1.) GRANT FUNDING HAS NOT BEEN AWARDED. PROJECT CONTINGENT ON GRANT FUNDING.

2.) GRANT FUNDING HAS BEEN AWARDED BUT NOT SECURED WITH A GRANT AGREEMENT. PROJECT CONTINGENT ON GRANT FUNDING.

Net Revenue / (Expense)	(2,866,338)	(3,056,009)	269,910	397,359	(254,781)	(1,687,939)
Beginning Fund Balance	6,300,364	3,434,026	378,018	647,928	1,045,287	790,506
Ending Fund Balance	3,434,026	378,018	647,928	1,045,287	790,506	(897,433)



Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type

Supplemental

Resolution Number

2025-05-__R

Section Number

24-00689-00-PV

BE IT RESOLVED, by the Council of the City

Governing Body Type

Local Public Agency Type

of Urbana

Name of Local Public Agency

Illinois that the following described street(s)/road(s)/structure be improved under

the Illinois Highway Code. Work shall be done by Contract

Contract or Day Labor

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Vine Street	0.24	MUN 7183	south of Main St.	north of California Ave.
Illinois Street	0.26	MUN 7207	east of Race St.	Urbana Ave.

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Pavement rehabilitation with potential road diet and pedestrian improvements.

2. That there is hereby appropriated the sum of one million ten thousand and 00/100

Dollars (\$1,010,000.00) for the improvement of

said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Darcy E. Sandefur

City

Clerk in and for said City

Name of Clerk

Local Public Agency Type

Local Public Agency Type

of Urbana

Name of Local Public Agency

in the State aforesaid, and keeper of the records and files thereof, as provided by

statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Council

of Urbana

at a meeting held on

Governing Body Type

Name of Local Public Agency

Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this

Day

Month, Year

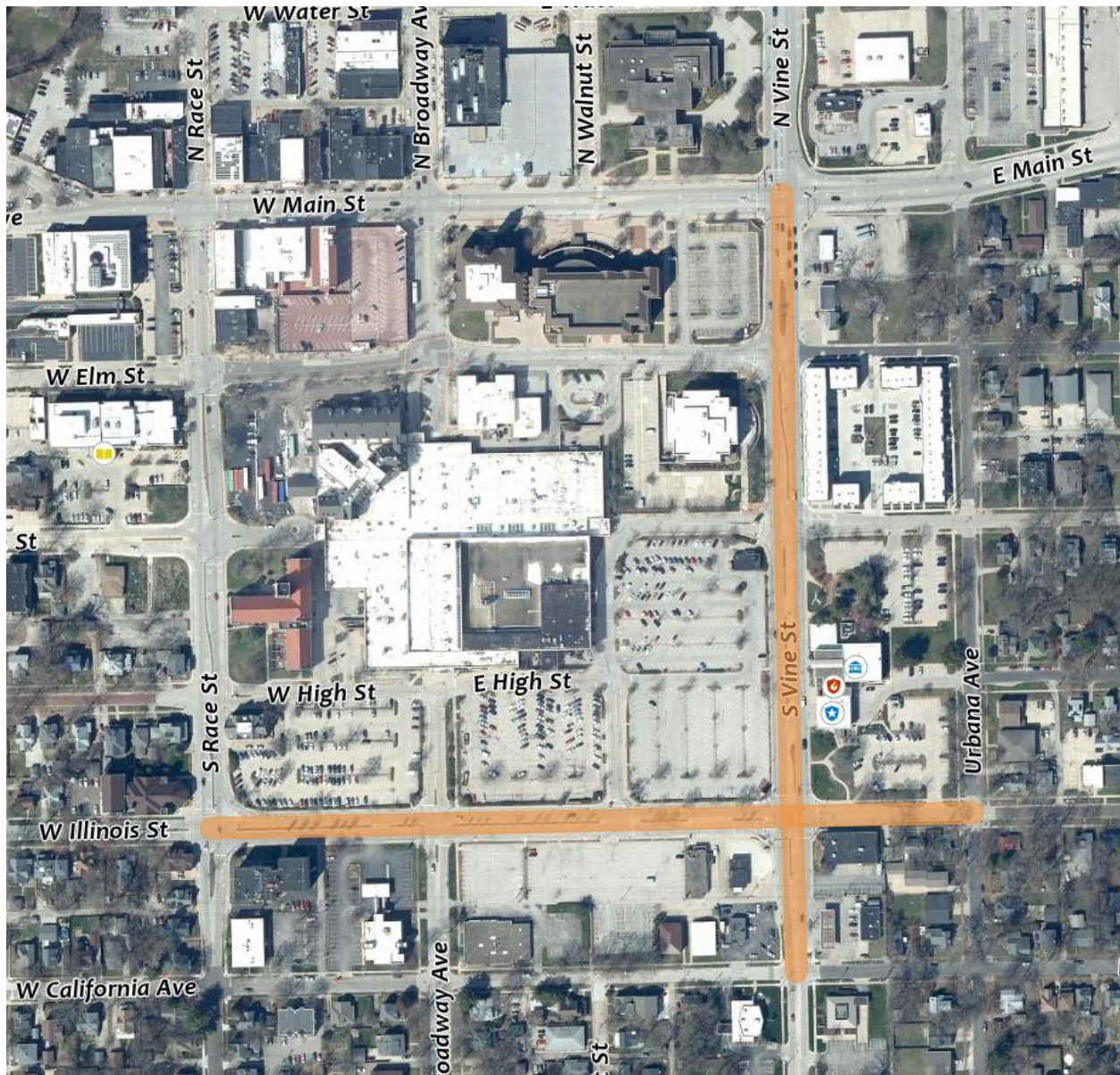
(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date

