

***DEKALB-SYCAMORE AREA TRANSPORTATION STUDY (DSATS)
ANNUAL LISTING OF PROJECT OBLIGATIONS
JULY 1, 2007 THROUGH JUNE 30, 2008***

Approved By DSATS Policy Committee: September 24, 2008

The Transportation Improvement Program (TIP) for the DeKalb Urbanized Area is a listing of transportation projects over a four-year period, which will be funded for at least in part with money from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The current TIP was approved in June of 2008, and covers the fiscal years 2009 through 2013, as defined by the State of Illinois (July 1 through June 30 is a state fiscal year).

The TIP lists for each project the intended schedule and the estimated cost for each phase of the project. Project schedules often change as a result of personnel or consultant availability for design activities, or changes in budget resource availability. Thus, the TIP does not always yield an accurate picture of actual project expenditures.

To ensure that the public will have an accurate understanding of how federal funds are actually being spent on transportation projects, Congress included the following statement in the most recent federal transportation bill, SAFETEA-LU, requiring:

“an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

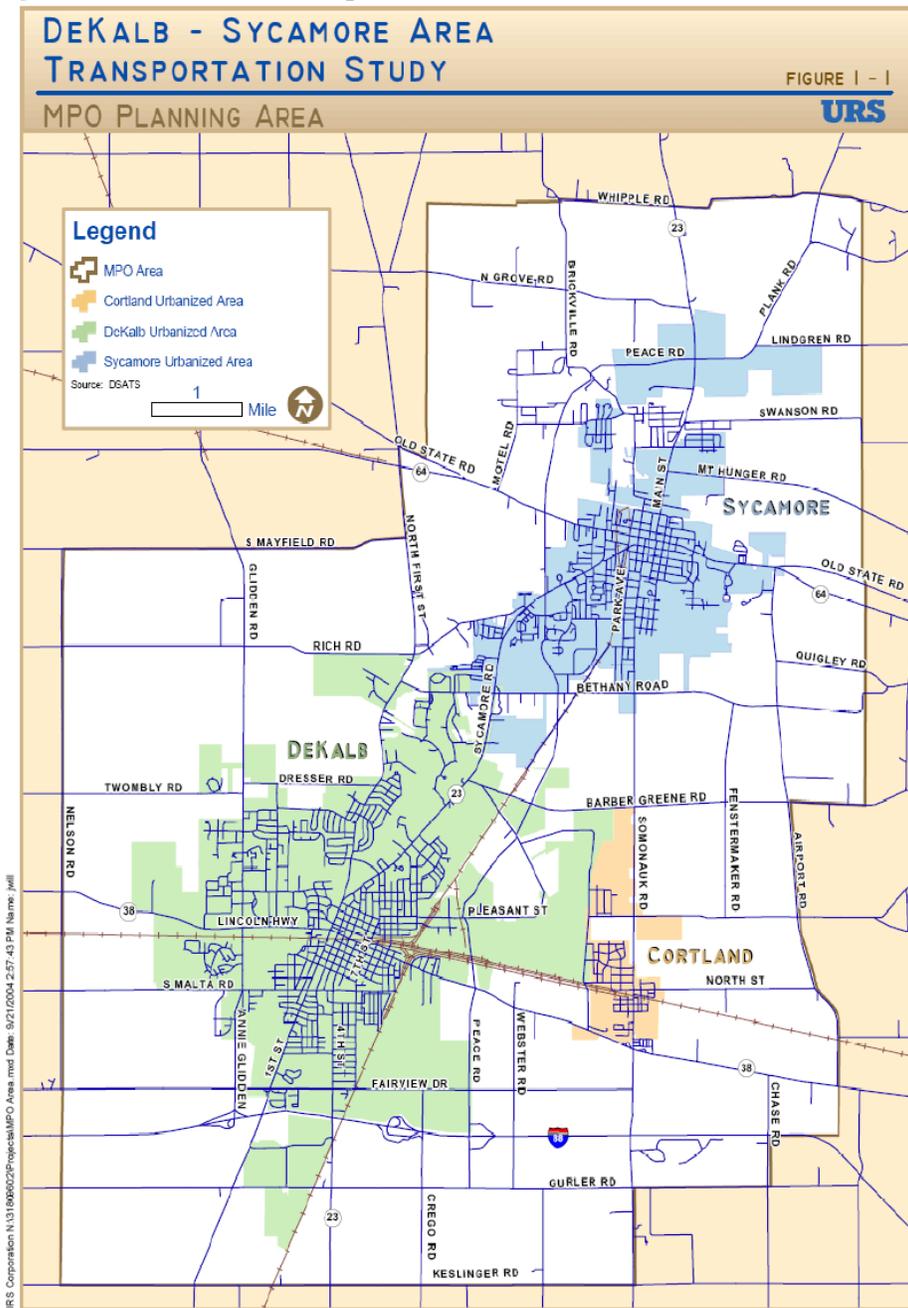
The fiscal year under analysis for the purposes of this listing is the federal fiscal year from July 1, 2007 through June 30, 2008.

What is the DeKalb-Sycamore Area Transportation Study (DSATS)?

The DeKalb-Sycamore Area Transportation Study was established in 2003 by the U.S. Department of Transportation, in response to the population of the DeKalb Urbanized Area exceeding 50,000 for the first time. This population level triggered a federal mandate to create a formal transportation planning program for the area. With the assistance of the Illinois Department of Transportation, the Cities of DeKalb, and Sycamore, the Town of Cortland, and urbanized areas within the County of DeKalb surrounding DeKalb, Sycamore, and Cortland, were organized into a Metropolitan Planning Organization (M.P.O.), and given the responsibility for transportation planning for the area.

The current map of the DeKalb Urbanized Area is shown in Figure 1.

