Policy Committee

Date: **Wednesday, June 12, 2024**
Time: **3:00pm**
Location: DeKalb County Highway Department
1826 Barber Greene Road, DeKalb, IL 60115
Chair: Brandy Williams
Members: City of DeKalb, City of Sycamore, Town of Cortland, DeKalb County, NIU, IDOT District #3

Non-voting participants have the option to attend virtually at:
Video: https://us06web.zoom.us/j/8155758950 Phone: (312) 626-6799 Meeting ID 815 575 8950

AGENDA

1. **Roll Call**
2. **Approval of Agenda (Action)**
3. **Approval of Minutes (Action)**
4. **Public Comment**
5. **New Business**
   a. **SFY 2025-2029 Transportation Improvement Program (TIP) (Action)**
6. **Other Business**
   a. **Staff and Project Updates**
   b. **What's New with our State and Federal Partners**
   c. **Additional Business**
7. **Adjournment (Action)**

Assistive and Language services will be provided upon advance request

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AGENDA ITEM SUMMARY

1. **Roll Call**
2. **Approval of Agenda (Action)**
   Approval of the June 12, 2024 meeting agenda.
3. **Approval of Minutes (Action)**
   Approval of the May 8, 2024 meeting minutes.
4. **Public Comment**
5. **New Business**
   a. **SFY 2025-2029 Transportation Improvement Program (TIP) (Action)**
      DSATS staff will present the SFY 2025-2029 TIP document. The TIP was introduced to the Policy Committee in May. It completed the public comment period with no comments received. It received a positive recommendation from the TAC for adoption.
6. **Other Business**
   a. **Staff and Project Updates**
      Updates from staff and local member organizations on projects.
   b. **What's New with our State and Federal Partners**
      Updates from IDOT, FHWA, and FTA staff on activities occurring at the state and federal levels.

c. **Additional Business**

   Any additional business members may have for the group.

7. **Adjourn (Action)**

Policy Committee

Date: **Wednesday, May 8, 2024**
Time: **3:00pm**
Location: DeKalb County Highway Department, 1826 Barber Greene Road, DeKalb, IL 60115
Attendance:

Voting Members		Non-Voting Attendance	
City of DeKalb:	Bill Nicklas	**FHWA:**	Jon Paul Diipla
City of DeKalb:	Zac Gill (Vice-Chair)		
City of DeKalb:		**IDOT OP&P:**	Doug DeLille
City of Sycamore:	Michael Hall		
City of Sycamore:	Matt Anderson (Secretary)	**DSATS Staff:**	Nathan Schwartz
Town of Cortland:	Brandy Williams (Chair)		
DeKalb County:	Brian Gregory		
NIU:	Jennifer Groce		
IDOT District 3:	Ryan Lindenmier		

Meeting Minutes

Call to Order: Chair Williams called the meeting to order at 3:00 pm.

1. **Roll Call**
2. **Approval of Agenda (Action)**
   Motion to approve the May 8, 2024 meeting agenda made by Vice-Chair Gill; seconded by Mr. Nicklas; motion approved unanimously.
3. **Approval of Minutes (Action)**
   Motion to approve the March 13, 2024 meeting minutes made by Ms. Groce; seconded by Mr. Gill; motion approved unanimously.
4. **Public Comments**
   No public comments.

5. **New Business**
   a. **SFY 2025 Unified Planning Work Program (UPWP)(Action)**

      DSATS staff presented the budget and work program included within the annual UPWP update for upcoming State Fiscal Year 2025. The UPWP was introduced to the Committee on March 13. Mr. DeLille pointed out the map of the MPO on page 3 has a different date on the map than the one shown in the TIP under Item 5c. Mr. Schwartz informed the committee that the boundaries are the same for both maps but one map was republished with a little different format. It received a positive recommendation from the TAC for adoption.

      Motion to approve the SFY 2025 UPWP made by Mr. Nicklas; seconded by Mr. Gregory; motion approved unanimously.

   b. **SFY 2024-2028 Transportation Improvement Program (TIP) Modification #4 (Action)**

      DSATS staff presented TIP Modification #4 for the SFY 2024-2028 TIP. This TIP Amendment completed the public comment period with no comments received. It received a positive recommendation from the TAC for approval.

