



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

Champaign County Rural Transit Advisory Group (RTAG)

Date: Wednesday, November 9, 2022
Time: 3:00 p.m.
Place: John Dimit Conference Room, Brookens Administrative Center, 1776
E. Washington St., Urbana, IL 61802
Chair: Nathan Montgomery
Members: Aaron Esry, Mary Sleeth, Tawanna Nickens, Lori Larson, Rachel Voss, Rovee Fabi
Others: Evan Alvarez, Rita Morocoima-Black, Debbie Peterik, Mimi Hutchinson

AGENDA

- I. Call to Order
- II. Roll Call
- III. Audience Participation
- IV. Approval of Agenda
- V. Approval of Draft Minutes from the RTAG meeting of August 10, 2022
- VI. New Business
 - A. Presentation and Approval of C-CARTS FY22 4th Quarter (April - June) Service Report
 - B. Presentation and Approval of C-CARTS FY22 Annual Service Report
 - C. Presentation and Approval of Rantoul Service Contract Renewal
 - D. Approval of 2023 Meeting Calendar
- VII. Announcements
 - A. FY23 RTAG Reappointments
- VIII. Adjournment

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Champaign County Regional Planning Commission

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CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

Champaign County Rural Transit Advisory Group (RTAG)

Date: Wednesday, August 10, 2022
Time: 3:00 p.m.
Place: Via Zoom
Chair: Nathan Montgomery
Members Present: Aaron Esry, Mary Sleeth, Twanna Nickens, Lori Larson, Rachel Voss, Rovee Fabi,
Staff Present: Rita Morocoima-Black, Mimi Hutchinson, Debbie Peterik
Others Present: Evan Alvarez

MEETING MINUTES

Subject to Review and Approval

I. Call to Order

Mr. Montgomery called the meeting to order at 3:00 p.m.

II. Roll Call

The roll was taken by Voice Roll Call and a quorum was declared present.

Roll Call:

Nathan Montgomery	Present
Aaron Esry	Present
Mary Sleeth	Present
Tawanna Nickens	Present
Lori Larson	Present
Rachel Voss	Present
Rovee Fabi	Present

III. Audience Participation

None

IV. Approval of Agenda

Ms. Larson made a motion to approve the agenda as drafted. Mr. Esry seconded.

Roll Call Vote:

Nathan Montgomery	Yes
Aaron Esry	Yes
Mary Sleeth	Yes

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Tawanna Nickens	Yes
Lori Larson	Yes
Rachel Voss	Yes
Rovee Fabi	Yes

Upon vote, the motion unanimously carried.

V. Approval of Minutes

Mr. Esry made a motion to approve the RTAG minutes from the February 9, 2022 meeting. Ms. Larson seconded.

Roll Call Vote:

Nathan Montgomery	Yes
Aaron Esry	Yes
Mary Sleeth	Yes
Tawanna Nickens	Yes
Lori Larson	Yes
Rachel Voss	Yes
Rovee Fabi	Yes

Upon vote, the motion unanimously carried.

VI. New Business

A. Presentation and Approval of C-CARTS FY22 3rd Quarter (January – March 2022) Service Report

Ms. Hutchinson provided the following highlights of the service report:

- We are finalizing the 4th quarter service report. The report will be combined with the annual report at the next meeting, along with survey results.
- We saw a slight reduction in all trip types except education in the demand response service.
- There was a reduction in the percentage of senior trips.
- There was a reduction in the percentage of lift use.
- There was a decrease in the total number of demand response trips since quarter two.
- There was an increase in fixed route trips since quarter two.
- Overall, there was a slight increase in the total number of trips that we provided and a slight reduction in trip denials.

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Ms. Larson made a motion to approve the C-CARTS FY22 3rd Quarter (January – March 2022) Service Report. Ms. Voss seconded.

