



# UNIFIED PLANNING WORK PROGRAM

SFY 2022

Adopted: May 12, 2021

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**This report was prepared in cooperation with:**

U.S. Department of Transportation  
Federal Highway Administration  
Federal Transit Administration  
Illinois Department of Transportation

**In accordance with**

FAST Act, 23 U.S. Code § 134, & 49 U.S. Code § 5303

*Inquiries regarding the content of this document should be forwarded to the  
DeKalb-Sycamore Area Transportation Study (DSATS)  
by email at [DSATS@DeKalbCounty.org](mailto:DSATS@DeKalbCounty.org) or by phone at (815) 756-9513*

**DSATS Staff**

**Director | Nathan F. Schwartz, P.E.    Coordinator | Brandon Geber**

## INTRODUCTION

The purpose of the State Fiscal Year (SFY) 2022 Unified Planning Work Program (UPWP) is to establish the program of activities and projects the DeKalb-Sycamore Area Transportation Study (DSATS) intends to accomplish during Illinois SFY 2022 (July 1, 2021-June 30, 2022). This document identifies the budget for work activities performed by DSATS staff, committees, and consultants to advance the cooperative, comprehensive, and continuing (3-C) planning efforts for the region’s transportation systems, as required by the Federal Aid Highway Act of 1962 and as governed by the Fixing America's Surface Transportation (FAST) Act.

The primary purpose of the MPO is carry out the metropolitan planning process, including establishing a policy direction for prioritizing federal transportation investments in the region and providing a mechanism to cooperatively study and address area transportation issues. The governing board of the MPO, the Policy Committee, is responsible for ensuring the metropolitan planning process provides for consideration and implementation of projects, strategies, and services that address the planning factors outlined in 23 CFR § 450.306.

This UPWP contains five program elements centered on achieving this purpose:

- 1 | Program Administration and Support;
- 2 | Program Development and Information Management;
- 3 | Long-Range Transportation Planning;
- 4 | Short-Range Transportation Planning and Special Studies; and
- 5 | Transportation Improvement Program (TIP)

This report further details each element’s objective, status, SFY 2021 activities and products, SFY 2022 expected activities and products, and SFY 2022 expected budget expenditures.

### Fiscal Year

Due to differences in operating cycles and preferences, many government agencies base their budgeting and operations around fiscal Years rather than the calendar year. While the planning process for DSATS is based on the State Fiscal Year, DSATS’s planning activities may also consider other local agency fiscal years when preparing its planning program (Table 1).

Table 1: Partner Agency Fiscal Years

	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S				
City of DeKalb	[Blue shaded]																								
DeKalb County	[Blue shaded]																								
City of Sycamore					[Green shaded]																				
Town of Cortland					[Green shaded]																				
NIU							[Orange shaded]																		
State of Illinois							[Orange shaded]																		
US Government													[Blue shaded]												

## Organization Structure

The DSATS organization includes four primary components: Policy Committee (PC), Transit Operations Committee (TOC), Transportation Advisory Committee (TAC), and staff. Voting member structure and number of votes is illustrated in **Table 2**. Other agencies, including IDOT's Office of Planning and Programming, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) serve in an advisory capacity for MPO activities.