Department of Transportation



Vine Street and Illinois Street Improvements, Section 24-00689-00-PV

Vine St. and Illinois St.

PROJECT	FUND	FY25 Projected	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated	FY30 Allocated
40168 - VINE AND ILLINOIS	CENTRAL TIF	-	250,000	250,000	-	-	-
	203 SMFT	264,874	985,126	850,000	-	-	-
TOTAL		264,874	1,235,126	1,100,000	0	0	0



Description

Pavement rehabilitation with potential road diet and pedestrian improvements.

Location

Vine St. from California to Main, and Illinois St. from Race to Urbana.

Purpose and Need

Vine St. is a minor arterial with pavement in poor to very poor condition, a moderate safety priority score, a bus route, and this project is fully within the Central TIF area. Aligns with Mayor & City Council Strategic Goals for 2024-2025, Action Item 4.4.B.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
12.6	20.2	13.9	6.5	4.6	8.2	1.4	67.3

Timeline

Studies & Plans FY25-FY26, Construction FY26 and FY27.

Changes from Previous CIP

Moved second phase of construction forward one year to FY27.



City of Urbana
 400 S. Vine Street, Urbana, IL 61801
www.urbanailinois.us

MEMORANDUM TO THE MAYOR AND CITY COUNCIL

Meeting: May 19, 2025 Committee of the Whole Meeting
Subject: Interfund Loan from the General Operating Fund to the Central Tax Increment Financing (TIF) District Fund

Summary

Action Requested

The City Council is being asked to approve an interfund loan between the City's General Operating and Central TIF Funds.

Brief Background

The proposed interfund loan would allocate up to \$5.2 million from the City's General Operating Fund to the Central TIF Fund to allow payment of a development incentive for the Hotel Royer. This loan would be repaid when bonds are issued for the incentive in early 2026.

Relationship to City Services and Priorities

Impact on Core Services

Staff expects that there will be no impact on core services.

Strategic Goals & Plans

The Hotel Royer redevelopment is consistent with [Strategic Area #4: Economic Health](#) in the City Council Goals.

Previous Council Actions

The development agreement and several amendments have been approved at various times over the past six years. The [most recent amendment](#) was approved on February 26, 2024.