      Motion to approve the SFY 2024 TIP Modification #4 made by Mr. Gregory; seconded by Mr. Nicklas; motion approved unanimously.

   c. **SFY 2025-2028 Transportation Improvement Program (TIP) – Draft Review**

      DSATS staff presented the proposed SFY 2025-2029 TIP document. It will be brought back to the Committee for approval in June. Mr. Gregory asked about the Glidden Road project in FY 25 vs FY 28. It was clarified there are 3 projects on Glidden Road: a County project north of IL Route 64 in FY 25 which doesn't use STU funds, the City project in FY 28 north of IL Route 38, and another County project in FY 30 north of the City limits which is not with the years of this TIP document. Mr. Lindenmier clarified the IL Route 64 projects include resurfacing from the Sycamore corporate limits to the county line in FY 2025 and resurfacing in Sycamore from IL Route 23 east to the corporate limits in FY 2026. These are a band-aid until the road can be reconstructed. Ms. Groce asked why the out-of-town section is being paved first. Mr. Lindenmier explained that section does not have any ADA upgrades and so it can move forward more quickly.

6. **Other Business**
   a. **Staff and Project Updates**

      Mr. Schwartz informed the Committee that DSATS will have a GIS intern, an urban planning intern, and a full-time coordinator starting in the next month. The new employees have experience with the necessary research to complete the long range plan (MTP).

   b. **What's New with our State and Federal Partners**

      Mr. Lindenmier reported the State's Multi-Year Program should be published soon. Also, Mr. Nick Spence moved to the Geometrics Department so we will likely only see Ryan Lindenmier at future meetings.

Mr. DeLille reported that FHWA has placed a performance measure on greenhouse gases (GHG) but the courts said FHWA doesn't have that authority. Therefore, there is no GHG performance targets right now. He also reported the State is holding the fall planning conference Oct 2 – 4 in Fairview Heights, IL.
approved the urban area boundaries. The next step is for the MPO to submit any comments about smoothing of the border. Mr. Schwartz reported the MPO has already submitted comments. Mr. Nicklas & Mr. Gill suggested the southern boundary might need to be extended for the City of DeKalb's recent and proposed development. Mr. Schwartz indicated that the southern boundary was already extended further south based on MPO's comments. An off-cycle census was discussed if significant development occurs between the decennial census.
Mr. Delille also informed the committee of the State Planning & Research (SPR) grant. Mr. Schwartz stated he was checking interest from local agencies about researching pavement structures and thickness to help with roadway planning.

c. **Additional Business**

None.

7. **Adjournment**

A motion to adjourn was made by Mr. Nicklas; seconded by Ms. Groce; meeting adjourned at 3:26 pm.

TRANSPORTATION IMPROVEMENT PROGRAM

SFY 2025-2029

Adopted: TBD

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TABLE OF CONTENTS

INTRODUCTION 1
- MPO Structure 1
- TIP Structure 2

PROGRAM DEVELOPMENT & MAINTENANCE 4
- Modification Procedures 4
- Public Participation 5
- Environmental Justice Considerations 5

PERFORMANCE MANAGEMENT 6
- PM1: Safety 6
- PM2: Roadway Asset Management 6
- PM3: System Performance 7
- Transit Asset Management (TAM) 7
- Public Transit Agency Safety Plan (PTASP) 7

FINANCIAL PLAN 8
- Surface Transportation Block Grant 8
- Urbanized Area Formula Grant (5307) 9
- Downstate Operating Assistance Program 9
- Other Funds 9

ANNUAL ELEMENTS 10
- Highway 10
- Public Transit 10
- Urbanized 5307 Program of Projects 11

APPENDIX A: HIGHWAY PROJECTS
APPENDIX B: PUBLIC TRANSIT PROJECTS
APPENDIX C: LIST OF TIP REVISIONS
APPENDIX D: PROCEDURES FOR DSATS TIP MODIFICATIONS
APPENDIX E: DSATS STBG PROJECT SELECTION CRITERIA
APPENDIX F: MPO PLANNING PROCESS CERTIFICATION
APPENDIX G: MPO ADOPTION
APPENDIX H: ACRONYMS AND DEFINITIONS

TABLES

Table 1: DSATS Committee Voting Structure 1
Table 2: PM1 Roadway Safety Measures 6
Table 3: PM2 Asset Management Measures 6
Table 4: PM3 System Performance Measures 7
Table 5: TAM Measures 7
Table 6: PTASP Measures 7
Table 7: SFY 2024-2028 Available Revenue 8
Table 8: SFY 2024-2028 Proposed Project Obligations 8
Table 9: SFY 2024-2028 Programmed Highway Expenditures by Project Type 10
Table 10: SFY 2024-2028 Programmed Public Transit Expenditures by Project Type 10
Table 11: SFY 2024 5307 Program of Projects 11

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 CFR §450.326, and
49 U.S.C. 5303(j)

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

DSATS Staff

Director | Nathan F. Schwartz, P.E.