Table 2: Committee Membership and Voting Power

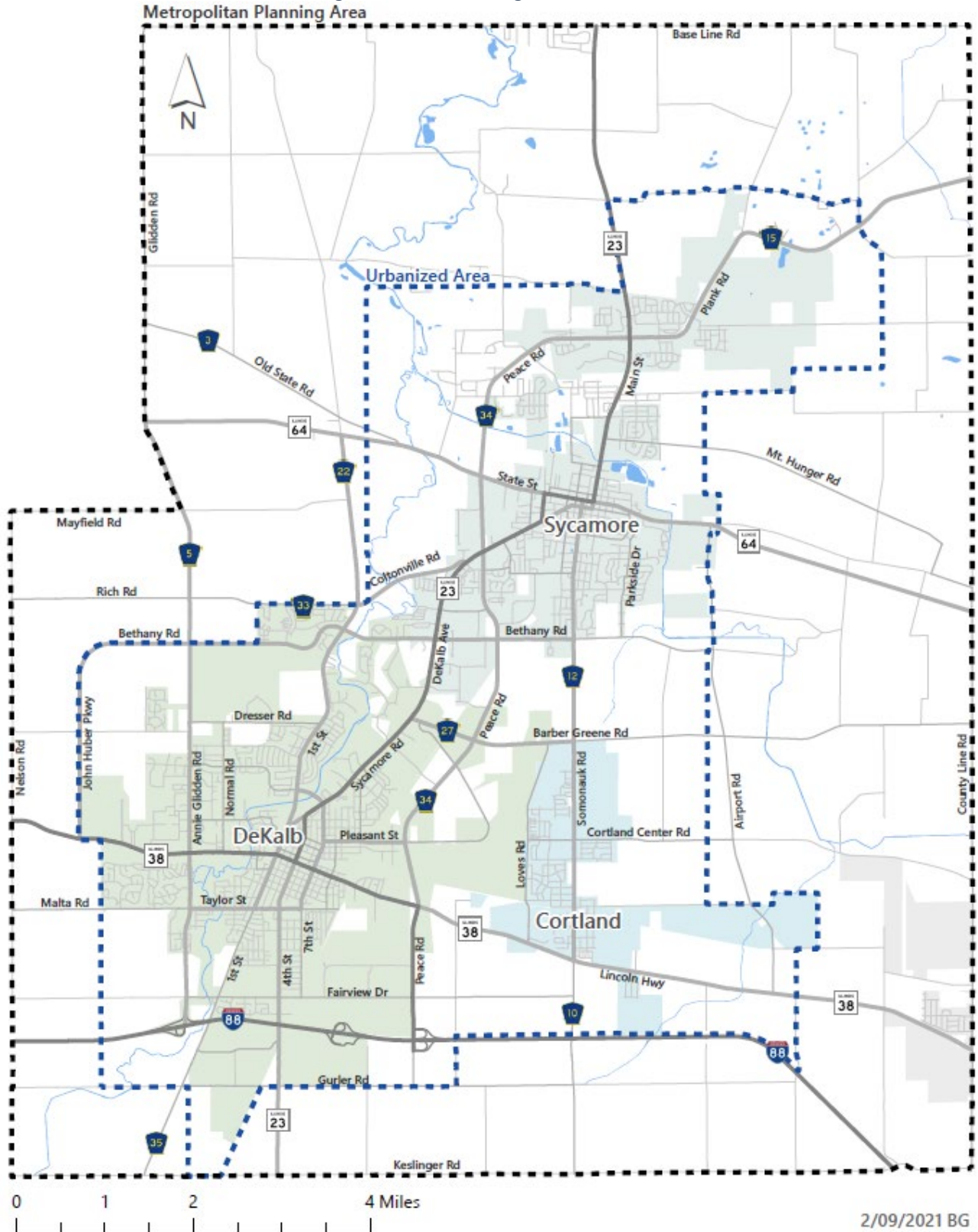
Member Agency	PC	TOC	TAC
City of DeKalb	3	1	1
City of Sycamore	2	1	1
Town of Cortland	1	-	1
DeKalb County Government	1	1	1
Northern Illinois University	1	1	1
State of Illinois, through IDOT	1	-	1
NIU Student Association	-	1	-
Kishwaukee College	-	1	-

Policy Committee is the governing body of the MPO and is primarily responsible for approving federally-funded transportation activities in the metropolitan planning area (MPA). Both TOC and TAC provide professional technical advice and recommendations to Policy Committee concerning transportation-related activities and oversee the technical planning functions and duties of DSATS. Since 2019, DeKalb County serves as the lead agency for DSATS and is responsible for financial, legal, personnel, and workload compliance with all areas of the MPO. DSATS is staffed by a part-time Director and full-time Coordinator.

DSATS is required to carry out the metropolitan transportation planning process within its metropolitan planning area (MPA), defined as the adjusted UZA boundary plus areas expected to incur development activity within the next 20 years (**Figure 1**). The UZA, last delineated as a result of the 2010 census, is the contiguous developed area that meets residential density and urban use criteria with a population over 50,000. To create a consistent classification of federal-aid eligible roadways in the region, the MPO, in cooperation with IDOT and FHWA, adjust this boundary to create the adjusted UZA. Boundary areas outside of the adjusted UZA but within the MPA are generally identified from local municipal comprehensive plans.