Figure 1. DSATS MPO Map



What are “project obligations”?

You might think of this as setting up a checking account for a specific purpose and then making an initial deposit. In order to begin work on any phase of a transportation project, federal funds must be obligated. This means that the money is set aside for that particular piece of work, and then can be used to pay bills. The project expenses may be bills from

a design consultant, a construction contractor, or payroll costs for Illinois Department of Transportation employees working on the project.

Do project obligations mean the work is underway?

This is not always the case. Project accounts are set up, particularly for the initial phases of a project, to enable the work. It may take a while, for example, to select and hire a design consultant, and have them actually begin work.

What are “project phases”?

Any transportation project, large or small, begins with an idea or plan and ends with construction. Here are the steps:

- **SCOPING:** Meetings are held with project developers and designers, local government representatives, and other involved parties. Decisions are made about the specific elements that will be included in the project, and the range of design alternatives that will be investigated.
- **PRELIMINARY DESIGN:** This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with the selection and approval of a project alternative.
- **FINAL DESIGN:** In this phase, the actual plans and specifications that the construction contractor will work from are created.
- **RIGHT OF WAY INCIDENTALS:** Preparation work done prior to the acquisition of the right-of-way.
- **RIGHT OF WAY ACQUISITION:** In this phase, right-of-way necessary for the completion of the project is acquired either through purchase or easements.
- **CONSTRUCTION:** This encompasses all of the work to build the project, whether it is done by a contractor or an agency’s own staff.
- **CONSTRUCTION INSPECTION:** In order to make sure that the work is being done properly and conforms to specifications, there is ongoing inspection. Sometimes this work is performed by local or state agency staff, but it may be contracted out.
- **OTHER:** This phase is associated with transit projects, and corresponds to the construction phase of the highway improvements, in that it represents that phase of the project wherein the proposed improvement is actually implemented. For transit projects, this usually involves the actual operation of transit service, and the resultant costs that are incurred, or the purchase and acquisition of equipment or facilities.

What are the Funding Sources?

Funding Authorization

The TIP represents the implementation phase of the planning process, where all facility and capital improvements, as well as transportation systems evolution

recommendations, using either United States Code Title 23 (Highway) or Federal Transit Act (FTA) funds, are programmed for completion. The TIP includes all such actions proposed for implementation during a three-year period.

The MPO and the state, in cooperation with transit operators, are strongly encouraged to initiate a cooperative review of all projects currently programmed or proposed to be programmed. By examining all of the pending projects, the state and the MPO can take full advantage of the increased flexibility of FHWA and FTA capital funds. Major SAFETEA-LU programs that provide funding for the TIP listing include:

1. Surface Transportation Program (STP), which may be used for, among other things, any type of highway or transit capital project, carpool projects, safety projects, research and development, traffic monitoring, surface transportation planning programs, enhancement activities, transportation control measures, management systems, natural habitat/wetlands mitigation, pollution abatement, and intelligent transportation systems.
 - a. Assuming full utility of the estimated apportionment, IDOT has determined the DeKalb-Sycamore area will receive approximately \$543,000 annually in STU funds.
2. Federal Transportation Administration (FTA) Sections 5307 and 5309 transit capital funds, which may be used as long as certain specific conditions are met. These conditions include a requirement that 1% of transit funds be spent on transit security.

In order to further facilitate a cooperative review of all projects in the DeKalb-Sycamore area, projects not funded through federal sources may also be included in the TIP.

1. Motor Fuel Tax (MFT): The State of Illinois collects
 - a. 19¢ per gallon for gasoline and LP gas
 - b. 21.5¢ per gallon for diesel fuel (undyed)
2. These revenues are shared with counties, municipalities, and townships to be used for the construction and maintenance of highways. Allotments to municipalities are based on population. Counties receive their allotment based on the total license fees in the county. Township allotments are based on the total township mileage.

The Federal Government also collects motor fuel tax; these revenues are used to fund the National Highway Trust.

- In Illinois, Cities with home rule status may also impose a motor fuel tax. Both Sycamore and DeKalb impose a motor fuel tax. The Town of Cortland does not have home rule status.

Down State Operating Assistance (DOAP):

- The State of Illinois offers DOAP funding in an amount up to eighty percent (80%) of 3/32nd of sales tax. In FY 2008, the City of DeKalb/DSATS received DOAP funding in the amount of \$1.54 million dollars.

- With the FY08 DOAP Contract, the City of DeKalb was eligible to receive reimbursement for 55% of the operating costs for providing public transit. The City of DeKalb contracts with the Voluntary Action Center (VAC) to provide transit services for the DSATS area.
- Recent changes in DOAP program will now allow for 65% of operating costs for public transit to be reimbursed.

State of Illinois Toll Credit Program

- The State of Illinois has worked with the Federal Transit Administration (FTA) to develop the Illinois State Toll Credit program, which allows local public transit agencies to make capital purchases without needing to provide a local match. Typically, in an FTA grant awarded for \$100,000, the FTA would provide \$80,000 in reimbursement funds, and the local transit provider would be required to come up with \$20,000 in local matching funds. When a local entity uses Illinois State Toll Credits, they can receive the \$80,000 in Federal funds and are not required to provide a local match. The Toll Credit Program, however, does not provide the \$20,000 in local matching funds, it only eliminates the requirement that the local entity provide a local match, therefore in this example, the local entity can spend up to \$80,000 provided by federal funds.

Legislative Initiative:

- Projects may receive funding through the office of an elected official. These funds have varying application and allotment procedures.

Federal Requirements

In order to remain eligible for federal transportation funding, the planning process in the DeKalb-Sycamore area must demonstrate that it complies with federal requirements. Transportation Planning is governed by regulations jointly sanctioned and implemented by the Federal Highway Administration (FHWA) and the Federal Transit Administration. Compliance with some of these requirements is summarized here.