Discussion

Additional Background Information

The final amendment to the Hotel Royer development agreement extended the completion deadline to December 31, 2024 and reduced the amount of the incentive by \$150,000 for each three month period or fraction thereof that occupancy was delayed. The certificate of occupancy (COO) was issued on April 7 and the soft opening occurred on April 16. Thus, the incentive is reduced from \$5.5 to \$5.2 million

While the City plans to issue taxable debt for this project, the federal \$10 million small issuer limit means that this debt cannot be issued until 2026, without triggering additional requirements related to issuance and continuing disclosures. Because the City is not staffed to meet those additional requirements, staff recommends a short term interfund loan from the General Operating Fund to the Central TIF Fund to cover the initial incentive payment.

The proposed interfund loan would carry an annual interest rate of 3.85%, which is the one-year U.S. Treasury security yield on May 1, 2025. This reflects the interest the City would earn on these funds if they were invested. The Central TIF Fund would pay interest monthly to the General Operating Fund until the loan is repaid upon issuance of bonds in 2026. For purposes of illustrating this, the attachment assumes that the loan is repaid by March 31, 2026. Cash would be advanced around June 1 and the incentive would be paid shortly thereafter.

Fiscal and Budget Impact

There is no impact on the General Operating Fund beyond a short-term reduction in the cash balance. Interest payments will make the fund whole.

Recommendation

Staff recommends that the Committee of the Whole Advance the resolution to the May 27 City Council meeting with a recommendation for approval.

Next Steps

Once the resolution is approved, staff will advance funds to the Central TIF Fund around June 1 and make the incentive payment to the developer.

Attachments

1. A Resolution Authorizing an Interfund Loan from the General Operating Fund to the Central Tax Increment Financing District Fund
2. Interfund Loan from the General Fund to Central TIF Fund for Hotel Royer Development Incentive

Originated by: Elizabeth Hannan, HR & Finance Director / CFO

RESOLUTION NO. _____

**A RESOLUTION AUTHORIZING AN INTERFUND LOAN
FROM THE GENERAL OPERATING FUND TO THE
CENTRAL TAX INCREMENT FINANCING DISTRICT FUND**

WHEREAS, the City of Urbana (“City”) is a home rule unit of local government pursuant to Article VII, Section 6, of the Illinois Constitution of 1970, and may exercise any power and perform any function pertaining to its governmental business and affairs, and the passage of this Resolution constitutes an exercise of the City’s home rule powers and functions as granted by the Illinois Constitution of 1970; and

WHEREAS, the City Council has approved a development incentive related to the Hotel Royer, which will be paid from the Central Tax Increment Financing District Fund; and

WHEREAS, the City has adequate reserves in the General Operating Fund to provide a short-term loan to the Central Tax Increment Financing District Fund related to this development incentive.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Urbana, Illinois, as follows:

Section 1. The Human Resources and Finance Director is authorized and directed to establish an interfund loan from the General Operating Fund to the Central Tax Increment Financing District Fund in an amount of \$5.2 million. Interest will be charged at an annual rate of 3.85%, payable monthly beginning on June 30, 2025. The balance of the loan shall be due upon receipt of bond proceeds from bonds to be issued after January 1, 2026.

Section 2. Funds shall be advanced when needed to provide for the incentive of \$5.2 million.

Section 3. This resolution shall be in full force and effect from and after its passage and approval.

PASSED BY THE CORPORATE AUTHORITIES this __ Day of _____, 20__.

AYES: _____

NAYS: _____

ABSTENTIONS: _____

Darcy E. Sandefur, City Clerk

APPROVED BY THE MAYOR this __ Day of _____, 20__.

DeShawn B. Williams, Mayor

**Interfund Loan from General Fund to Central TIF Fund
for Hotel Royer Development Incentive**
Assumes 3/31/2026 Payoff

1-year Treasury Yield: 3.850%

Date	Beginning Balance	Principal	Interest	Interest Payment	Ending Balance
6/1/2025	-	5,200,000.00	-		5,200,000.00
6/30/2025	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
7/31/2025	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
8/31/2025	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
9/30/2025	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
10/31/2025	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
11/30/2025	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
12/31/2025	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
1/31/2026	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
2/28/2026	5,200,000.00		16,683.33	(16,683.33)	5,200,000.00
3/31/2026	5,200,000.00	(5,200,000.00)	16,683.33	(16,683.33)	-

Notes:

1-year treasury yield on 5/1/2025 is used to approximate the loss of investment income in the General Fund.