All parcels and roadways included within the MPA are considered in planning studies. Classified roadways (non-local) and all bridges within the UZA are eligible for Surface Transportation Program-Urban (STP-U) funding while boundary areas are eligible for Surface Transportation Program-Rural (STP-R) funding. The UZA is also receives annual allocations for public transit, which are received and managed by the City of DeKalb.

Figure 1: DSATS Planning Area Boundaries



2/09/2021 BG



## 1 | PROGRAM ADMINISTRATION AND SUPPORT

### Objective

*To fund the administrative functions associated with managing the DSATS program and providing support to DSATS Committees.*

This program element includes administering and coordinating transportation planning activities between local, state, and federal agencies and other transportation interests serving the region. In addition to addressing identified transportation initiatives, a primary focus of this element is to make transportation-related information relevant and accessible to decision-makers, and to provide opportunities for informed public participation in the planning processes undertaken.

### Status

DSATS is funded through Planning (PL) funds from the Federal Highway Administration (FHWA), federal transit planning funds (Section 5303) from the Federal Transit Administration (FTA), and Illinois Department of Transportation (IDOT) local match planning funds. Administered through IDOT, these grants provide funding for a part-time (0.15 FTE) MPO Director and a full-time (1.0 FTE) MPO Coordinator serving as the primary staff planner.

### SFY 2021 Activities and Products

1. Prepared the SFY 2022 Unified Planning Work Program (UPWP) and the accompanying FHWA-PL/Section 5303 contract for IDOT, DSATS, and DSATS fiscal agent approval.
2. Prepared and submitted financial program and GATA status reports for the use of PL, Section 5303, and IDOT local match funds, as required.
3. Prepared agendas, meeting summaries, and support materials for Policy Committee, TOC, TAC, and subcommittee meetings.
4. Maintained contact information for committees and other local, state, and federal transportation agency representatives.
5. Continued maintenance of policies and procedures for MPO activities.
6. Worked with member organizations to review and coordinate the allocation of staff time between highway, transit, and active transportation planning.
7. Assisted member organizations to identify, fund, and find sponsors for transportation projects.
8. Coordinated the transportation planning and programming functions among municipal, county, state, and federal transportation agencies, including FHWA, FTA, and IDOT.
9. Updated the Public Participation Plan.



## SFY 2022 Expected Activities and Products

1. Prepare the next fiscal year Unified Planning Work Program (UPWP) and the accompanying FHWA-PL/Section 5303 contract for IDOT, DSATS, and DSATS fiscal agent approval.
2. Prepare and submit financial program and GATA status reports for the use of PL, Section 5303, and IDOT local match funds as required.
3. Prepare agendas, meeting summaries, and support materials for Policy Committee, TOC, TAC, and subcommittee meetings.
4. Maintain contact information for committees, and for other local, state, and federal transportation agency representatives.
5. Continue updating the policies and procedures for MPO activities.
6. Work with member organizations to review and coordinate the allocation of staff time between highway, transit, and active transportation planning.
7. Assist member organizations to identify, fund, and find sponsors for transportation projects.
8. Coordinate transportation planning and programming functions among municipal, county, state, and federal transportation agencies, including FHWA, FTA, and IDOT.
9. Develop RFP's and consultant contracts.

## SFY 2022 Expected Budget Expenditures

1. **Supplies:** General office supplies, printed materials, etc.
2. **Miscellaneous:** ESRI ArcGIS services, general software, legal ads, public notices, and other public outreach materials.
3. **Consultant Services:** County attorney and audit fees.
4. **Telecommunications:** Communication service fees.

Table 3: 1 | Program Administration & Support Budget

Expenditure Category	Total
Salaries	\$24,829.68
Fringe Benefits	\$11,036.67
Travel	-
Equipment	-
Supplies	\$400.00
Contractual Services	-
Miscellaneous	\$8,600.00
Consultant Services	\$10,000.00
Telecommunications	\$1,200.00
Indirect (Federal De Minimis)	\$5,606.63
<b>Total:</b>	<b>\$61,672.98</b>





## 2 | PROGRAM DEVELOPMENT AND INFORMATION MANAGEMENT

### Objective

*To obtain and prepare information relevant to transportation planning, programming, and decision-making occurring in the DSATS region.*

In order to assist member agencies, developers, community organizations, residents, and workers in making informed transportation choices in the region, DSATS maintains several transportation planning documents and compiles transportation related information and databases. In order to ensure this information is relevant, staff works with member agencies to update various plans and implement projects that provide needed transportation information. Funds are also used to purchase needed equipment and provide training and conferencing opportunities for staff to better provide information to those in the region.