Fiscal Constraint

The TIP is required to be fiscally constrained for the three years identified in the federally funded transportation work program. “Fiscally restrained” refers to having sufficient revenue to implement all identified projects. It is anticipated that all funding identified in this document will be available during FY09-13.

IDOT and DSATS share responsibility for analyzing the TIP to ensure there are sufficient resources to deliver the projects at the times they are scheduled.

This document also realizes that economies, budgets, and opportunities can be difficult to anticipate. For this reason, the TIP also includes a list of desired, but as of yet, unfunded projects. These projects may be funded from local contributions, as legislative initiatives, placed on future TIPs, or handled in other ways. Federal funds have not yet been

allocated towards for these projects. Once federal funds are allocated to a specific project, all local matches must be identified or the project cannot be put on the TIP.

Environmental Justice

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. This Order amplified the provisions found in Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The recently released Executive Order on Environmental Justice further amplifies Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high, and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

Under this Order, DSATS must make a meaningful effort to involve low income and minority populations in the decision processes established to program federal funds. DSATS evaluates the nature, extent, and incidence of probable favorable and adverse human health or environmental impacts of the program or activity on any particular group, paying particular attention to the affects upon minority or low-income populations.

In addition to a public involvement process, DSATS addresses Title VI requirements in the following ways:

- The DeKalb-Sycamore area has a unique situation in that a major provider, Voluntary Action Center, is also a social service agency. VAC’s target populations include the disabled and the elderly; VAC also regularly communicates with other area human services providers.
- DSATS works through the DeKalb Continuum of Care, a network of social service agencies, law enforcement, state agencies, and local jurisdictions, to publicize the plans and actions of the MPO.
- The MPO recognizes a need for transit services in areas currently not served. DSATS also recognizes a need and desire for transit making connections to other transit within the region.
- The MPO will continue to seek opportunities that will lead to improved transportation for those traditionally underserved.

Public Involvement

DSATS maintains a Public Involvement Policy mandating certain procedures before the adoption of the TIP.

SAFETEA-LU introduces requirements to specifically consult with economic development agencies and environmental resource agencies, in addition to broad public consultation.

The TIP is available for public comment for a minimum of 45 days. If there are significant changes to the TIP that could not be anticipated by public comment, the revised TIP is available for an additional minimum of ten days. The draft TIP is available at five review sites within the MPO boundaries: City of DeKalb Community Development office, Town of Cortland clerk's office, City of Sycamore clerk's office, DeKalb County Planning and Zoning office, and the DeKalb Public Library.

Air Quality Determination

The DeKalb-Sycamore area is classified as a "maintenance" area for ozone levels, according to monitoring by the EPA. Under the 1990 Clean Air Act amendments, those areas classified as nonattainment or maintenance areas for ozone are subject to additional regulations.

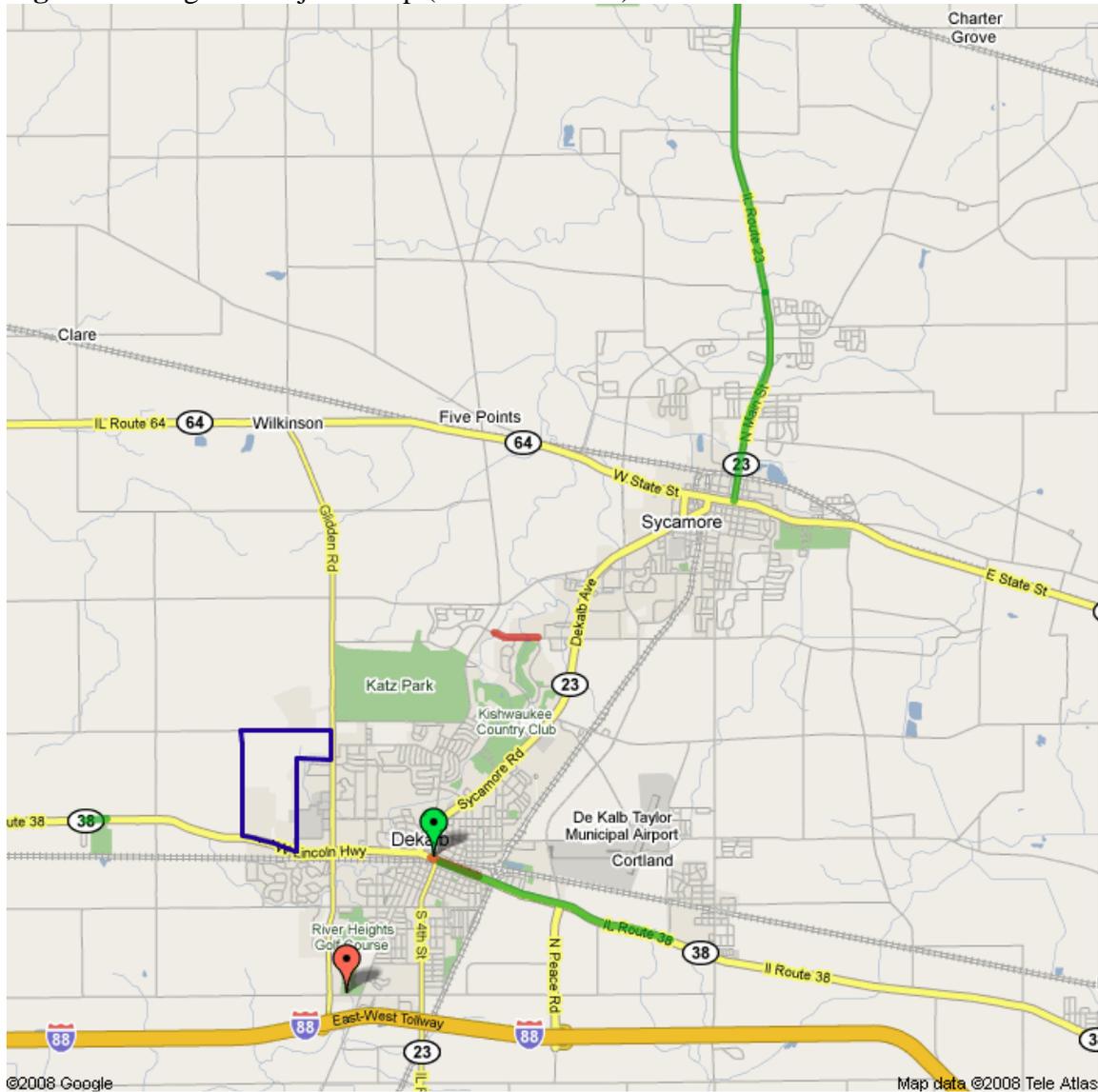
However, several counties to the east of DeKalb County were classified as nonattainment areas as of August 2004. Those counties include Cook, DuPage, Grundy, Kane, Kendall, McGrundy, and Will. The proximity of air quality concerns prompts DeKalb County to be cognizant of the potential. If the DSATS area was designated as a nonattainment area, the MPO and its member jurisdictions would be subject to additional levels of air quality regulation and documentation requirements.