Assumes interfund loan is made on 6/1/2025 and paid off 3/31/2026, with monthly interest payments.

Interest will be paid monthly by Central TIF to General Fund until debt is issued and loan is paid off.



City of Urbana
 400 S. Vine Street, Urbana, IL 61801
www.urbanailinois.us

MEMORANDUM TO THE MAYOR AND CITY COUNCIL

Meeting: May 19, 2025 Committee of the Whole

Subject: An Ordinance Revising the Annual Budget Ordinance (Budget Amendment #9 – Presence Settlement, Hotel Royer Incentive)

Summary

Action Requested

Forward the budget amendment authorizing this adjustment for approval at the May 27, 2025, City Council meeting. This budget amendment requires six affirmative votes, including the Mayor, in order to pass.

Brief Background

This Ordinance seeks Council approval to amend the FY2025 Annual Budget to authorize a \$1,498,382 increase for a settlement payment to Presence related to a 2015 property tax case, and a \$5,200,000 reimbursement to Hotel Royer for a redevelopment incentive.

Relationship to City Services and Priorities

Impact on Core Services

None.

Strategic Goals & Plans

The Hotel Royer redevelopment is consistent with [Strategic Area #4: Economic Health](#) in the City Council Goals.

Previous Council Actions

The City Council approved [FY2025 Annual Budget](#) on June 24, 2024, Budget Amendment #1 on September 30, 2024, Budget Amendment #2 on November 25, 2024, Budget Amendment #4 on December 9, 2024, Budget Amendment #5 on February 3, 2025, Budget Amendment #6 on March 17, 2025, Budget Amendment #7 on March 14, 2025, and Budget Amendment #8 on April 28, 2025.

City Council approved a redevelopment agreement for Hotel Royer on July 1, 2019 and approved a fourth and final amendment extending the “Project Occupancy Date” on February 26, 2024.

Discussion

Additional Background Information

On April 7, 2025, Hotel Royer was issued a final certificate of occupancy. Per the City’s agreement with the developer, this milestone, the “Project Occupancy Date”, triggers the requirement for the City to pay a \$5.2

million redevelopment reimbursement within 70 days. The funding for this payment will come from the Central TIF Fund, which will receive an interfund loan from the General Operating Fund to carry the fund until early 2026, when bonds will be issued to cover the incentive.

The 2015 Presence Case (2015-L-75) involved 58 parcels that were owned by Presence as of 2015. Prior to filing the case, Presence received exemptions for these properties starting with tax year 2013 and received retroactive exemptions and refunds for some of the parcels for tax years 2004 and 2006, and all of the parcels for tax year 2010. The Presence Case seeks retroactive refund of the remainder of the property taxes paid on the parcels for tax years 2003-2012. The City has agreed to settle this case for \$1,498,381.58. The settlement is contingent upon all involved taxing bodies approving the settlement and making final payment to Presence no later than June 30, 2025.

Fiscal and Budget Impact

To facilitate the \$5.2 million incentive payment, the General Fund will provide an interfund loan to the Central TIF Fund. While this temporarily reduces available cash in the General Fund, the loan will be repaid with interest to keep the General Fund whole. Interest payments will be made monthly at a rate comparable to the one-year U.S. Treasury rate until bonds are issued to reimburse the General Fund in early 2026. A separate resolution on this agenda would authorize the interfund loan.

Disputed property tax revenues were set aside in the City's General Reserve Fund pending a final resolution of the cases. This budget amendment would allow staff to disburse a portion of the reserved funds for this settlement. This change has no impact on the City's General Operating Fund. Staff estimates that approximately \$1 million will remain in this fund at the end of the fiscal year. With no further claims pending, those funds may be allocated in the budget in future fiscal years to cover one-time expenditures.