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) 2025-2029. 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 2025), meaning all projects in the first-year element are expected to have verified funding sources. Projects in the second through fifth-year elements (SFY 2026-2029) 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), 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	TAC
City of DeKalb	3	1
City of Sycamore	2	1
Town of Cortland	1	1
DeKalb County Government	1	1
Northern Illinois University	1	1
State of Illinois, through IDOT	1	1

The 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). The TAC provides professional technical advice and recommendations to Policy Committee concerning transportation-related activities and oversees 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. When fully staffed, DSATS has 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.

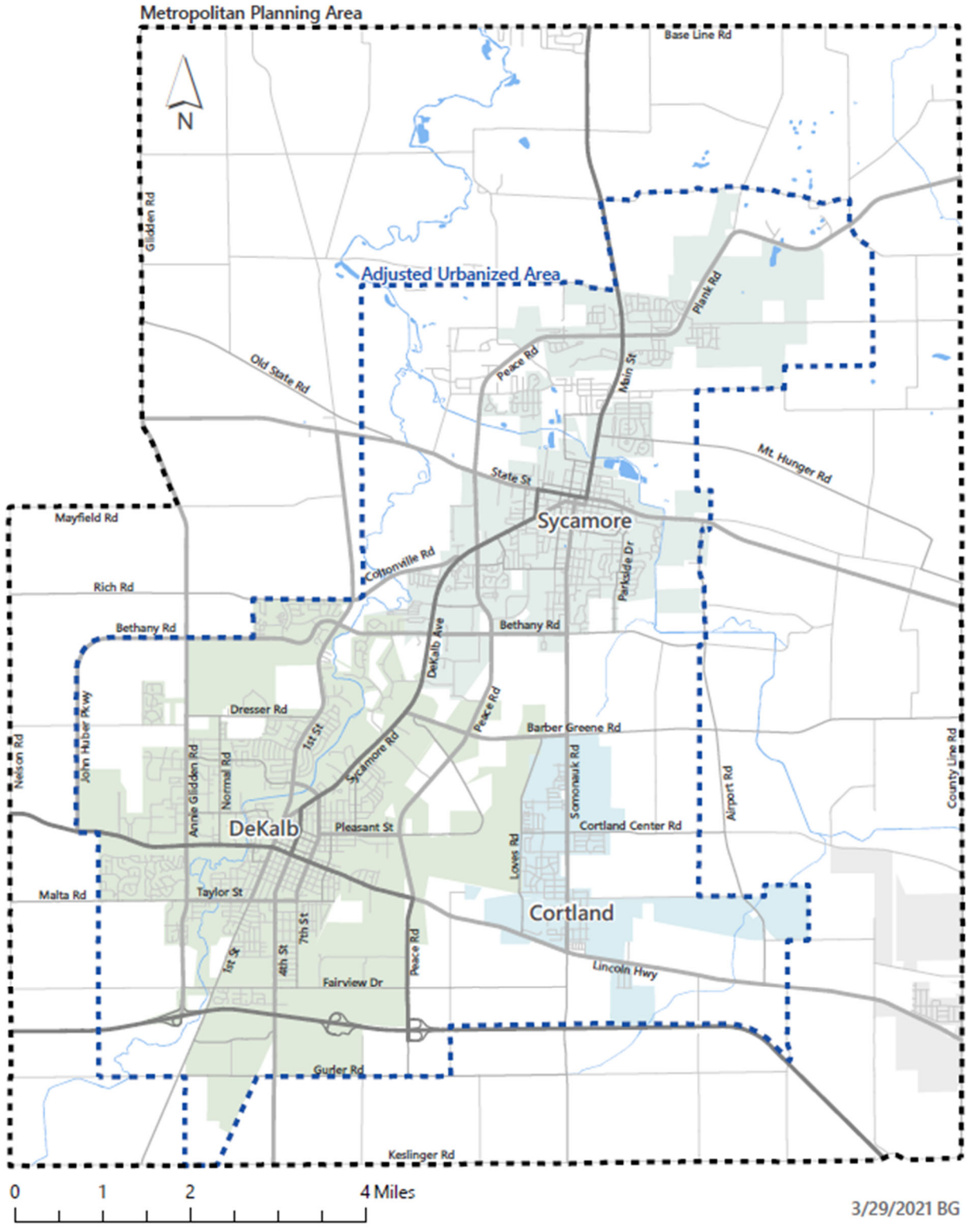
TIP Structure

The SFY 2025-2029 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 2025 given the sequential number 300 would read 2025-H-300. Lists of specific highway and public transit projects are included in **Appendix A** and **Appendix B** respectively.

Figure 1: DSATS Planning Area Boundaries



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 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 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 places 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 2025-2029 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: 2022-H-270, 2026-H-283, 2025-H-291, 2025-H-294, 2026-H-295, 2025-H-301, 2026-H-298, 2026-H-299, 2026-H-300, 2025-H-282, 2026-H-293, 2026-H-302, 2020-H-240, 2024-H-263

Table 2: PM1 Roadway Safety Measures

Measures	2018 Baseline	2023 Target
Number of Fatalities	**5**	**5**
Fatality Rate (Per 100,000,000 VMT)	**0.84**	**0.75**
Number of Serious Injuries	**51**	**45**
Serious Injury Rate (Per 100,000,000 VMT)	**10.2**	**9.06**
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: 2024-H-263

Table 3: PM2 Asset Management Measures

Measures	2019 Baseline	2020 Target	2023 Target
Interstate Pavement - Good Condition	**59.5%**	**65.0%**	**65.0%**
Interstate Pavement – Poor Condition	**0.00%**	**4.90%**	**1.00%**