Project Listing

The following discussion lists all projects on the DSATS Transportation Improvement Program during the Federal Fiscal Year of October 1, 2007 through September 30, 2008. It indicates which project phases were active.

Summary of FMIS Report for the Period October 1, 2007 through September 30, 2008

Figure 2. Obligated Projects Map (in DSATS area)



Red = City of DeKalb Projects
Blue = Northern Illinois Projects
Yellow = DeKalb County Projects
Green = IDOT Projects

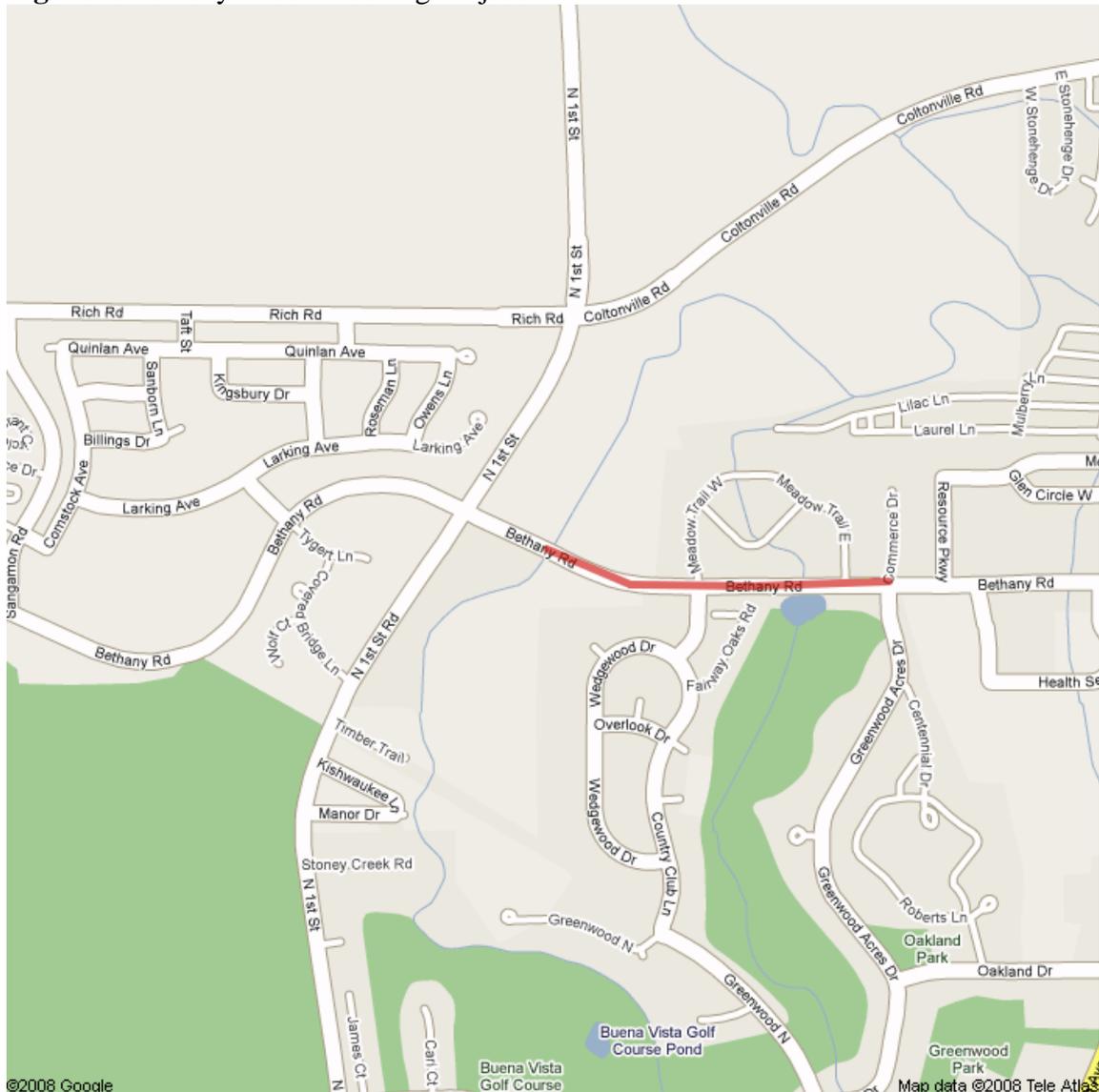
- 1. **State Project ID:** C-93-034-06
DSATS ID: NIU-002
Responsible Agency: Northern Illinois University
Description: Construction of two North-South and two East-West Boulevards on the far west Northern Illinois University Campus (see Figure 3)
Funding Source: HY10
Total Cost: \$339,411
Federal Funds: \$271,528