Recommendation

Forward the budget amendment authorizing these adjustments to the FY2025 budget with a recommendation for approval at the May 27, 2025 City Council meeting.

Next Steps

If the proposed adjustment is approved, staff will pay the agreed amount to Presence once the settlement is finalized and will also process the \$5.2 million Hotel Royer incentive payment in accordance with the redevelopment agreement.

Attachments

1. An Ordinance Revising the Annual Budget Ordinance

Originated: Don Ho, Senior Financial Analyst / Budget Coordinator

Reviewed by: Ross McNeil, Paralegal

William Kolschowsky, Senior Management Analyst/ Asst. to the City Administrator

Approved: Elizabeth Hannan, HR & Finance Director / CFO

ORDINANCE NO. _____**AN ORDINANCE REVISING THE ANNUAL BUDGET ORDINANCE****(Budget Amendment #9 – Presence Settlement, Hotel Royer Incentive)**

WHEREAS, the City of Urbana (“City”) is a home rule unit of local government pursuant to Article VII, Section 6, of the Illinois Constitution of 1970, and may exercise any power and perform any function pertaining to its governmental business and affairs, and the passage of this Ordinance constitutes an exercise of the City’s home rule powers and functions as granted by the Illinois Constitution of 1970; and

WHEREAS, the corporate authorities of the City heretofore did approve the annual budget ordinance of and for the City of Urbana for the fiscal year beginning July 1, 2024 and ending June 30, 2025; and

WHEREAS, the said corporate authorities find that revising the annual budget ordinance by deleting, adding to, changing, or creating sub-classes within object classes and object classes themselves is in the best interests of the residents of the City and is desirable for the welfare of the City’s government and affairs; and

WHEREAS, funds are available to effectuate the purpose of such revision; and

WHEREAS, the Budget Director may not make such revision under the authority so delegated to the Budget Director pursuant to 65 ILCS 5/8-2-9.6 or Urbana City Code Section 2-133.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL AND THE MAYOR, BEING THE CORPORATE AUTHORITIES OF THE CITY OF URBANA, ILLINOIS, as follows:

Section 1.

The annual budget ordinance shall be and the same is hereby revised as set forth in the exhibit appended hereto and made a part hereof as if fully set forth herein.

Section 2.

This Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code (65 ILCS 5/1-2-4).

This Ordinance is hereby passed by the affirmative vote, the “ayes” and “nays” being called, of two-thirds of the corporate authorities then holding office (6 of 8 votes) of the City of Urbana, Illinois, at a duly noticed and convened meeting of the said corporate authorities.

PASSED BY THE CORPORATE AUTHORITIES this __ Day of _____, 20__.

AYES: _____

NAYS: _____

ABSTENTIONS: _____

Darcy E. Sandefur, City Clerk

APPROVED BY THE MAYOR this __ Day of _____, 20__.

DeShawn B. Williams, Mayor

Budget Amendment 2024/25 - 09 - Exhibit A

General Ledger Code	Project String	Description	Current Budget	Revised Budget	Difference	Reason
CENTRAL TIF FUND (344)						
<u>Expenditures</u>						
34450501-52410		ECONOMIC DEVELOPMENT: DEVELOPMENT INCENTIVES	420,000	5,620,000	5,200,000	HOTEL ROYER DEVELOPMENT INCENTIVE
Total Expenditures			3,502,154	8,702,154	5,200,000	
Ending Fund Balance (estimated)			1,083,268	(4,116,732)	(5,200,000)	
GENERAL RESERVE FUND (360)						
<u>Expenditures</u>						
36060610-52723		GENERAL RESERVE PAYMENTS: OTHER CLAIMS & JUDGMENTS	893,531	2,391,913	1,498,382	PRESENCE SETTLEMENT
Total Expenditures			893,531	2,391,913	1,498,382	
Ending Fund Balance (estimated)			2,406,691	908,309	(1,498,382)	



City of Urbana
 400 S. Vine Street, Urbana, IL 61801
www.urbanail.gov

MEMORANDUM FROM THE CITY CLERK TO THE CITY COUNCIL

Meeting: June 2, 2025, City Council Meeting
Subject: Council Rules and Meeting Procedure Continued Discussion

Summary

Action Requested

City Council is asked to review the existing Council rules and consider if any changes should be made. Chair Wilken asked that this item be placed on the 5/27 COW agenda for initial discussion. Pending Council review, changes would be implemented via a resolution brought before Council for adoption at future meetings.