Roll Call Vote:

Nathan Montgomery	Yes
Aaron Esry	Yes
Mary Sleeth	Yes
Tawanna Nickens	Yes
Lori Larson	Yes
Rachel Voss	Yes
Rovee Fabi	Yes

Upon vote, the motion unanimously carried.

B. Update on CARES, CVP, 5311 and DOAP applications

- We submitted a grant for three new replacement vehicles on May 2, 2022. They will replace three of the vehicles that are in our fleet that have surpassed their useful life. IDOT is in charge of acquiring the vehicles for CVP and other grants where we apply for vehicles. They are behind on procurement because of COVID and supply chain issues. We are not expecting those vehicles to be delivered for at least another two years.
- We submitted a 5311 application on April 1, 2022, which is a federal grant that we apply for every year. It was accepted on August 2, 2022. We are waiting for IDOT to send the contract.
- We submitted a DOAP application on April 1, 2022, which is a state allocation and another recurring annual grant. It was accepted on June 3, 2022. The County was sent a NOSA, and we accepted on June 23, 2022. We are waiting on the contract.

C. Updates on CARES bus shelter project

- CARES is a continuation of our COVID-19 relief funding we receive from the federal government.
- As part of our CARES grant, we applied for up to ten bus shelters. There will be ten bus shelters that will be placed along the C-CARTS fixed route (the Eagle Express) in Rantoul. We also need to cover the costs of concrete pads that the shelters will sit on and sidewalk connections from the bus shelter to the sidewalk. We also added some



maintenance for one of our vehicles that had a broken wheelchair lift part and some updates to wireless capability for the cameras that are on-board. The bulk of the grant will be used for the bus shelters, the concrete pad, and the installation and planning. A small fraction of the funds are for the vehicle list maintenance and the wireless capabilities. We had a total shared allocation of \$466,867 that we are eligible to use until June 30 of 2024. For all of this, we have requested \$305,300. The grant application was submitted on April 1, 2022.

Ms. Hutchinson provided background information on the project.

Mr. Esry inquired if prices would stay within reason for the shelter project. Ms. Hutchinson commented that application represents a 10 percent inflation of costs except for labor. If necessary, an amendment could be submitted.

D. Update on fare simplification

Back in March, there was a discussion about the C-CARTS fare system, and it was determined it is inconsistent in terms of where the rider is coming from, where they are going, what their age is, and what their disability status is. We talked about simplifying the fare structures. The conclusion is that maybe simplifying the website will be enough.

Mr. Alvarez commented that recently MTD started the process of revising all of their web tools to make them WCAG (Web Content Accessibility Guidelines) compliant. The current standard is 2.1 and then there are tiers within that of accessibility. MTD is currently working on getting all of their tools up to WCAG 2.1 AA standards. The MTD web development team is responsible for C-CARTS website and will be taking on the task of updating the C-CARTS website. Mr. Alvarez provided details on updating the website. Ms. Voss commented that one element to consider is making sure that things are language accessible as well.

E. Update on service contracts

The main service contract is with the Village of Rantoul where we provide their fixed route service. Due to COVID, we reached an agreement with the Village that if under any circumstances our driver shortage got to the point where we were not delivering that full service, we would provide a reduced service, and the billing for them would be pro-rated



based on the number of service hours. Since RTAG last met, we have run into more instances where that pro-rating did happen. We have had a driver shortage, so our contract revenue has been somewhat limited. Our current contract is set to expire October 31, 2022, so we are working on initiating a new contract for November 1, 2022 of this year as a stopgap.

As far as the update on the school district contract, Mr. Alvarez has reached out, but has heard nothing back. During that time, with the shortage of drivers going on, it was uncertain on how we would provide the service if the contract was in place.

Another contract possibility is the Piatt County Mental Health who shares a building with Piatttran and are interested in establishing a contract. They are currently looking at getting residents from Rantoul to Monticello for some of the day programs that they run. There have been some very preliminary conversations with them. In the past, the discussion has been more on billing and that did not seem like a fit. This would be a different arrangement they are interested in pursuing. It would come down to having the staff ability to do so.