Figure 3. Northern Illinois University Project



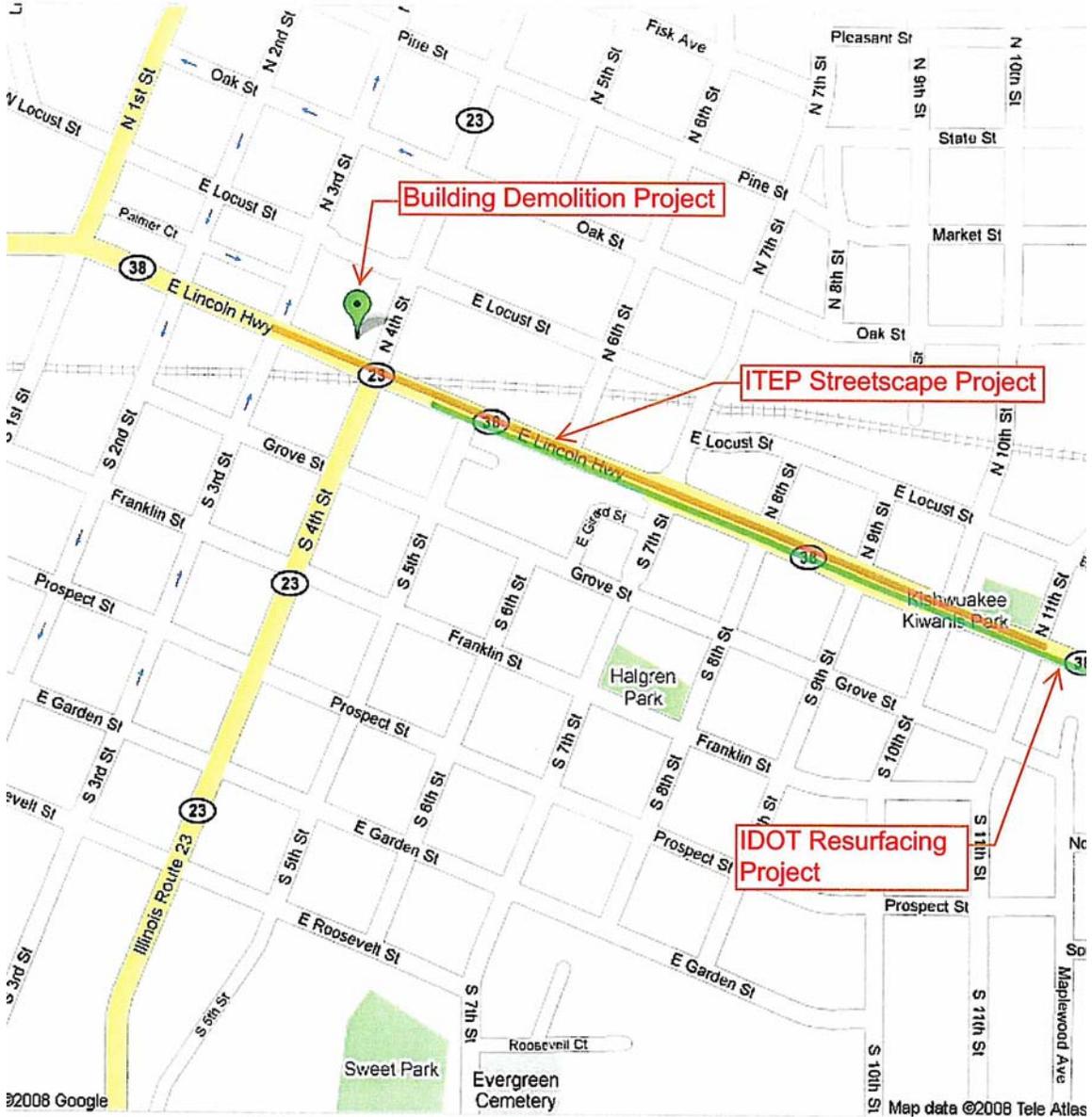
- 2. **State Project ID:** C-93-113-06
- DSATS ID:** STU-001
- Responsible Agency:** City of DeKalb
- Description:** Widening and add turn lanes to Bethany Rd. from City limits to Bethany Rd. Bridge. (see Figure 4)
- Funding Source:** L200
- Total Cost:** \$1,541,500
- Federal Funds:** \$1,080,000

Figure 4. Bethany Road Widening Project



- 3. **State Project ID:** C-93-023-07
DSATS ID: DKB-001
Responsible Agency: City of DeKalb
Description: Streetscaping improvements along the East Lincoln Highway corridor in Downtown DeKalb from 3rd Street to 11th Street (use of ITEP funding). (see Figure 5)
Funding Source: H220
Total Cost: \$851,050
Federal Funds: \$440,000