Brief Background

The Urbana City Council sets the rules governing the proceedings of the City Council and Committee of the Whole. The last time these rules were amended was in January of 2021 via Resolution No. 2021-01-003R, attached.

Discussion

Additional Background Information

Council has previously made the following suggestions and inquiries regarding possible changes to the Council rules and could consider each via straw poll:

- Consideration of rotating voting order, so as to remove any potential strategic advantage to voting order based solely on ward number.
 - Chair votes last at their respective COW meeting and the subsequent Council meeting.
 - Consideration of special Council meetings voting order (with no prior COW)
- Consideration of language used to address members of the body: gender neutral language (Council Member, Trustee)
- Clarifying language regarding how a Chair of COW may participate fully in meetings: stating the Chair may fully participate but the Chair must be relinquished to make motions or enter debate.

- Clarifying language regarding abstentions and conflicts of interest
 - As mentioned at the meeting here is the City Code reference to abstentions and conflict of interest.
City Code Chapter 2 Administration, Article II, Sec 2-30 Voting Procedures:
(c)(1)Abstentions, if for reason of a stated conflict of interest, shall be recorded by the city clerk as "abstained" and shall not be recorded as either an "aye" or a "nay" vote, and shall not be ruled by the chair as "going with the majority."
(2)If an abstention or 'pass' vote is not based upon an asserted conflict of interest, then such vote shall be recorded by the city clerk as "abstained" but the mayor shall rule that such vote "goes with the majority" of those votes actually cast as an "aye" or "nay" vote.
(3)Each council member shall have the right to abstain by reason of a stated conflict of interest based upon his or her own assessment of the existence of such conflict of interest and the city council shall have no right to overrule such council member's determination.
- Consideration of modifying how items are placed on the agenda.
 - 1-member sponsor required for placement on COW Agenda, 2-member sponsor required for placement on Council Agenda
 - 1-member sponsor required for Discussion items, 2-member sponsor required for placement on COW Agenda, 3-member sponsor required for placement on Council Agenda (Note: 3 members constitutes a majority of a quorum and additional language regarding only one-to-one communication should also be considered to avoid even the appearance of an OMA violation)
- Consideration of modifying Council input from 3 minutes to 5 minutes to match public input time requirements.
 - Consideration of additional time for Mayor's remarks and announcements

Next Steps

If the Council wishes to make changes to the Council rules, at Council's direction, staff will prepare a resolution to incorporate any revisions.

Attachments

Resolution No. 2021-01-003R

Originated by: Darcy E. Sandefur, City Clerk

RESOLUTION NO. 2021-01-003R

**A RESOLUTION AMENDING THE CITY COUNCIL AND COMMITTEE
OF THE WHOLE RULES**

WHEREAS, the City of Urbana ("City") is a home rule unit of local government pursuant to Article VII, Section 6, of the Illinois Constitution, 1970, and may exercise any power and perform any function pertaining to its government and affairs, and the passage of this Resolution constitutes an exercise of the City's home rule powers and functions as granted in the Illinois Constitution, 1970; and

WHEREAS, Illinois Municipal Code Section 3.1-40-15 (65 ILCS 5/3.1-40-15) authorizes the City Council to determine its own rules of proceeding; and

WHEREAS, heretofore, the City Council has adopted certain rules governing the proceedings of the City Council and Committee of the Whole; and

WHEREAS, on December 16, 2019, the City Council passed Resolution No. 2019-12-055R to amend such rules of proceeding; and

WHEREAS, the City Council, after due consideration, finds that further amending these rules as herein provided is in the best interests of the residents of the City and is desirable for the welfare of the City's government and affairs.

NOW, THEREFORE, BE IT RESOLVED by the City Council, of the City of Urbana, Illinois, as follows:

Section 1.