Non-Interstate NHS – Good Condition	**29.0%**	**27.0%**	**29.0%**
Non-Interstate NHS – Poor Condition	**1.57%**	**6.00%**	**8.90%**
NHS Bridge Area – Good Condition	**62.0%**	**28.0%**	**18.5%**
NHS Bridge Area – Poor Condition	**0.00%**	**13.0%**	**12.4%**

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: 2024-H-263

Table 4: PM3 System Performance Measures

Measures	2020 Baseline	2020 Target	2023 Target
Reliable Interstate Person-Miles Traveled	100.0%	79.0%	80.0%
Reliable Non-Interstate NHS Person-Miles Traveled	98.3%	85.3%	91.0%
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:

Table 5: TAM Measures

Measures	2021 Baseline	2020 Target	2023 Target
Revenue Cutaway (Paratransit Bus)	40.7%	34.0%	35%
Revenue Minivan	25.0%	58.1%	74%
Non-Revenue Automobile	50.0%	53.9%	27%
Non-Revenue Truck or Other Rubber Tired	0.00%	60.4%	26%

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:

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 2025-2029 TIP timeframe.

Table 7: SFY 2025-2029 Available Revenue (thousands of dollars)

	SFY 2025	SFY 2026	SFY 2027	SFY 2028	SFY 2029
Federal – Highway	$2,563	$5,580	$1,305	$13,360	$1,401
Federal – Transit	$4,274	$3,219	$3,541	$3,896	$3,896
State	$10,491	$9,879	$10,118	$13,130	$11,130
Local	$2,242	$2,400	$2,000	$3,025	$2,130
Total	$19,570	$21,078	$16,964	$33,411	$18,557

Table 8: SFY 2025-2029 Proposed Project Obligations (thousands of dollars)

	SFY 2025	SFY 2026	SFY 2027	SFY 2028	SFY 2029
Federal – Highway	$2,239	$4,320	-	$13,360	$520
Federal – Transit	$4,274	$3,219	$3,541	$3,896	$3,896
State	$10,491	$9,879	$10,118	$13,130	$11,130
Local	$2,242	$2,400	$2,000	$3,025	$2,130
Total	**$19,246**	**$19,818**	**$15,659**	**$33,411**	**$17,676**

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 $1,283,000 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 2025-2029 Programmed Highway Expenditures by Project Type (thousands of dollars)

	SFY 2025	SFY 2026	SFY 2027	SFY 2028	SFY 2029
Bridge Replacement	$1,000	$3,900	-	$650	-
Capacity Building	-	-	-	$1,575	-
Engineering	-	-	-	-	-
Enhancement	$315	$1,500	-	-	-
Land Acquisition	$500	-	-	-	-
Reconstruction	-	-	-	$12,900	-
Resurfacing	$2,495	-	-	-	$650
Bicycle/Pedestrian	$300	-	-	-	-
Total	**$4,610**	**$5,400**	**-**	**$15,125**	**$650**