F. Discussion of addition of full-time positions for C-CARTS operators

Ms. Hutchinson commented that there have been operators that have expressed interest in full-time work. Although we raised the starting wage last fall, we are still dealing with an operator shortage. We thought this might be a good way to attract more operators for C-CARTS. We found that this is feasible without requiring more funding from our service contract, so this can be implemented. An alternative solution would be to raise the rate again.

Mr. Alvarez commented on the following:

- To meet the one service contract that we have, our staffing need is about ten operators. There are four routes in the morning and four routes in the afternoon. At both of those times, we have some concurrent dialysis routes running. Predominantly, patients who have to get to dialysis have chair times and would not be able to make it in time while the service is running. We handle those trips on a separate block to respond to complimentary paratransit requirements under ADA.

Mr. Montgomery inquired if that was ten operators at how many hours. Mr. Alvarez commented that is ten total operators through the day so each of them is working in



that instance normally about five hours. We run 25 hours of route a day, 50 hours total.

Any number of operators over the total of ten goes toward additional demand response trips and getting those denials down, but we can also use those resources toward these additional service contracts. With ten, we are able to capture the full amount from our contracts and accommodate types of treatments such as long-term medical care.

Mr. Alvarez commented that last month, on the 20th, we had ten operators. A week later we had six with drivers out for various reasons. Starting on the 26th we did have to go to reduced afternoon service and starting Monday we had to reduced morning and afternoon service. Because of the pro-rated agreement, whenever we are running less service, we are getting less contract revenue, which means less local match. There is currently one person in class. We are in the process of borrowing a bus operator to get us to back to normal. Interviews are being scheduled, but all of them are not showing up.

Last fall we increased wages. We were at \$12.13 an hour and we went up to \$15.00 an hour. We have since then had a cost-of-living adjustment, so we are now hiring at \$15.41. Applications did spike after that, and we did have new hires bringing our number to ten again. Then inflation happened.

Two proposals for discussion and consideration:

1. Increasing the starting rate again as a hiring tool.
2. Introducing full-time positions.

Mr. Alvarez provided some dollar amounts to support the options.

Discussion continued on comments from members on what has happened with their agencies.

Mr. Alvarez commented that by seniority, some of the part-time operators would be converted to full-time. Full-time operators would be able to work 40 hours a week and would have access to health insurance.



Discussion continued and an approval was requested.

Ms. Voss made a motion to create a full-time position opportunity at C-CARTS. Mr. Esry seconded.

Roll Call Vote:

Nathan Montgomery	Yes
Aaron Esry	Yes
Mary Sleeth	Yes
Tawanna Nickens	Yes
Lori Larson	Yes
Rachel Voss	Yes
Rovee Fabi	Yes

Upon vote, the motion unanimously carried.

Discussion continued on increasing the wage and an approval was requested.

Ms. Larson made a motion to approve the wage increase to \$16.50 per hour contingent on the budget numbers. Ms. Voss seconded.

Roll Call Vote:

Nathan Montgomery	Yes
Aaron Esry	Yes
Mary Sleeth	Yes
Tawanna Nickens	Yes
Lori Larson	Yes
Rachel Voss	Yes
Rovee Fabi	Yes

Upon vote, the motion unanimously carried.

VII. Announcements

Ms. Hutchinson commented that they have been working on outreach in Rantoul to help with operator shortage and ridership numbers and encouraged the members to let them know if you have any outreach activities.

VIII. Adjournment



CHAMPAIGN COUNTY
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With there being no further business, Mr. Montgomery adjourned the meeting at 4:09 p.m.

DRAFT

Champaign County Regional Planning Commission

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Champaign County Area Rural Public Transportation System (C-CARTS)

FY2022 Q4 Service Report

The quarterly report below covers the last completed IDOT fiscal quarter, Quarter 4, from April 1st, 2022, to June 30th, 2022.

