



TRANSPORTATION IMPROVEMENT PROGRAM

SFY 2022-2026

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INTRODUCTION

The DeKalb-Sycamore Area Transportation Study’s (DSATS) Transportation Improvement Program (TIP) is a schedule of federally-funded and regionally significant transportation improvements in the DeKalb-Sycamore-Cortland urbanized area (UZA) for Illinois state fiscal years (SFY) 2022-2026. This program constitutes the short-range investment plan that advances long-term transportation goals and objectives identified within the DSATS 2045 Metropolitan Transportation Plan (MTP). Projects included within this program have been certified by DSATS member agencies, including the Cities of DeKalb and Sycamore, Town of Cortland, DeKalb County, Northern Illinois University, and Illinois Department of Transportation, as consistent with regional development goals and therefor eligible to receive federal transportation funding.

The TIP is financially constrained, meaning that each funding year has reasonably expected funding sources to offset project costs. Project implementation priority is given to the first year of the TIP (SFY 2022), meaning all projects in the first-year element are expected to have verified funding sources. Projects in the second through fifth-year elements (SFY 2023-2026) may represent reasonably expected sources.

MPO Structure

DSATS is the federally-designated metropolitan planning organization (MPO) for the DeKalb-Sycamore-Cortland UZA. The primary purpose of the MPO is to establish the policy direction for prioritizing federal transportation investments in the region and provide a mechanism for cooperation to address area transportation issues. 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 1**. 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 1: DSATS Committee Voting Structure

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.

TIP Structure

The SFY 2022-2026 TIP is a result of the comprehensive, coordinated, and continuing (3-C) urban transportation planning process outlined in Titles 23 and 49 of the United States Code and applicable requirements established by the State of Illinois through IDOT. In accordance with 23 CFR § 450.326, this TIP includes a **Financial Plan** implemented to ensure that programmed projects do not exceed reasonably expected funding, a **Public Participation** section describing how input from interested parties was incorporated into the program, and a **Performance Management** section relating programmed projects to achieving established performance-based planning targets. Additionally, a section regarding **Environmental Justice Considerations** details the MPO's efforts to ensure that programmed projects do not place a disproportionate burden on minority and low-income populations.

Transportation Improvement Program projects are divided into two sections based on the type of transportation work to be completed: highway projects and public transit projects. **Highway Projects** are those that construct, maintain, or plan for the roadway or active transportation networks. **Public Transit Projects** include financial support for the operation of public transit services, the purchase of agency capital (buses, equipment, facilities), or other capital projects associated with intercity services.

All projects in each section are categorized by the appropriate state fiscal year and agency and are labeled using a three-part identification number. This number consists of the initial state fiscal year it was introduced, the appropriate section, and a sequential number based on a running list of submitted projects. For example, a highway project introduced for SFY 2024 given the sequential number 300 would read 2024-H-300. Lists of specific highway and public transit projects are included in **Appendix A** and **Appendix B** respectively.

PROGRAM DEVELOPMENT & MAINTENANCE

TIP development is a collaborative process that engages DSATS member agencies and the public to address regional transportation needs. The TIP is developed within the framework of the DSATS 2045 MTP, which provides a 25-year perspective on the region's transportation system. In addition to being consistent with the MTP, projects are expected to have dedicated or reasonably expected funding for implementation.

The TIP is generally updated annually and is structured to receive modifications throughout the year to account for changes in funding levels or the inclusion of specific projects. The program update process begins in the spring through collaboration with local public agencies to prepare and submit their respective projects for consideration. After staff review and refinement of the proposed projects, a draft TIP is compiled and sent to member agencies for review. After initial feedback is given, the program is released for public review and is discussed during subsequent TOC, TAC, and Policy Committee meetings.

After completion of a required public review period, the draft TIP is updated to reflect feedback received. The updated document is sent to TOC and TAC for additional review and their potential recommendation to Policy Committee for adoption. After recommendations are received, action on the drafted document is brought to Policy Committee, where it can either receive full adoption or continue with revisions.