Figure 5. Downtown DeKalb Streetscape Project



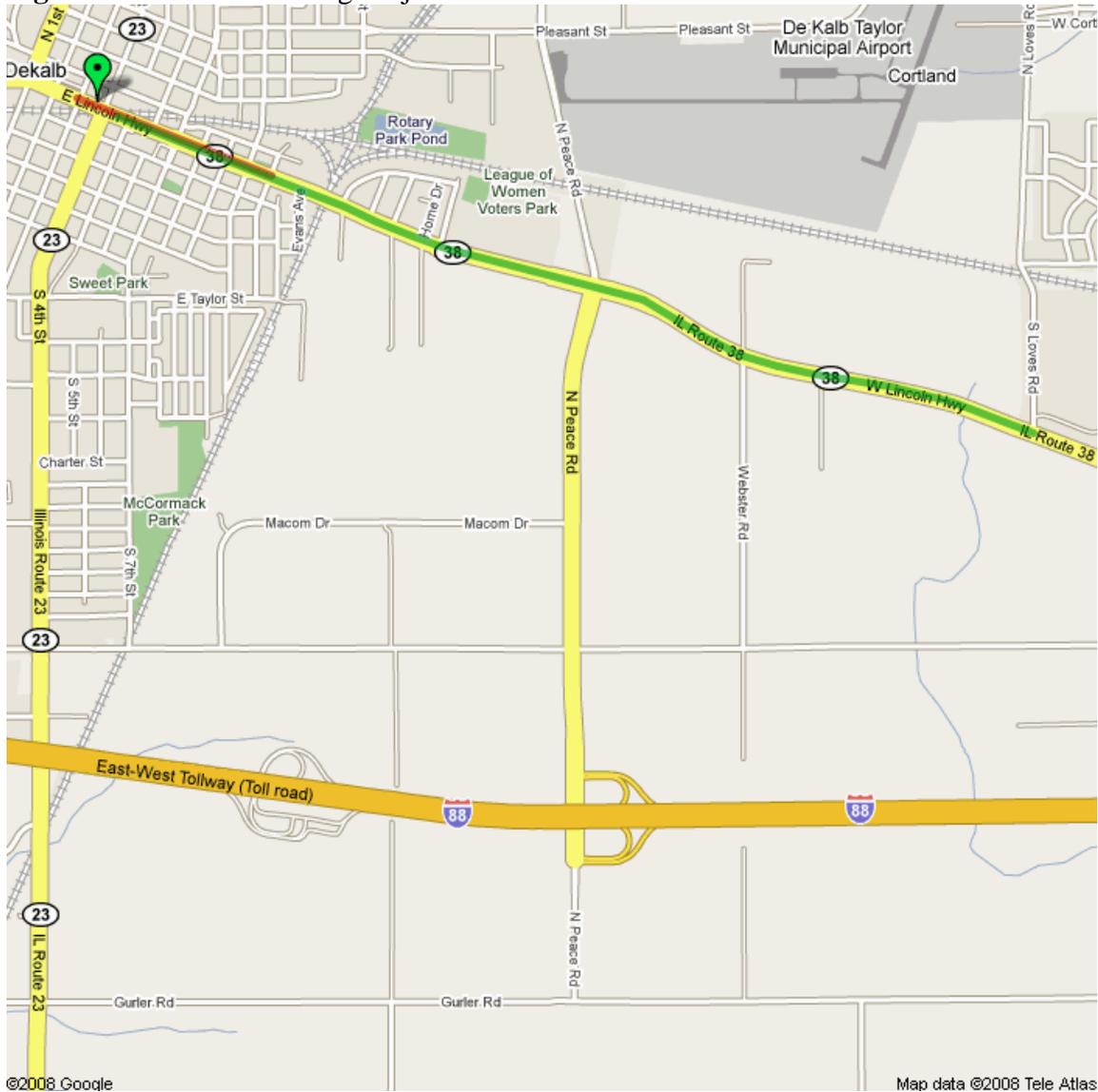
- 4. **State Project ID:** C-93-027-07
- DSATS ID:** DKB-002
- Responsible Agency:** City of DeKalb
- Description:** Bridge replacement carrying FAU 5345 (Fairview Dr.) over South Branch Kishwaukee River. (see Figure 6)
- Funding Source:** L1C0
- Total Cost:** \$1,954,391
- Federal Funds:** \$1,019,200