Grantee: Champaign County
Subcommittee & Oversight: Rural Transit Advisory Group (RTAG) & Champaign County Regional Planning Commission (CCRPC)
Operator: Champaign Urbana Mass Transit District (MTD)

Trip type indicates the purpose of each trip. Note: A trip is classified by the purpose of the activity that preceded it. E.g., if a rider takes the bus to a doctor's appointment and then walks to a grocery store before boarding the bus again to return home, the first trip is classified as *medical*, and the return trip is classified as *shopping*.

Trips are one-way rides, counted each time an individual rider enters a vehicle. E.g., a round-trip counts as two trips.

Days are the number of business days (normally M-F, except on Federal holidays and closures due to inclement weather) operated during the quarter.

Average trips refers to the total number trips in the quarter divided by total number of operating days.

Lift refers to trips requiring ADA Lift equipment.

60+ refers to trips provided to older adults 60 years of age or older.

Denials are counted when a rider requests a trip that could not be accommodated.

Service miles are miles driven while riders are on the vehicle (excludes miles driven to and from the MTD garage).

Service hours are hours driven while riders are on the vehicle (excludes time spent driving to and from the MTD garage).

Note on fare structure: 5311 trips that begin or end in the rural public service area cost \$5 each way. Riders aged 60 years and older are eligible for a \$2 one-way fare. Personal care assistants ride for free, and children aged 12 and under rider for \$1 each way. Trips that begin and end in Rantoul are \$2 each way, regardless of the rider's age.

Demand Response Service Characteristics

	Trip Type						Days	Daily Average	Lift	60+	Denials
	Medical	Personal	Shopping	Social	Employment	Education					
April	165	32	32	33	179	48	21	23	95	192	63
May	170	23	29	48	166	43	21	23	85	204	51
June	185	33	55	43	184	5	21	24	89	223	47
Total	520	88	116	124	529	96	63	23	269	619	161

Champaign County Area Rural Public Transportation System (C-CARTS) FY2022 Q4 Service Report

Systemwide Service Characteristics

	DR Trips	FR Trips	Total Trips	Service Miles	Service Hours
April	489	1,007	1,496	19,277	868
May	479	927	1,406	20,764	968
June	491	1,323	1,814	23,005	1,100
Total	1,459	3,257	4,716	63,046	2,936

Note: DR = Demand Response | FR = Fixed Route

Grant Funding

	Project Income	Service Contract Revenue	Total Revenue	Expended Federal	Remaining Federal	Expended State	Remaining State	Total Expended Grant Funds	Total Remaining Grant Funds
Q1	\$6,262	\$28,050	\$34,312	\$72,024	\$81,847	\$72,024	\$651,828	\$144,048	\$733,675
Q2	\$11,239	\$26,087	\$37,326	\$74,178	\$7,669	\$184,411	\$467,417	\$258,589	\$471,955
Q3	\$10,652	\$28,887	\$39,539	\$4,828	\$2,841	\$79,358	\$388,059	\$342,775	\$390,900
Q4	\$9,283	\$25,272	\$12,523	\$2,841	\$ -	\$26,654	\$361,405	\$29,495	\$361,405

Note: Figures in this table are rounded to the nearest dollar amount.

Note: The total FY22 state award is \$723,852. The total FY22 federal award is \$153,871. The combined FY22 state and federal award amount is \$877,723.