### Status

DSATS staff spent much of SFY 2021 updating various program supporting documents after updating the Metropolitan Transportation Plan (MTP) in 2020. Staff continues to update various documents, including the Public Participation Plan (PPP) and the Title VI Program.

DSATS maintains memberships in a number of transportation and planning related organizations for the MPO and its staff. Staff will attend educational training, conferences, and meetings with other MPOs and transit organizations to keep up-to-date on transportation issues.

### SFY 2021 Activities and Products

1. Provided annual status updates to local stakeholders for various plans, including the MTP, TIP, ATP, and TDP.
2. Coordinated an update to the MPO Title VI Program.
3. Assisted local organizations to advance the implementation of items identified within regional planning products.
4. Attended meetings with IDOT staff and other Illinois MPO representatives.
5. Continued updates of the website.
6. Attended meetings/training/educational opportunities supporting staff professional development and their ability to support the DSATS program.
7. Participated in meetings and activities of the Illinois MPO Advisory Council.
8. Participated in local meetings and planning efforts for regional municipalities, human service organizations, and economic development organizations.
9. Collected information to assist in the update of other plans maintained by DSATS.

## SFY 2022 Expected Activities and Products

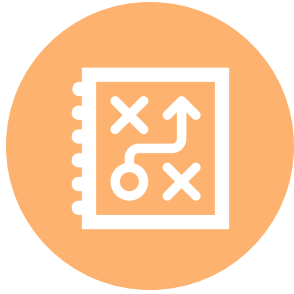
1. Maintain and track the effectiveness of outreach strategies included in the Public Participation Plan.
2. Maintain and track compliance with the Title VI program.
3. Provide annual status updates to local stakeholders for various plans, including the MTP, TIP, ATP, and TDP.
4. Provide assistance to local organizations to advance the implementation of items identified within regional planning products.
5. Attend meetings with IDOT staff and other Illinois MPO representatives.
6. Maintain and update the website.
7. Attend meetings/training/educational opportunities supporting staff professional development and their ability to support the DSATS program.
8. Participating in meetings and activities of the Illinois MPO Advisory Council.
9. Participate in local meetings and planning efforts for regional municipalities, human service organizations, and economic development organizations.
10. Collect information to assist in the update of other plans maintained by DSATS.

## SFY 2022 Expected Budget Expenditures

1. **Travel:** Travel and registration fees for MPO development, including national and state APA, AMPO, IDOT Fall Planning, IPTA, and other local or national conferences, and other MPO meetings.
2. **Equipment:** Computer/electronic equipment.
3. **Miscellaneous:** Professional membership dues.

Table 4: 2 | Program Development & Information Management Budget

Expenditure Category	Total
Salaries	\$14,833.31
Fringe Benefits	\$6,593.34
Travel	\$7,700.00
Equipment	\$2,500.00
Supplies	-
Contractual Services	-
Miscellaneous	\$1,700.00
Consultant Services	-
Telecommunications	-
Indirect (Federal De Minimis)	\$3,082.66
<b>Total:</b>	<b>\$36,409.31</b>



## 3 | LONG-RANGE TRANSPORTATION PLANNING

### Objective

*To develop and update the Metropolitan Transportation Plan and its associated supporting plans for the region, the foundation for transportation planning and programming activities for the next 20 years.*

The MTP includes population, development, and travel demand forecasts, analyses of the current system's ability to meet future demands, priorities for future transportation investments, and recommendations for short- and long-range planning and programming activities. The Plan also provides guidance on future federal and state transportation investments, project priorities, and strategies for continuing, cooperative, and comprehensive (3-C) transportation planning, as well as implementing performance measure targets.

### Status

The 2045 MTP was approved in June 2020. DSATS intends to update the MTP again in between two and three years using current data from the 2020 Census instead of waiting the full five-year requirement. DSATS intends to hire a consultant to assist with the plan update while doing much of the data gathering for the plan in-house.

With recent updates to the region's Transit Development Plan (2018) and Active Transportation Plan (2019), focus is now centered on updating the local Human Services Transportation Plan (HSTP) and keeping the regional Travel Demand Model (TDM) up-to-date.