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 2025-2029 Programmed Public Transit Expenditures by Project Type (thousands of dollars)

	SFY 2025	SFY 2026	SFY 2027	SFY 2028	SFY 2029
Assistance	-	-	-	-	-
New Facility	-	-	-	-	-
Operating Expenses	$11,562	$12,399	$15,660	$17,026	$17,026
Support Equipment	-	-	-	-	-
Total	**$11,562**	**$12,399**	**$15,660**	**$17,026**	**$17,026**

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 2025. 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 2025 5307 Program of Projects

TIP ID	Project Type	FTA 5307 Funds	State/Local/ Other Funds	Total Cost
2025-T-47	Operating Expenses	$2,926,809	$10,362,310	$13,289,119
	Total:	**$2,926,809**	**$10,362,310**	**$13,289,119**

APPENDIX A: HIGHWAY PROJECTS

FY 2025

Illinois Department of Transportation

TIP No	**2025-H-289**	**Total Cost:**	**$1,000,000**	**Source:**
Project Type:	Engineering	**Federal:**	$0	-
Roadway Name:	IL 64	**State:**	$1,000,000	State Only
Project Limits:	IL 23 (N)	**Local/Other:**	$0	-
to	Kane County Line	**PM Targets:**	PM2	
Length (Miles):	-			
Description:	Phase II Preliminary Engineering			

TIP No	**2025-H-290**	**Total Cost:**	**$500,000**	**Source:**
Project Type:	Land Acquisition	**Federal:**	$0	-
Roadway Name:	IL 64	**State:**	$500,000	State Only
Project Limits:	IL 23 (N)	**Local/Other:**	$0	-
to	Kane County Line	**PM Targets:**	PM2	
Length (Miles):	-			
Description:	Land Acquisition			

DeKalb County

TIP No	**2025-H-291**	**Total Cost:**	**$1,995,000**	**Source:**
Project Type:	Resurfacing	**Federal:**	$1,347,000	STP-R
Roadway Name:	Glidden Road	**State:**	$629,000	TARP
Project Limits:	IL 64	**Local/Other:**	$19,000	Local
to	IL 72	**PM Targets:**	PM1, PM2	
Length (Miles):	6.5			
Description:	Resurfacing of Glidden Road from IL 64 to IL 72.			

TIP No	**2025-H-294**	**Total Cost:**	**$350,000**	**Source:**
Project Type:	Enhancement	**Federal:**	$280,000	STP-U
Roadway Name:	Various	**State:**	$0	-
Project Limits:	-	**Local/Other:**	$70,000	Local
to	-	**PM Targets:**	PM1, PM3	
Length (Miles):	-			
Description:	Upgrade traffic signal hardware in downtown Sycamore & on Dresser Road in DeKalb & at Barber Greene and Peace Roads in DeKalb			

FY 2025 Continued

DeKalb County

TIP No	**2026-H-295**	**Total Cost:**	**$900,000**	**Source:**
Project Type:	Resurfacing	**Federal:**	$720,000	STP-U
Roadway Name:	Barber Greene Road	**State:**	$0	-
Project Limits:	Peace Road	**Local/Other:**	$180,000	Local
to	Somonauk Road	**PM Targets:**	PM1, PM2	
Length (Miles):	2.53			
Description:	Resurfacing Barber Greene Road between Peace Road and Somonauk Road plus resurfacing of a multi-use path trail on Barber Greene Road and Loves Road			

Town of Cortland

TIP No	**2025-H-301**	**Total Cost:**	**$300,000**	**Source:**
Project Type:	Bicycle/Pedestrian	**Federal:**	$240,000	STP-U
Roadway Name:	Cortland Multi-Use Trail	**State:**	$0	-
Project Limits:	Somonauk Road	**Local/Other:**	$60,000	Local
to	Loves Road	**PM Targets:**	PM1, PM2	
Length (Miles):	1.41			
Description:	Resurfacing of an existing trail along Somonauk Road, Cortland Center Road, and Loves Road			