C-CARTS Registered Riders

	Population (2010 Census)	Community	April New Riders	May New Riders	June New Riders	Total Served	% Population Served
DRZ1	22,171	Dewey	1			16	10.5%
		Fisher				32	
		Foosland				2	
		Gifford			1	23	
		Ludlow				34	
		Penfield				14	
		Rantoul	7	4	10	2,215	

Champaign County Area Rural Public Transportation System (C-CARTS)
FY2022 Q4 Service Report

		Thomasboro				42	
DRZ2	17,317	Allerton				2	0.7%
		Broadlands				1	
		Homer				30	
		Longview				5	
		Ogden				10	
		Philo				9	
		Royal				0	
		Saint Joseph	1		1	63	
		Sidney				17	
DRZ3	12,317	Ivesdale				1	0.6%
		Pesotum				8	
		Sadorus				8	
		Tolono				60	
DRZ4	20,327	Mahomet			1	137	0.7%
		Seymour			2	6	
		Bondville				1	
MTD District	128,949	Champaign				326	0.6%
		Savoy				9	
		Urbana		1		385	
Outside County						46	
FY22 Q4 New Riders: 29				Total Riders: 3,531			

Champaign County Area Rural Public Transportation System (C-CARTS)

FY2022 Annual Service Report

The quarterly report below covers the last completed IDOT fiscal year, FY22, from July 1st, 2021, to June 30th, 2022.

Grantee: Champaign County
Subcommittee & Oversight: Rural Transit Advisory Group (RTAG) & Champaign County Regional Planning Commission (CCRPC)
Operator: Champaign Urbana Mass Transit District (MTD)

Trip type indicates the purpose of each trip. Note: A trip is classified by the purpose of the activity that preceded it. E.g., if a rider takes the bus to a doctor's appointment and then walks to a grocery store before boarding the bus again to return home, the first trip is classified as *medical*, and the return trip is classified as *shopping*.

Trips are one-way rides, counted each time an individual rider enters a vehicle. E.g., a round-trip counts as two trips.

Days are the number of business days (normally M-F, except on Federal holidays and closures due to inclement weather) operated during the quarter.

Average trips refers to the total number trips in the quarter divided by total number of operating days.

Lift refers to trips requiring ADA Lift equipment.

60+ refers to trips provided to older adults 60 years of age or older.

Denials are counted when a rider requests a trip that could not be accommodated.

Service miles are miles driven while riders are on the vehicle (excludes miles driven to and from the MTD garage).

Service hours are hours driven while riders are on the vehicle (excludes time spent driving to and from the MTD garage).

Note on fare structure: 5311 trips that begin or end in the rural public service area cost \$5 each way. Riders aged 60 years and older are eligible for a \$2 one-way fare. Personal care assistants ride for free, and children aged 12 and under rider for \$1 each way. Trips that begin and end in Rantoul are \$2 each way, regardless of the rider's age.

Demand Response Service Characteristics

	Trip Type						Days	Daily Average	Lift	60+	Denials
	Medical	Personal	Shopping	Social	Employment	Education					
Q1	522	230	225	0	720	61	64	27	257	774	140
Q2	496	132	146	0	698	68	61	26	255	655	298
Q3	473	98	104	49	672	120	62	26	229	552	290
Q4	520	88	116	124	529	96	63	23	269	619	161
Total	2,011	548	591	173	2,619	345	250	26	1,010	2,600	889

Champaign County Area Rural Public Transportation System (C-CARTS) FY2022 Annual Service Report

Systemwide Service Characteristics

	DR Trips	FR Trips	Total Trips	Service Miles	Service Hours
Q1	1,758	5,366	7,124	62,743	3,014
Q2	1,540	4,086	5,626	63,860	2,914
Q3	1,316	4,557	6,073	63,859	2,684
Q4	1,459	3,257	4,716	63,046	2,936
Total	6,073	17,266	23,539	253,508	11,548

Note: DR = Demand Response | FR = Fixed Route

Grant Funding

	Project Income	Service Contract Revenue	Total Revenue	Expended Federal	Remaining Federal	Expended State	Remaining State	Total Expended Grant Funds	Total Remaining Grant Funds
Q1	\$6,262	\$28,050	\$34,312	\$72,024	\$81,847	\$72,024	\$651,828	\$144,048	\$733,675
Q2	\$11,239	\$26,087	\$37,326	\$74,178	\$7,669	\$184,411	\$467,417	\$258,589	\$471,955
Q3	\$10,652	\$28,887	\$39,539	\$4,828	\$2,841	\$79,358	\$388,059	\$342,775	\$390,900
Q4	\$9,283	\$25,272	\$12,523	\$2,841	\$ -	\$26,654	\$361,405	\$29,495	\$361,405

Note: Figures in this table are rounded to the nearest dollar amount.