The City Council's and Committee of the Whole's Rules, as approved by Resolution No. 2019-12-055R on December 16, 2019, are hereby amended and superseded, and as amended shall read as follows:

Rule 1. Agenda Preparation

The City Clerk shall create a written agenda for each City Council and Committee meeting and such agendas shall be prepared in accordance with the Open Meetings Act. Items shall be placed on the printed agenda for any City Council or Committee meeting in any of the following ways:

- (a) City Council Meetings: Any item, whether or not such item requires final action by the City Council, shall be placed on the City Council's meeting agenda:
 - i. at the request of the Mayor or two or more Council members; or
 - ii. by an affirmative vote by the Committee to move an item forward to the City Council.
- (b) Committee Meetings: Any item, whether or not such item requires an action to place it on the

City Council's agenda for final action as provided in Subsection (a)ii of this Rule, shall be placed on a Committee meeting agenda at the request of:

- i. the Mayor; or
- ii. the person who will chair the Committee meeting at which such item is to be considered; or
- iii. one or more members of the Committee.

Notwithstanding the foregoing, if an agenda item previously appeared on a Committee agenda was discussed by the Committee, but no other action was taken, such item may be placed on a subsequent Committee agenda at the request of two members of the Committee.

Rule 2. Order of Meetings

No Committee of the City Council shall meet on a day and prior to when a regular City Council meeting is scheduled to occur. However, a special City Council meeting may be convened on the same day and prior to a regularly scheduled Committee meeting. Nothing in the foregoing shall be deemed or construed to prohibit the convening of a special City Council meeting to consider and take action on a matter which, if not attended to, may or will threaten human life, health, safety, or welfare or property or where time is of the essence regarding the City Council's consideration of or final action on one or more matters.

Rule 3. Council & Committee Input & Communications

Councilmembers will have the opportunity to provide input, responses, and communications pursuant to the following rules. Council Input and Communications shall follow the Public Input and Presentations portion of each City Council meeting, and Committee Input and Communications shall be the last agenda item at Committee meetings.

- (a) Chairs will ask for Council comments/announcements and recognize Councilmembers as they ask to be recognized for comments/announcements.
- (b) Councilmembers are limited to three (3) minutes for comments/announcements.
- (c) Each Councilmember shall be limited to speaking once until all others have had an opportunity to speak.
- (d) After each Councilmember has been given an opportunity to speak, Councilmembers will be recognized if they ask to speak and be allowed a single thirty (30) second response or comment.
- (e) Topics considered appropriate are as follows:
 - i. Responses to past or current public concerns.

- ii. Topics of concern regarding City business or operations.
- iii. Announcements of Ward specific or community events.

Rule 4. Debate Limits

- (a) No discussion or debate shall proceed on any action item on the City Council's agenda unless and until the action item has received a motion to approve followed by a second to that motion. However, the immediate aforesaid rule shall not apply to items appearing on Committee agendas.
- (b) At all meetings of the City Council and a Committee, whether regular or special, each member of the corporate authorities and the Committee, as the case may be, shall be limited to speaking only twice on each agenda item, and not more than three (3) minutes each time. The Mayor and the Chair of the Committee may provide information and clarification regarding agenda items and other issues and topics of discussion as they arise as well as participate in discussion and debate on the same. In order for the Mayor and the Chair of the Committee to participate in discussion and debate, they shall yield the chair to a Council or Committee member, as the case may be.
- (c) Nothing in Subsections (a) and (b) of this Rule shall be deemed or construed as limiting the amount of time in which a member of the corporate authorities or a Committee, as the case may be, may ask questions of a member of the public, City staff, or other person who is scheduled or who has requested to present information on an agenda item or, in the case of public input, on any matter presented during the public input portion of the meeting.
- (d) The City Council, the Committee of the Whole, and other City Council Committees composed solely of the corporate authorities may, by a majority vote of the members thereof, extend or otherwise alter the debate time limits provided in this Rule.