FY 2026

Illinois Department of Transportation

TIP No	**2026-H-298**	**Total Cost:**	**$800,000**	**Source:**
Project Type:	Bridge Replacement	**Federal:**	$640,000	HWY-INF-BFP-S
Roadway Name:	IL 64	**State:**	$160,000	State Match
Project Limits:	0.6 Mi W of Five Points Road	**Local/Other:**	$0	-
to	-	**PM Targets:**	PM2	
Length (Miles):	0			
Description:	Culvert Replacement over the Drainage Ditch under IL 64 0.6 miles west of Five Points Road			

TIP No	**2026-H-299**	**Total Cost:**	**$300,000**	**Source:**
Project Type:	Bridge Replacement	**Federal:**	$240,000	HWY-INF-BFP-S
Roadway Name:	IL 64	**State:**	$60,000	State Match
Project Limits:	0.9 Mi W of IL 23(S) in Sycamore	**Local/Other:**	$0	-
to	-	**PM Targets:**	PM2	
Length (Miles):	0			
Description:	Culvert Replacement over a STP-Ream under IL 64 0.9 miles west of IL 23 (S) in Sycamore			

TIP No	**2026-H-300**	**Total Cost:**	**$300,000**	**Source:**
Project Type:	Bridge Replacement	**Federal:**	$240,000	HWY-INF-BFP-S
Roadway Name:	IL 64	**State:**	$60,000	State Match
Project Limits:	1.5 Mi E of IL 23 (N)	**Local/Other:**	$0	-
to	-	**PM Targets:**	PM2	
Length (Miles):	0			
Description:	Culvert Replacement over the Drainage Ditch under IL 64 0.6 miles west of Five Points Road			

DeKalb County

TIP No	**2026-H-293**	**Total Cost:**	**$2,500,000**	**Source:**
Project Type:	Bridge Replacement	**Federal:**	$2,000,000	STP-BR
Roadway Name:	Aldrich Road	**State:**	$400,000	TBP
Project Limits:	Pleasant Hill Road	**Local/Other:**	$100,000	Local
to	Brickville Road	**PM Targets:**	PM2	
Length (Miles):	0.01			
Description:	Replacement of bridge over Kishwaukee River.			

FY 2026 Continued

DeKalb County

TIP No	**2026-H-302**	**Total Cost:**	**$1,500,000**	**Source:**
Project Type:	Enhancement	**Federal:**	$1,200,000	STP-U
Roadway Name:	Plank Road	**State:**	$0	-
Project Limits:	Lindgren Road	**Local/Other:**	$300,000	Local
to	-	**PM Targets:**	PM1, PM2, PM3	
Length (Miles):	0.01			
Description:	Intersection improvement on Plank Road at Lindgren Road			

FY 2027

No projects

FY 2028

Illinois Department of Transportation

TIP No	**2020-H-240**	**Total Cost:**	**$10,000,000**	**Source:**
Project Type:	ReConstruction	**Federal:**	$8,000,000	STP-Rural, STBG 50-200K-S-Urban
Roadway Name:	IL 64	**State:**	$2,000,000	State Match
Project Limits:	IL 23 (N)	**Local/Other:**	$0	-
to	Kane County Line	**PM Targets:**	PM1	
Length (Miles):	4.48			
Description:	ReConstruction with ADA Improvements on IL 64 from IL 23 (N) in Sycamore to the Kane County Line.			

City of DeKalb

TIP No	**2024-H-263**	**Total Cost:**	**$1,575,000**	**Source:**
Project Type:	Capacity Building	**Federal:**	$1,260,000	STP-U
Roadway Name:	Peace Road	**State:**	$0	-
Project Limits:	Fairview Drive	**Local/Other:**	$315,000	MFT
to	IL 38	**PM Targets:**	PM1, PM2	
Length (Miles):	2.23			
Description:	Improvements to Peace Road from Fairview Drive to IL 38.			

TIP No	**2028-H-303**	**Total Cost:**	**$2,900,000**	**Source:**
Project Type:	ReConstruction	**Federal:**	$2,320,000	STP-U
Roadway Name:	Annie Glidden Road	**State:**	$0	-
Project Limits:	IL 38	**Local/Other:**	$580,000	Local
to	County Health Blvd	**PM Targets:**	PM1, PM2	
Length (Miles):	1.72			
Description:	Resurfacing & ADA upgrades on Annie Glidden Road between IL 38 & County Health Blvd			

Town of Cortland

TIP No	**2022-H-271**	**Total Cost:**	**$650,000**	**Source:**
Project Type:	Bridge Replacement	**Federal:**	$520,000	STP-U
Roadway Name:	Airport Road	**State:**	$0	-
Project Limits:	at Union Ditch #1	**Local/Other:**	$130,000	Local
to	-	**PM Targets:**	PM2	
Length (Miles):	-			
Description:	Replacement of concrete box culvert on Airport Road over Union Ditch #1.			