### SFY 2021 Current Activities and Products

1. Updated the MTP regarding transportation projects as needed.
2. Continued review and revision of various policies and procedures as they relate to strategies for transportation planning.
3. Continued implementation of federally mandated performance measures for the region.
4. Continued the update of the regional Travel Demand Model.
5. Started the update of transportation plans which support planning processes for the MTP.
6. Maintained supporting documents for local programming and project selection.

## SFY 2022 Expected Activities and Products

1. Perform general MTP maintenance and begin acquiring data required for an update.
2. Update and implement regional performance management measures.
3. Begin an update to the regional Travel Demand Model.
4. Update the regional Human Services Transportation Plan (HSTP).
5. Track, maintain, and coordinate work for supporting transportation plans, including the Active Transportation Plan (ATP) and Transit Development Plan (TDP)
6. Update long-range planning elements of the Transportation Improvement Program (TIP) and the Regional Intelligent Transportation Systems (ITS) Architecture database.

## SFY 2022 Expected Budget Expenditures

Table 5: 3 | Long-Range Transportation Planning Budget

<b>Expenditure Category</b>	<b>Total</b>
Salaries	\$23,217.36
Fringe Benefits	\$10,320.00
Travel	-
Equipment	-
Supplies	-
Contractual Services	-
Miscellaneous	-
Consultant Services	-
Telecommunications	-
Indirect (Federal De Minimis)	\$3,353.74
<b>Total:</b>	<b>\$36,891.10</b>



## 4 | SHORT-RANGE TRANSPORTATION PLANNING & SPECIAL STUDIES

### Objective

*To provide short- and intermediate-range transportation planning and programming support to the DeKalb-Sycamore metropolitan area.*

Short-range transportation planning and programs are the critical first-step required to implement the goals and objectives outlined in the long-term MTP. This program element focuses on developing and implementing plans and programs that both support implementation and aid in the continuous monitoring of contemporary socioeconomic conditions within the MPA. To this end, this element includes planning efforts for specific transportation mode development, supporting economic development efforts, and dissecting data to promote informed decisions.

### Status

DSATS has performed annual traffic count studies within the DeKalb, Sycamore, and Cortland areas since 2005. This program aids in the effective tracking of traffic trends along the entirety of the region's National Highway System and primary arterials outside of the I-88 Tollway, a large majority of regional minor arterials, and other regionally-significant roadways. In addition to specific monitoring locations for long-term tracking, spot locations are monitored for specific project planning and are used to aid in calibration of the region's travel demand model (TDM). This program is currently being expanded to incorporate active transportation monitoring.

Additional work performed within this work element includes supporting local agencies through in-house and consultant technical assistance opportunities. DSATS staff not only coordinates with local agencies when applying for transportation grants, but will also collaborate on special studies that assist in the implementation of elements included within the MTP.

### SFY 2021 Current Activities and Products

1. Performed traffic counts in the fall of 2020, submitted data for processing, and compiled a traffic overview report for regional partners.
2. Worked with various agencies to promote greater awareness of alternative transportation methods within the region.
3. Developed and implemented an active transportation count program.
4. Provided grant application assistance to local agencies.
5. Provided input for municipal transportation needs and specific projects.
6. Supported efforts by local agencies to implement ADA transition planning.
7. Began work on piloting a local Street View Imaging Program.

## SFY 2022 Expected Activities and Products

1. Perform traffic counts in the fall of 2021, submit data for processing, and compile a traffic overview report for regional partners.
2. Develop and implement an active transportation count program.
3. Provide grant application assistance to local agencies.
4. Provide input for municipal transportation needs and specific projects.
5. Support efforts by local agencies to implement ADA transition planning.
6. Coordinate with local agencies to perform special studies in support of MTP Goals.
7. Continue Street View Imaging Program pilot started in SFY2021.
  - a. \$18,000 budgeted in SFY 2021 agreement.

## SFY 2022 Expected Budget Expenditures

1. **Equipment:** New traffic video camera and maintenance parts.
2. **Contractual Services:** Traffic count study data processing.
3. **Consultant:** Support for potential special studies.