If approved, the TIP is then submitted to IDOT, FTA, and FHWA for incorporation into their respective programs. The DSATS TIP will be incorporated into IDOT's Statewide Transportation Improvement Program (STIP) by reference. Highway and public transit projects eligible for inclusion are summarized by year, funding source, and project type. The STIP will be submitted for FHWA and FTA approval with appropriate documentation of public involvement.

Modification Procedures

As the primary local listing of projects pending funding from FHWA and FTA, programmed projects are expected to maintain up-to-date specifics, including project cost, funding sources, planned implementation years, project phasing, or even the inclusion of a project. Although the general procedure is to update the TIP annually, in certain cases, a revision to a project must occur between regular TIP updates. Revisions in these cases fall into two categories: program amendments, which require action by Policy Committee, or administrative actions, which are performed by DSATS staff and require no committee action. The latest procedures adopted by the MPO Policy Committee, including applicable circumstances, administrative duties, and feedback opportunities, are detailed in **Appendix D**.

Public Participation

DSATS staff place special emphasis on connecting with the public to garner local support and produce plans that are grounded in a shared vision for the future. To this end, DSATS employs a variety of techniques to inform the public about work products, input opportunities, and to raise awareness of actions affecting the local transportation system. A complete list of participation measures employed by DSATS are detailed within the **MPO Public Participation Plan**.

During the annual update process, the draft TIP is available for public review at least 28 days prior to adoption. TIP program amendments outside of the update process are also available for public review for 14 days, when applicable. Review periods are advertised as a legal notice within a local newspaper and on the DSATS website prior to the period.

Feedback regarding the draft TIP and applicable amendments can be provided by calling DSATS at (815) 756-9513, by email at dsats@dekalbcounty.org, or by submitting the applicable contact form on www.dsats.org. Draft documents and amendments can be viewed electronically on the DSATS website. Paper copies are available at the DSATS Office located within the DeKalb County Highway Department at 1826 Barber Greene Road, DeKalb, IL 60115.

Public review policies for TIP amendments or administrative actions are detailed in **Appendix D**.

Environmental Justice Considerations

Actively promoting and enforcing non-discrimination within planning products and decision-making is how DSATS achieves the overarching objectives of Title VI and Environmental Justice (EJ). The MPO follows guidance provided by FTA Circulars 4702.1B and 4703.1 to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs on minority and low-income populations

For plans that document current and future investments into the region's transportation system, including the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), an environmental justice analysis is conducted early in the drafting process in order to advise the plan development and address any disproportionate impacts. This analysis superimposes planned or programmed highway, public transit, and/or active transportation projects over the geographic distribution of EJ populations within the region to determine the extent to which they are impacted.

An analysis of projects programmed within this SFY 2022-2026 TIP finds no significant or disproportionate impact to identified minority and low-income populations as most projects are directed towards the maintenance and operation of the existing system. All expansion projects are located away from protected residential developments and do not pose direct or indirect burdens on EJ populations.

Please see the **DSATS Title VI Program** to view a comprehensive listing of non-discrimination and Environmental Justice initiatives employed by the MPO.

PERFORMANCE MANAGEMENT

As part of MAP-21 and the FAST act, congress implemented performance-based planning initiatives as a means to improve efficiency in investment decision-making. Within this initiative, federal transportation funds are refocused on quantifiable national transportation goals, increasing the accountability and transparency of Federal-aid highway and transit programming decisions, and ultimately improving transportation systems through targeted investments.

As the recipient of federal-aid highway and transit funding, IDOT, MPOs, and transit agencies are required to establish targets for performance measure categories identified by FHWA and FTA. MPOs can either choose to set quantitative targets for their metropolitan planning areas or commit to their state’s or local transit agency’s targets, depending on the topic category. The following sections highlight the specific performance management initiatives released, DSATS’s target setting strategy, and how this TIP makes progress towards meeting the targets.