FY 2029

DeKalb County

TIP No	**2029-H-304**	**Total Cost:**	**$650,000**	**Source:**
Project Type:	Resurfacing	**Federal:**	$520,000	STP-U
Roadway Name:	Somonauk Road	**State:**	$0	-
Project Limits:	Gurler Road	**Local/Other:**	$130,000	Local
to	IL 38	**PM Targets:**	PM1, PM2	
Length (Miles):	1.41			
Description:	Resurfacing of Somonauk Road from Gurler Road to IL 38.			

Illustrative

DeKalb County

TIP No	**2026-H-284**	**Total Cost:**	**$12,500,000**	**Source:**
Project Type:	New Construction	**Federal:**	$10,000,000	Pending
Roadway Name:	Plank Road	**State:**	$250,000	Pending
Project Limits:	Lindgren Road	**Local/Other:**	$2,250,000	Local
to	Lukens Road	**PM Targets:**	PM1	
Length (Miles):	2.13			
Description:	Relocation of Plank Road to improve safety.			

TIP No	**2026-H-285**	**Total Cost:**	**$14,900,000**	**Source:**
Project Type:	Capacity Building	**Federal:**	$11,920,000	Pending
Roadway Name:	Peace Road	**State:**	$0	-
Project Limits:	IL 64	**Local/Other:**	$2,980,000	Local
to	IL 23	**PM Targets:**	PM1	
Length (Miles):	2.79			
Description:	Phases 3-4: Widen Peace Road to 5 lanes from IL 64 North to IL 23 (Main Street)			

TIP No	**2026-H-286**	**Total Cost:**	**$2,500,000**	**Source:**
Project Type:	New Construction	**Federal:**	$2,000,000	Pending
Roadway Name:	Airport Road	**State:**	$0	-
Project Limits:	Bethany Road	**Local/Other:**	$2,500,000	Local
to	IL 64	**PM Targets:**	PM1	
Length (Miles):	1.39			
Description:	Relocation of Airport Road to improve safety.			

City of DeKalb

TIP No	**2022-H-137**	**Total Cost:**	**$4,500,000**	**Source:**
Project Type:	Intersection	**Federal:**	$3,600,000	Pending
Roadway Name:	Peace Road	**State:**	$0	-
Project Limits:	at IL 38	**Local/Other:**	$900,000	Local
to	-	**PM Targets:**	PM1, PM2, PM3	
Length (Miles):	-			
Description:	ReConstruction of the intersection of Peace Road and IL 38 (Lincoln Highway)			

Illustrative Continued

City of DeKalb

TIP No	**2019-H-181**	**Total Cost:**	**$1,425,000**	**Source:**
Project Type:	Enhancement	**Federal:**	$1,140,000	STP-U
Roadway Name:	City-Wide	**State:**	$0	-
Project Limits:	-	**Local/Other:**	$285,000	MFT
to	-	**PM Targets:**	PM1, PM3	
Length (Miles):	-			
Description:	Upgrade signal controller hardware and interconnections in the DSATS region.			

Appendix B: Public Transit Projects

FY 2025

City of DeKalb Public Transit				
TIP No	**2025-T-47**	**Total Cost:**	**$13,289,119**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$2,926,809	5307
Location	Agency-Wide	**State:**	$8,362,310	DOAP
PM Targets:	-	**Local/Other:**	$2,000,000	Local
Grant ID:	SFY25 DOAP, 2025 5307 Operating Assistance			
Description:	FY25 Transit operating assistance.			

FY 2026

City of DeKalb Public Transit				
TIP No	**2026-T-48**	**Total Cost:**	**$14,418,030**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$3,219,489	5307
Location	Agency-Wide	**State:**	$9,198,541	DOAP
PM Targets:	-	**Local/Other:**	$2,000,000	Local
Grant ID:	SFY26 DOAP, 2026 5307 Operating Assistance			
Description:	FY26 Transit operating assistance.			