Figure 6. Fairview Dr. Bridge Replacement



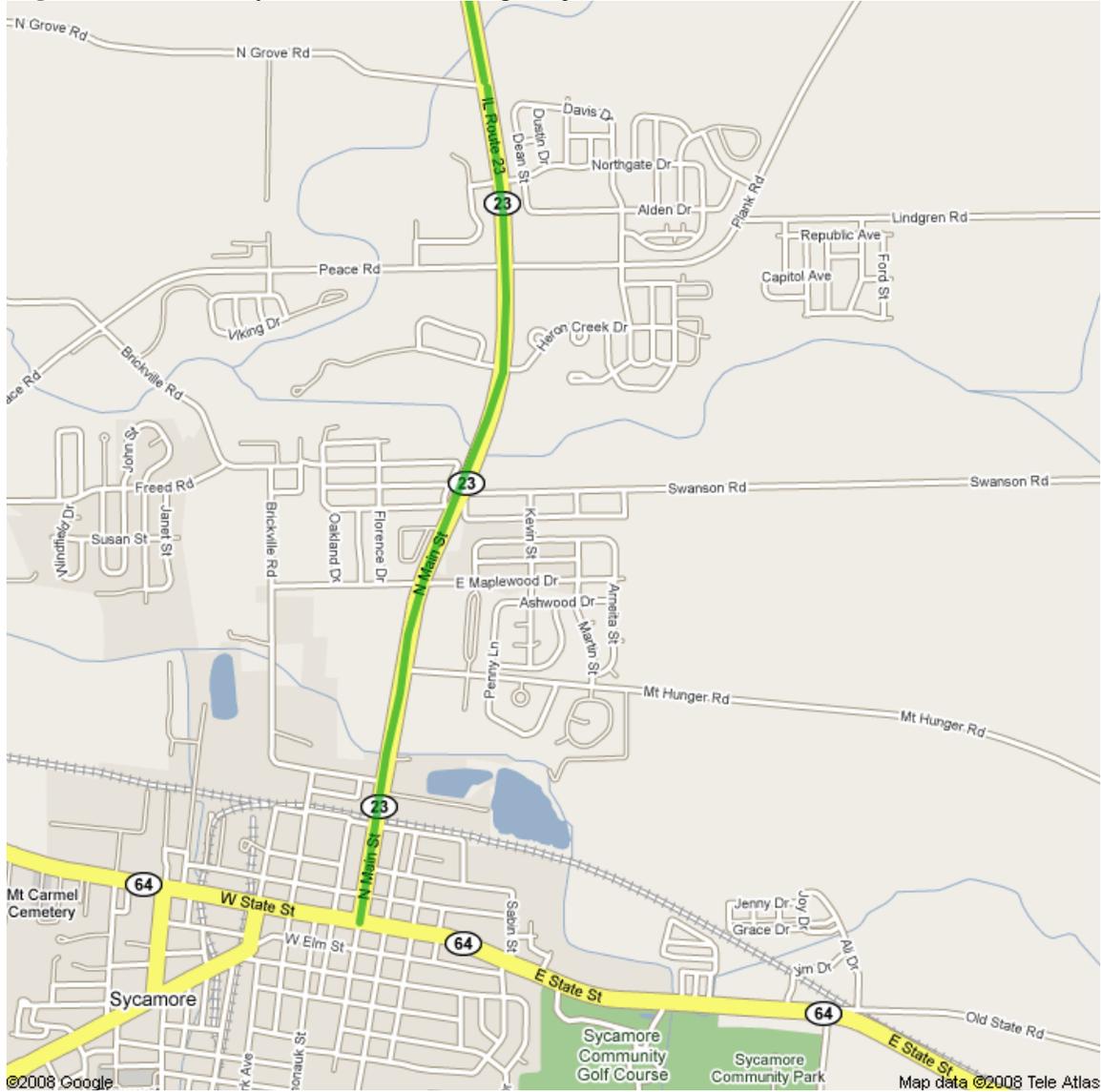
- 5. **State Project ID:** C-93-041-06
DSATS ID: IDOT-003
Responsible Agency: Illinois Department of Transportation
Description: Milling, patching, and resurfacing of IL-38 east of IL-23 to Loves Rd. near Cortland. (see Figure 7)
Funding Source: L200
Total Cost: \$1,254,503
Federal Funds: \$1,003,603

Figure 7. IL-38 Resurfacing Project



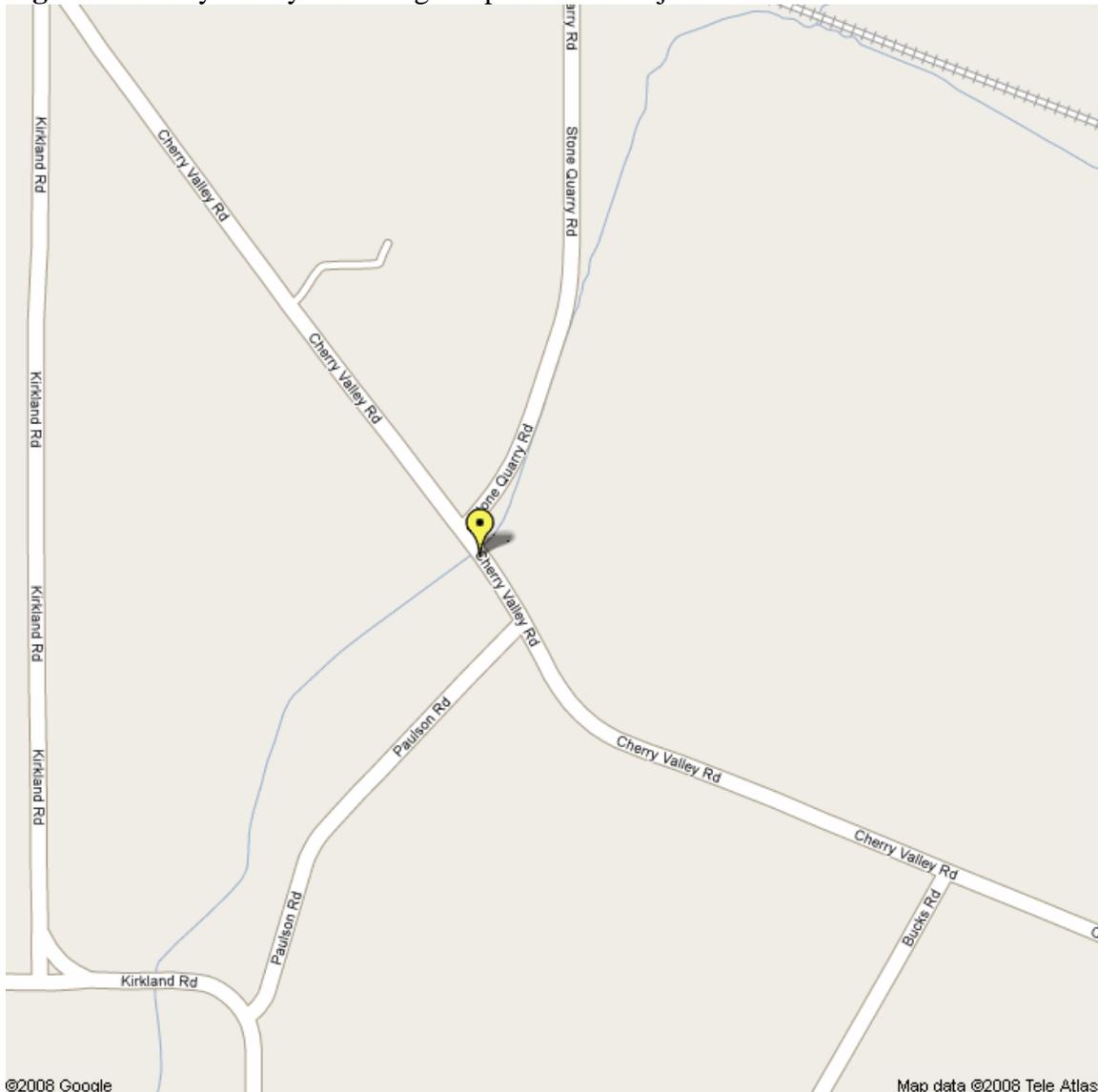
- 6. **State Project ID:** C-93-027-07, C-93-085-06
- DSATS ID:** IDOT-001
- Responsible Agency:** Illinois Department of Transportation
- Description:** Milling, patching, and resurfacing on IL-23 from North Grove Rd. to IL-64 in Sycamore. (see Figure 8)
- Funding Source:** L200, L240
- Total Cost:** \$1,701,649
- Federal Funds:** \$0