PM1: Safety

Target Setting: The overall goal is to reach zero transportation-related fatalities per year in the DSATS MPA. To reach this goal, DSATS supports IDOT’s targets for a 2% annual reduction for each measure until the goal is met.

Supporting Projects: 2019-H-181, 2020-H-239, 2020-H-240, 2020-H-273, 2020-H-274, 2021-H-119, 2021-H-261, 2022-H-270, 2022-H-288, 2024-H-263, 2024-H-272, 2024-H-280, 2025-H-281, 2025-H-282

Table 2: PM1 Roadway Safety Measures

Measures	2018 Baseline	2022 Target
Number of Fatalities	5	5
Fatality Rate (Per 100,000,000 VMT)	0.84	0.78
Number of Serious Injuries	51	47
Serious Injury Rate (Per 100,000,000 VMT)	10.2	9.42
Non-motorized Fatalities and Serious Injuries	5	5

PM2: Roadway Asset Management

Target Setting: Since a majority of National Highway System (NHS) roadways within the MPA are part of IDOT’s state system, DSATS supports IDOT’s targets.

Supporting Projects: 2020-H-274, 2021-H-261, 2024-H-263

Table 3: PM2 Asset Management Measures

Measures	2019 Baseline	2020 Target	2022 Target
Interstate Pavement - Good Condition	59.5%	65.0%	61.0%
Interstate Pavement – Poor Condition	0.00%	4.90%	2.00%
Non-Interstate NHS – Good Condition	29.0%	27.0%	21.0%
Non-Interstate NHS – Poor Condition	1.57%	6.00%	9.00%
NHS Bridge Area – Good Condition	62.0%	28.0%	23.5%
NHS Bridge Area – Poor Condition	0.00%	13.0%	15.5%

PM3: System Performance

Target Setting: Since a majority of National Highway System (NHS) roadways within the MPA are part of IDOT’s state system, DSATS supports IDOT’s targets.

Supporting Projects: 2019-H-181

Table 4: PM3 System Performance Measures

Measures	2020 Baseline	2020 Target	2022 Target
Reliable Interstate Person-Miles Traveled	100.0%	79.0%	77.0%
Reliable Non-Interstate NHS Person-Miles Traveled	98.3%	85.3%	83.3%
Truck Travel Time Reliability	1.10	1.34	1.37

Transit Asset Management (TAM)

Target Setting: DSATS supports the targets adopted by City of DeKalb Public Transit through their participation in the State Tier II Agency Group Plan.

Supporting Projects: 2023-T-46

Table 5: TAM Measures

Measures	2021 Baseline	2020 Target
Revenue Cutaway (Paratransit Bus)	40.7%	34.0%
Revenue Minivan	25.0%	58.1%
Non-Revenue Automobile	50.0%	53.9%
Non-Revenue Truck or Other Rubber Tired	0.00%	60.4%

Public Transit Agency Safety Plan (PTASP)

Target Setting: The overall goal is to reach zero transportation-related fatalities per year in the DSATS MPA. To reach this goal, DSATS supports the targets set by City of DeKalb Public Transit until the goal is met.

Supporting Projects: 2015-T-82, 2023-T-46

Table 6: PTASP Measures

Measures	Fixed-Route 2020 Targets	Paratransit 2020 Targets
Total Fatalities	0	0
Fatality Rate	0	0
Total Injuries	1	3
Injury Rate	0.14	0.64
Safety Events	1	1
Safety Event Rate	0.14	0.21
System Reliability	1.65	0.25

FINANCIAL PLAN

Each program year included within the TIP must maintain fiscal constraint, or have reasonably expected funding sources to offset project costs. To this end, multiple assumptions must be made to adequately forecast funding levels for future fiscal years. Using the principal financial assumption that historic funding made available through federal, state, and local programs remains consistent, it is anticipated that there is reasonable funding available (Table 7) to cover all project costs identified (Table 8) for each year within the SFY 2022-2026 TIP timeframe.