Table 6: 4 | Short-Range Transportation Planning & Special Studies Budget

Continued SFY 2021 Projects	
Expenditure Category	Total
Equipment	\$18,000
<b>Total</b>	<b>\$18,000</b>

SFY 2022 Projects	
Expenditure Category	Total
Salaries	\$24,507.21
Fringe Benefits	\$10,893.33
Travel	-
Equipment	\$6,000.00
Supplies	-
Contractual Services	\$20,000.00
Miscellaneous	-
Consultant Services	\$63,605.28
Telecommunications	-
Indirect (Federal De Minimis)	\$8,040.05
<b>Total:</b>	<b>\$133,045.88</b>



## 5 | TRANSPORTATION IMPROVEMENT PROGRAM

### Objective

*To develop and update the TIP, the fiscally constrained listing of federally funded transportation projects in the region for the next 5 years.*

The TIP documents transportation projects anticipated to be performed within the MPA over the next five years in support of the goals, objectives, and recommendations documented in the MTP. The TIP must include projects receiving federal funding and other regionally significant projects. This document is updated annually in consultation with member agencies and IDOT and is designed to receive modifications throughout the year based on project needs.

### Status

DSATS continuously monitors and updates the TIP in coordination with local and state partners. The full document is expected to receive an update on its annual schedule and modifications will continue to be processed in a timely manner. Supportive elements of the TIP, including project selection criteria, performance management and tracking measures, and the publishing of the Annual Listing of Obligated Projects (ALOP) are periodically reviewed and up-to-date.

### SFY 2021 Current Activities and Products

1. Updates to the SFY 2020-2024 TIP, including state and local transportation projects planned or programmed for the area over the same period.
2. Developed the SFY2022-2026 Annual TIP Update.
3. Solicited projects to be considered for Surface Transportation Program-Urban (STU) funds allocated to the region, assessed the projects, and approved a program of projects for SFY 2022-2026.
4. Coordinated the transportation planning and programming functions among municipal, county, state, and federal transportation agencies, including FHWA, FTA, and IDOT.
5. Approved TIP modifications when federal funding for new projects is received or when other modifications to existing projects are required.
6. Updated the TIP database and began updating TIP modifications procedures.
7. Published the Annual Listing of Federally Obligated Projects.
8. Enhanced TIP project GIS visualizations on the website.



## SFY 2022 Expected Activities and Products

1. Development of the SFY 2023-2027 TIP.
2. Solicitation and selection of projects to be funded with STU grant funds allocated to the DSATS region.
3. Implementation of TIP modifications when federal funding for new projects is received or when other changes to existing projects are required.
4. Update of the MTP list of projects when a new project is being added to the TIP.
5. Evaluate and update TIP project GIS visualizations.
6. Publish Annual Listing of Federally Obligated Projects.
7. Continue monitoring the effectiveness of project selection criteria.

## SFY 2022 Expected Budget Expenditures

Table 7: 5 | Transportation Improvement Program Budget

Expenditure Category	Total
Salaries	\$9,351.44
Fringe Benefits	\$4,156.66
Travel	-
Equipment	-
Supplies	-
Contractual Services	-
Miscellaneous	-
Consultant Services	-
Telecommunications	-
Indirect (Federal De Minimis)	\$1,350.81
<b>Total:</b>	<b>\$14,858.91</b>

# TOTAL SFY 2022 WORK PROGRAM BUDGET

## SFY 2022 Budget Tables

Table 8: Budget by Program Element

Program Element	Federal PL	State Match	Total
Program Administration & Support	\$49,338.38	\$12,334.60	\$61,672.98
Program Development & Info. Management	\$29,127.45	\$7,281.86	\$36,409.31
Long-Term Transportation Planning	\$29,512.88	\$7,378.22	\$36,891.10
Short-Term Transportation Planning	\$106,436.71	\$26,609.18	\$133,045.88
Transportation Improvement Program	\$11,887.13	\$2,971.78	\$14,858.91
<b>Total:</b>	<b>\$226,302.54</b>	<b>\$56,575.64</b>	<b>\$282,878.18</b>