Note: The total FY22 state award is \$723,852. The total FY22 federal award is \$153,871. The combined FY22 state and federal award amount is \$877,723.

C-CARTS Registered Riders

	Population (2010 Census)	Community	Q1 New Riders	Q2 New Riders	Q3 New Riders	Q4 New Riders	Total Served	% Population Served
DRZ1	22,171	Dewey	1			1	17	
		Fisher		1	1		32	
		Foosland					2	
		Gifford				1	24	

Champaign County Area Rural Public Transportation System (C-CARTS)
FY2022 Annual Service Report

		Ludlow					34	10.5%
		Penfield					14	
		Rantoul	26	20	27	21	2,236	
		Thomasboro					42	
DRZ2	17,317	Allerton					2	0.7%
		Broadlands					1	
		Homer			1		30	
		Longview					5	
		Ogden					10	
		Philo					9	
		Royal					0	
		Saint Joseph	2		1	2	65	
		Sidney					17	
DRZ3	12,317	Ivesdale					1	0.6%
		Pesotum					8	
		Sadorus	1				8	
		Tolono					60	
DRZ4	20,327	Mahomet	2		1	1	138	0.7%
		Seymour				2	8	
		Bondville					1	
MTD District	128,949	Champaign	5	2	3		326	0.6%
		Savoy					9	
		Urbana	2				385	
Outside County					1	1	47	
FY22 New Riders: 29							Total Riders: 3,531	

AN AGREEMENT REGARDING EXPANDING SERVICES OF THE RANTOUL TRANSPORTATION SERVICE PROGRAM ("C-CARTS")

WHEREAS, the County of Champaign (hereafter simply "COUNTY") was awarded a Downstate Operating Assistance and FTA Section 5311 Combined Grant for rural public transportation; and

WHEREAS, the COUNTY and the Champaign-Urbana Mass Transit District (hereafter simply "MTD"), entered into an Intergovernmental Agreement (hereafter simply "IGA") dated September 17, 2015, to provide rural public transportation; and

WHEREAS, in the IGA, MTD was named as the designated provider of rural public transportation to operate a separate transportation service program to be known as "C-CARTS", and those COUNTY vehicles formerly used by the prior rural transportation provider known as CRIS, were leased to MTD; and

WHEREAS, in the IGA, the Champaign County Regional Planning Commission ("RPC"), and the Rural Transit Advisory Group ("RTAG") were delegated oversight and coordination authority relating to the provision of rural public transportation service; and

WHEREAS, the Village of Rantoul (hereafter simply "RANTOUL") has proposed that the C-CARTS service be provided to RANTOUL; and RPC, RTAG and MTD have all agreed to such proposal and desire to set forth their agreement in writing.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

- 1) RTAG and RPC hereby approve of the changes herein regarding rural public transportation services to be provided in the Village of Rantoul by MTD as set forth in the IGA.
- 2) The term of this agreement shall be one (1) year from the date of execution by RANTOUL set forth in the signature block for the Village of Rantoul.
- 3) (a) RANTOUL agrees to make monthly payments, following the schedule below, directly to Champaign-Urbana Mass Transit District at 1101 E. University Avenue, Urbana, Illinois, for each full month of transportation services provided to RANTOUL as set forth in this agreement.

Date Range	Monthly Payment
November 2022 – October 2023	\$9700.00

(b) The monthly payments due hereunder shall be paid on or before the 10th day of each month following the month in which the transit services were provided.