Table 7: SFY 2022-2026 Available Revenue

	SFY 2022	SFY 2023	SFY 2024	SFY 2025	SFY 2026
Federal – Highway	\$15,867,200	\$4,500,000	\$1,009,280	\$1,818,000	\$1,260,000
Federal – Transit	\$1,328,220	\$18,358,062	\$1,387,904	\$1,417,747	\$1,447,589
State	\$9,233,360	\$15,251,036	\$7,602,100	\$8,722,310	\$9,198,541
Local	\$3,245,800	\$6,885,000	\$2,252,320	\$2,132,000	\$2,315,000
Total	\$29,664,580	\$44,994,098	\$12,251,604	\$14,090,057	\$14,221,130

Table 8: SFY 2022-2026 Proposed Project Obligations

	SFY 2022	SFY 2023	SFY 2024	SFY 2025	SFY 2026
Federal – Highway	\$15,867,200	\$4,500,000	\$1,009,280	\$1,818,000	\$1,260,000
Federal – Transit	\$1,299,000	\$18,200,000	\$1,200,000	\$1,200,000	\$1,200,000
State	\$9,223,360	\$15,251,036	\$7,602,100	\$8,722,310	\$9,198,541
Local	\$3,245,800	\$6,885,000	\$2,252,320	\$2,132,000	\$2,315,000
Total	\$29,635,360	\$44,836,036	\$12,063,700	\$13,872,310	\$13,973,541

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. Once federal funds are allocated to a specific project and all local matches are identified, these projects can advance to the TIP.

The following sections highlight major funding sources disseminated within the financial plan.

Surface Transportation Block Grant

Previously known as the Surface Transportation Program (STP), this federal program provides flexible funding that may be used by states and local public agencies for projects to preserve and improve the condition and performance of any Federal-aid highway, bridge or tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects. All STBG projects require a 20% match.

A portion of Illinois’ federal STBG apportionment for urban areas (STU) is allocated to DSATS for use within the MPA, averaging approximately \$850,000 annually. Programming decisions regarding this funding are made through Policy Committee. Potential projects are prioritized using an establish scoring criteria found in **Appendix E**.

Urbanized Area Formula Grant (5307)

FTA Funds are allocated to urbanized areas for capital equipment (buses, equipment, facilities, etc.) purchases and transit-related planning, and for urbanized areas under 200,000 in population, operating expenses. City of DeKalb Public Transit is the designated recipient of funds for the urbanized area and coordinates with DSATS to program funds in the TIP, which averages approximately \$1,250,000 annually. While fiscal constraint in this TIP is based on forecasting the standard 5307 allocation, City of DeKalb Public Transit often receives additional 5307 funding through the Small Transit-Intensive Cities (STIC) subprogram.

Downstate Operating Assistance Program

The Downstate Operating Assistance Program (DOAP), was established by the Illinois General Assembly to provide operating funds to assist in the development and operation of public transportation services in areas outside of the RTA (Chicago) region. City of DeKalb Public Transit receives DOAP funds for the urban area. With an approximate average of \$6,500,000 allocated annually, DOAP is the primary funding source for the operation of regional public transit services.

Other Funds

Many other federal, state, and local funding sources are leveraged to improve and maintain the region's transportation systems. However, the availability of these funds is often under the discretion of the lead agency. For these instances, the program funding submitted for inclusion within this TIP serves as the baseline funding available. Other common funding sources programmed within this TIP include:

Highway Safety Improvement Program (HSIP): Federal funds dedicated for the purpose of reducing highway fatalities and serious injuries.

Illinois Transportation Enhancement Program (ITEP): A set-aside of federal STBG funds dedicated to the promotion of alternative transportation methods and to improve the cultural, historic, aesthetic, and environmental aspects of the transportation system.

Illinois Special Bridge Program (ISBP): Federal funds dedicated for the replacement or rehabilitation of bridges costing over \$1,000,000.