Figure 8. IL-23 in Sycamore Resurfacing Project



7. **State Project ID:** C-93-030-06
DSATS ID: DKBC-002
Responsible Agency: DeKalb County
Description: Bridge replacement carrying FAS1122 (Cherry Valley Rd. – County Highway 21) over Kingsbury Creek (note that project is outside MPO area) (see Figure 9)
Funding Source: L1C0
Total Cost: \$898,990
Federal Funds: \$719,192

Figure 9. Cherry Valley Rd. Bridge Replacement Project



Summary of TEAM Report for the Period October 1, 2006 through September 30, 2007

1. **DSATS TIP #: Retired**
State Project ID: IL-90-X530-00
Responsible Agency: City of DeKalb
Description: Purchase of a one-ton shop/maintenance truck for the Voluntary Action Center (VAC). Funds will be used to replace existing maintenance vehicle
Items Purchased: Vehicle was purchased in FY07
Fund Code: 5307
Appropriation: \$40,000 (\$40,000 Federal Allocation – Illinois Toll Credits Used)

2. **DSATS TIP #: Retired**
State Project ID: IL-90-X534-00
Responsible Agency: City of DeKalb
Description: Purchase of one new hybrid SUV for use by DSATS staff and City of DeKalb Planning Department for support of transit operations.
Items Purchased: Ford Escape SUV was purchased in FY07
Fund Code: 5307
Appropriation: \$30,500 (\$30,500 Federal Allocation – Illinois Toll Credits Used)

3. **DSATS TIP #: Transit-001**
State Project ID: IL-90-X530-00
Responsible Agency: City of DeKalb
Description: Acquire transit scheduling software and licenses for up to eleven users to be used for paratransit operations.
Items Purchased: RouteMatch software, licenses, and supporting GIS data information.
Fund Code: 5307
Appropriation: \$125,000 (\$125,000 Federal Allocation – Illinois Toll Credits Used)

4. **DSATS TIP #: Transit-002**
State Project ID: IL-90-X488-00
Responsible Agency: City of DeKalb
Description: Acquisition and installation of small transit passenger shelters.
Items Purchase: Bus Shelters shall be purchased. No funds were expended in FY08 for project.
Fund Code: 5307
Appropriation: \$90,000 (\$72,000 Federal Allocation)

5. **DSATS TIP #: Transit-003**
State Project ID: IL-90-X561-00
Responsible Agency: City of DeKalb
Description: Purchase of up to eleven personal computers and network server for VAC dispatch staff and management.
Items Purchased: Purchased eleven HP workstations, network server, supporting software, and installation charges.

Fund Code: 5307

Appropriation: \$46,250 (\$37,000 Federal Allocation)

6. **DSATS TIP #: Transit-004**

State Project ID: IL-90-X530-00

Responsible Agency: City of DeKalb

Description: Funding to perform transit study including assessment for the need of a new transit facility

Items Purchased: Transit study shall be authorized. No funds were expended in FY08 for study.

Fund Code: 5307

Appropriation: \$40,000 (\$40,000 Federal Allocation – Illinois Toll Credits Used)

7. **DSATS TIP #: Transit-005**

State Project ID: IL-90-X530-00

Responsible Agency: City of DeKalb

Description: Purchase of one light-duty paratransit vehicle to replace existing vehicle, which has exceeded its useful life. Vehicle shall be leased to the Voluntary Action Center (VAC).

Items Purchased: Purchase of vehicle expected in FY09.

Fund Code: 5307

Appropriation: \$53,397 (\$53,397 Federal Allocation – Illinois Toll Credits Used)

8. **DSATS TIP #: Transit-006**

State Project ID: IL-90-X561-00

Responsible Agency: City of DeKalb

Description: Purchase of up to three (3) light- and medium-duty paratransit vehicles to replace existing vehicles, which has exceeded their useful lives. Vehicle shall be leased to the Voluntary Action Center (VAC).

Items Purchased: Now funds were expended in FY08 for this purchase.

Fund Code: 5307

Appropriation: \$189,141 (\$151,313 Federal Allocation)

9. **DSATS TIP #: Transit-007 & Transit-008**

State Project ID: IL-90-X534-00

Responsible Agency: City of DeKalb

Description: Purchase of thirteen light- and medium-duty paratransit vehicles to replace existing vehicles, which have exceeded their useful lives. New vehicles shall be leased to the Voluntary Action Center (VAC).

Items Purchased: Purchase of vehicles expected in FY09.

Fund Code: 5307

Appropriation: \$748,169 (\$748,169 Federal Allocation – Illinois Toll Credits Used)