(c) The parties agree to apportion the monthly payment due hereunder for any month in which the transportation services are provided for only a portion of the month.

(d) Fares collected are not a credit against the monthly payments due hereunder.

(a) In the event of any changes affecting MTD's ability to provide service, contact shall be made with RANTOUL's Village Administrator. In the event of emergency changes in service conditions in the Village of Rantoul, RANTOUL shall contact the MTD Operations Department (Evan Alvarez or Jay Rank).

(b) On a monthly basis, MTD shall provide RANTOUL reporting on route ridership, service hours, and service mileage.

- 4) MTD is offering access to open-door deviated-fixed route service (Attachment A) to the general public for a common fare. MTD will consult with RANTOUL on service changes. MTD as the operator for C-CARTS will adhere to the federal regulations regarding publicly offered route service. Nothing in this agreement shall be construed to limit MTD's obligations to follow those regulations.

Route performance will be assessed with RANTOUL on a quarterly basis.

- 5) In the event that MTD is unable to sustain the staffing to support the service level in Attachment A due to COVID-19, they will provide the reduced service outlined in Attachment B. The monthly payment amount of the reduced service outlined in Attachment B shall be \$8,243.00. The monthly payments from RANTOUL to MTD will be prorated to reflect the new cost, based on the number of the days that each service type was operated that month.
- 6) Any of the parties may terminate this Agreement in ninety (90) days written notice to the other parties. MTD may suspend its service under this Agreement if RANTOUL fails to make timely payments as set forth in paragraph 3 above.
- 7) The parties acknowledge that nothing in this agreement creates a joint venture or other business relationship among/between the parties other than those specifically set forth herein.
- 8) Notices provided for shall be deemed given when mailed by certified mail to the parties at their address given below in their signature block:

Rural Transit Advisory Group

BY: _____

Date: _____

Address: 1776 East Washington Street
Urbana, IL 61802

Champaign County Regional Planning Commission

BY: _____

Date: _____

Address: 1776 East Washington Street
Urbana, IL 61802

Champaign-Urbana Mass Transit District

BY: _____

Date: _____

Address: 1101 East University Avenue
Urbana, IL 61802

Village of Rantoul

BY: _____

Date: _____

Address: 333 South Tanner Street
Rantoul, IL 61866

Attachment A

- 1) MTD shall operate a C-CARTS deviated-fixed route service on published regular schedule to the industrial, commercial, and residential areas of the Village of Rantoul in accordance with the attached schedules.
- 2) This service is designed to facilitate mobility and access to jobs throughout the Village of Rantoul.
- 3) This is a restructured service, with changes based on ridership trends, public input, and in consultation with RANTOUL, RTAG, and RPC.
- 4) This service will be performed by C-CARTS, within the operational ability of MTD.

Attachment B

- 1) MTD shall operate an alternate deviated-fixed route service if COVID-19 affects staffing levels to the point that they do not permit the delivery of the service outlined in Attachment A.
- 2) MTD will communicate directly with the Village in the event of a service change and coordinate communications with RANTOUL residents.
- 3) The service charge will be prorated based on the number of days that each level of service is run.
- 4) This service is considered distinct from service reductions in response to factory closures, holiday hours, and other factors external to C-CARTS.



Champaign County Rural Transit Advisory Group (RTAG)

2023 MEETING SCHEDULE

Unless otherwise indicated

Meetings will be held at **3:00 p.m.**

John Dimit Conference Room, Brookens Administrative Center
1776 E. Washington St., Urbana

ANY OTHER CHANGES WILL BE ANNOUNCED

Wednesday, February 8, 2023

Wednesday, May 10, 2023

Wednesday, August 9, 2023

Wednesday, November 8, 2023

Please contact Mimi Hutchinson at 217.531.8285 if further information is needed

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of disability, race, gender, or religion. Please call 217.531.8285 to request special accommodations at least two business days in advance.