Table 9: Budget by Expenditure Category

Expenditure Category	Federal PL	State Match	Total
Salaries	\$77,391.20	\$19,347.80	\$96,739.00
Fringe Benefits	\$34,400.00	\$8,600.00	\$43,000.00
Travel	\$6,160.00	\$1,540.00	\$7,700.00
Equipment	\$6,800.00	\$1,700.00	\$8,500.00
Supplies	\$320.00	\$80.00	\$400.00
Contractual Services	\$16,000.00	\$4,000.00	\$20,000.00
Miscellaneous	\$8,240.00	\$2,060.00	\$10,300.00
Consultant	\$56,076.57	\$14,019.14	\$73,605.28
Telecommunications	\$960.00	\$240.00	\$1,200.00
Indirect (Federal De Minimis)	\$19,954.78	\$4,988.69	\$21,433.90
<b>Total:</b>	<b>\$226,302.54</b>	<b>\$56,575.64</b>	<b>\$282,878.18</b>

## Continued SFY 2021 Projects

Programmed funds from SFY 2021 will be used to complete the following project(s):

- Street View Imaging Program Pilot (\$18,000)

Table 10: Continued SFY 2021 Projects Budget

Expenditure Category	Total
Equipment	\$18,000
<b>Total</b>	<b>\$18,000</b>

## APPENDIX A: ACRONYMS AND DEFINITIONS

<b>5303</b>	FTA MPO planning funds
<b>ATP</b>	Active Transportation Plan
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FTE</b>	Fulltime Equivalent Employee
<b>HSTP</b>	Human Services Transportation Plan
<b>IDOT</b>	Illinois Department of Transportation
<b>ITS</b>	Intelligent Transportation Systems
<b>MTP</b>	Metropolitan Transportation Plan
<b>MPO</b>	Metropolitan Planning Organization
<b>NIU</b>	Northern Illinois University
<b>PPP</b>	Public Participation Plan
<b>PL</b>	FHWA MPO planning funds
<b>SFY</b>	State Fiscal Year
<b>STP</b>	Surface Transportation Program
<b>TIP</b>	Transportation Improvement Program
<b>TDM</b>	Travel Demand Model
<b>TDP</b>	Transit Development Plan
<b>UPWP</b>	Unified Planning Work Program

### **Metropolitan Planning Area (MPA)**

The region designated by the MPO and Governor in which the MPO carries out its transportation planning responsibilities and encompasses at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period.

### **Title VI**

Title VI of the Civil Rights Act of 1964 provides 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 otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

### **Urbanized Area (UZA)**

A contiguous urban area with a population of 50,000 or more as designated by the U.S. Census Bureau.

## APPENDIX B: MPO ADOPTION

### RESOLUTION 2021-03

#### RESOLUTION TO ADOPT DSATS SFY 2022 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the DeKalb-Sycamore Area Transportation Study (DSATS), serving as the designated Metropolitan Planning Organization (MPO) for the DeKalb Urbanized Area, is the subrecipient of federal funding to carry out the area's continuing, cooperative, and comprehensive performance-based multimodal transportation planning process; and

WHEREAS, under 23 CFR § 450.308, the Federal Highway Administration and Federal Transit Administration require metropolitan transportation planning activities performed with funds provided under 23 U.S.C. § 134 and 49 U.S.C. § 5303 to be documented in a Unified Planning Work Program; and

WHEREAS, in compliance with established requirements, DSATS has developed a UPWP for Illinois State Fiscal Year (SFY) 2022 in cooperation with the Illinois Department of Transportation, local public transportation providers, and other local public agencies; and

WHEREAS, the draft DSATS SFY 2022 UPWP was distributed to the public for feedback in accordance with federal guidelines and consistent with the DSATS Public Participation Plan;

**NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE DEKALB-SYCAMORE AREA TRANSPORTATION STUDY:**

**Section 1:** The DeKalb-Sycamore Area Transportation Study hereby adopts the MPO Unified Planning Work Program for State Fiscal Year 2022.

**Section 2:** The DeKalb-Sycamore Area Transportation Study hereby authorizes the Director to enter into an Intergovernmental Agreement with the State of Illinois for the purpose of funding and conducting the activities of the adopted Unified Planning Work Program.

**PASSED BY THE POLICY COMMITTEE** of the DeKalb-Sycamore Area Transportation Study, at a regular meeting thereof held on the 12<sup>th</sup> day of May, 2021.

ATTEST:

  
\_\_\_\_\_  
Brian Gregory, Policy Committee Chair

  
\_\_\_\_\_  
Jennifer Groce, Policy Committee Secretary



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