Local Sources: Local funding sources outside of MFT often come from various sources, including general property tax revenues, road-use sales tax, or fees.

Motor Fuel Tax (MFT): A tax on the sale of motor fuel collected by the state and apportioned to local agencies for the construction and maintenance of highways.

National Highway Performance Program (NHPP): Federal funds dedicated for the purpose of supporting the condition and performance of the National Highway System (NHS).

Special Appropriation: Federal SAFETEA-LU earmark funds for local priority projects.

Truck Access Route Program (TARP): State funds dedicated to upgrading the pavement design of roadways to accommodate 80,000-pound truck loads.

ANNUAL ELEMENTS

Highway

Programmed in this TIP section are all the federally-funded or regionally significant surface transportation projects within the DSATS MPA. Projects included in the program are the outputs based on the availability of funds, the identification of transportation priorities and needs, and the expectation of achieving system performance goals. **Table 9** summarizes expenditures included within the TIP timeframe by expenditure category. A detailed listing of highway projects programmed within this TIP can be found in **Appendix A**.

Table 9: SFY 2022-2026 Programmed Highway Expenditures by Project Type

	SFY 2022	SFY 2023	SFY 2024	SFY 2025	SFY 2026
Bridge Replacement	\$5,896,500	-	-	-	-
Capacity Building	-	\$3,600,000	-	-	\$1,575,000
Engineering	\$1,000,000	\$1,000,000	-	-	-
Enhancement	-	\$1,425,000	-	-	-
Land Acquisition	-	\$500,000	-	-	-
Reconstruction	\$1,000,000	-	-	-	-
Resurfacing	\$12,107,600	\$3,200,000	\$1,261,600	\$2,310,000	-
Total	\$20,004,100	\$9,725,000	\$1,261,600	\$2,310,000	\$1,575,000

Public Transit

Urban public transportation services in the MPA are provided by City of DeKalb Public Transit, which is the designated recipient of FTA 5307 urbanized area funding and state Downstate Operating Assistance Program (DOAP) funding. Projects included in this program are the outputs based on the availability of funds, the identification of transportation priorities and needs, and the expectation of achieving system performance goals. **Table 10** summarizes expenditures included within the TIP timeframe by expenditure category. A detailed listing of public transit projects programmed within this TIP can be found in **Appendix B**.

Table 10: SFY 2022-2026 Programmed Public Transit Expenditures by Project Type

	SFY 2022	SFY 2023	SFY 2024	SFY 2025	SFY 2026
Assistance	\$60,000	-	-	-	-
New Facility	-	\$25,000,000	-	-	-
Operating Expenses	\$9,482,760	\$10,111,036	\$10,802,100	\$11,562,310	\$12,398,541
Support Equipment	\$88,500	-	-	-	-
Total	\$9,631,260	\$35,111,036	\$10,802,100	\$11,562,310	\$12,398,541

Urbanized 5307 Program of Projects

Table 11 constitutes the Program of Projects (PoP) for the use of FTA 5307 urbanized transit funding for Fiscal Year 2022. The public notice of public involvement activities and time established for public review and comment for this TIP is being leveraged to satisfy the PoP requirements of the Section 5307 Program.

Table 11: SFY 2022 5307 Program of Projects

TIP ID	Project Type	FTA 5307 Funds	State/Local Funds	Total Cost
2015-T-82	Purchase Bus Cameras	\$38,500	\$0	\$38,500
2019-T-101	Purchase Radio Equipment	\$20,000	\$0	\$20,000
2020-T-103	Marketing	\$17,500	\$32,500	\$50,000
2020-T-104	Planning Assistance	\$3,500	\$6,500	\$10,000
2022-T-105	Bus Shelter Display Panels	\$19,500	\$10,500	\$30,000
2022-T-43	Operating Expenses	\$1,200,000	\$8,282,760	\$9,482,760
Total:		\$1,299,000	\$8,332,260	\$9,631,260