Rule 5. Draft Resolutions and Ordinances Presented by Council and Committee Members

In those instances where a Council or Committee member seeks adoption of a resolution or an ordinance and has a draft document, said member shall provide a copy of the same to the City Clerk who will include it in the meeting packets for distribution to Council or Committee members, as the case may be, and post it on the appropriate meeting website. Optionally, the member may ask the Clerk to forward the item to appropriate staff for a specified level of review and editing. For topic title inclusion on the agenda and materials provided in packets, members may consult the City Clerk's schedule.

Rule 6. Appointments

All appointments to City commissions, boards and task forces, and all appointments of non-Civil Service City Officers shall be submitted, in writing, and with vita, to the City Council with the regular distribution of the agenda and other materials prior to the City Council meeting at which said appointments are to be acted upon. The requirement for inclusion of vita shall not apply to reappointments to City commissions, boards and task forces or to reappointments of non-Civil Service City Officers.

Rule 7. Committee of the Whole Chair

- (a) The Chair of the Committee of the Whole position shall rotate among the Council members of each Ward in numerical order of such Wards beginning after the swearing in of Council members following a City Council election with Ward 1 and following through Ward 7. The Vice-Chair shall be the Council member of the Ward that bears the next highest number, except Ward 1 shall follow Ward 7.
- (b) The Chair shall be in office from the time of adjournment of that Council meeting which precedes the Committee meeting for which the Chair shall serve and shall continue through adjournment of the subsequent City Council meeting. The Vice-Chair shall be in office only during a meeting where the scheduled Chair is not in attendance, where the Chair relinquishes to enter debate, or as delegated by the Chair.
- (c) The Committee of the Whole shall not be bound or limited by Robert's Rules of Order with respect to propriety of motions that can be made. Any parliamentary motion that would be in order at a regular City Council meeting shall be in order at a meeting of the Committee of the Whole.
- (d) Since the Committee of the Whole is not vested with authority to take final action, all proposed motions, resolutions and ordinances that receive a second shall be voted upon by voice vote. If it is unclear as to the tally of votes by voice vote, then the Chair shall call for a vote by a show of hands.

Rule 8. Time Limits for Presentations Made at the Invitation of City Council or a Committee

Presentations made at the request or invitation of the City Council or a Committee, as the case may be, shall be limited to no more than ten (10) minutes per presentation regardless of the number of individuals who respond to the request or invitation. The City Council or the Committee, by a majority vote of their respective members, may extend the time limits provided

in this Rule for a specified additional amount of time.

Nothing herein shall be deemed or construed as amending or modifying Urbana City Code, Section. 2-4. - Public meetings, concerning time limitations for addressing the City Council or a Committee during the public input portion of their respective meetings.

Rule 9. Observance of Rules

Unless directed otherwise, all City Council Committees composed solely of the corporate authorities shall follow the procedures set forth in these Rules. These Rules are adopted to expedite the transaction of the business of the City Council in an orderly fashion during City Council and Committee meetings and are deemed to be procedural only. The failure to strictly observe such Rules by the City Council or a Committee shall neither affect the jurisdiction of these public bodies nor invalidate any action taken by any of them at a meeting that is otherwise held in conformity with law.

Section 2.

Nothing in this Resolution shall be deemed, construed, or interpreted as invalidating or affecting any resolution, ordinance, or other action heretofore approved by the City Council.

Section 3.

This Resolution shall be in full force and effect from and after its passage.

This Resolution is hereby passed by the affirmative vote, the "ayes" and "nays" being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED BY THE CITY COUNCIL this 25th day of January, 2021.

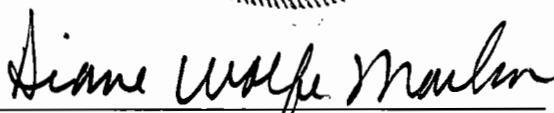
AYES: Brown, Colbrook, Hursey, Miller, Roberts, Sacks, Wu

NAYS:

ABSTENTIONS:


Phyllis D. Clark, City Clerk

APPROVED BY THE MAYOR this 27th day of January, 2021.


Diane Wolfe Marlin, Mayor