FY 2027

City of DeKalb Public Transit				
TIP No	**2027-T-106**	**Total Cost:**	**$15,659,834**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$3,541,439	5307
Location	Agency-Wide	**State:**	$10,118,395	DOAP
PM Targets:	-	**Local/Other:**	$2,000,000	Local
Grant ID:	SFY27 DOAP, 2027 5307 Operating Assistance			
Description:	FY27 Transit operating assistance.			

FY 2028

City of DeKalb Public Transit				
TIP No	**2028-T-108**	**Total Cost:**	**$17,025,818**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$3,895,583	5307
Location	Agency-Wide	**State:**	$11,130,235	DOAP
PM Targets:	-	**Local/Other:**	$2,000,000	Local
Grant ID:	SFY28 DOAP, 2028 5307 Operating Assistance			
Description:	FY28 Transit operating assistance.			

FY 2029

City of DeKalb Public Transit				
TIP No	**2029-T-115**	**Total Cost:**	**$17,025,818**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$3,895,583	5307
Location	Agency-Wide	**State:**	$11,130,235	DOAP
PM Targets:	-	**Local/Other:**	$2,000,000	Local
Grant ID:	SFY29 DOAP, 2029 5307 Operating Assistance			
Description:	FY29 Transit operating assistance.			

APPENDIX C: LIST OF TIP REVISIONS

#	Date	Type	TIP ID	Description of Change

Type: Amend=Amendment, Action=Administration Action, AC=Advanced Construction

APPENDIX D: PROCEDURES FOR DSATS TIP MODIFICATIONS

As approved by the DSATS Policy Committee on May 12, 2021

Purpose

This Official DeKalb-Sycamore Area Transportation Study (DSATS) Transportation Improvement Program (TIP) Policy Document establishes a set of procedures to be used by DSATS for processing modifications to its TIP and subsequent modification on the Illinois Statewide Transportation Improvement Program (STIP). The STIP is comprised of regional TIPs developed by Metropolitan Planning Organizations (MPO) and the statewide program developed by the Illinois Department of Transportation (IDOT). The STIP is an official transportation improvement program document mandated by federal statute and recognized by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Definitions

- ***Change in Scope*** is a substantial alteration to the original intent or function of a programmed project.
- ***Cooperating Parties*** are Illinois Department of Transportation (IDOT), Metropolitan Planning Organizations (MPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- A ***modification*** is either an amendment or an administrative action to the STIP/TIP.
- A ***new project*** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.
- ***Planning Partners*** are Local Public Agencies.
- ***Advanced Construction (AC)*** is a process IDOT has developed when a construction project intends to use Federal Funding for a project but those funds are not yet available as federal funds. The Federal funds are identified as State Advanced Construction funds until such time the funds are obligated, then funds are moved from AC to Federal funds.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a planning partner, transit agency, or IDOT wishes to proceed with a project not programmed on the current STIP, a modification must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs related to STIP and TIP modifications and other actions taken to modify the TIP. All modifications must maintain year-to-year fiscal constraint [23 CFR § 450.324 (i)] for each of the years of the STIP/TIP. TIP modifications must be consistent with the DSATS Metropolitan Transportation Plan (MTP) and must correspond to the adopted provisions of the Public Participation Plan (PPP).

Modifications – Amendments and Administrative Actions

SECTION 1: TIP Amendment

1.a. An ***amendment*** is a TIP modification that:

1.a.i. Adds a new project or deletes a project that utilizes federal funds;

1.a.ii. Makes a Change in Scope of the project; or

1.a.iii. Adds, deletes, increases or decreases the cost of a project phase(s) that utilizes federal funds where the modification exceeds an amount equal to ½ of the current annual STU allocation, or a funding change in excess of 50% of the total project cost on the DSATS TIP;

Approval by DSATS is required for amendments. DSATS must then request IDOT Central Office approval. IDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval.

1.b. It shall be DSATS preferred policy to submit all TIP Amendments for public review under the following guidelines:

1.b.i. Any standard Amendment to the TIP should go through a normal 14-day public review period.

1.b.ii. In circumstances where funding sources could be jeopardized if normal public review period procedures are followed, the DSATS Policy Committee can vote to eliminate the public review period (Staff and Board members are encouraged hold at least a 7-day public review period if circumstances allow for it). Examples of such circumstances include, but not limited to:

1.b.ii.(1). If the safety of the public would be jeopardized by waiting until a full public review period is held before taking action;

1.b.ii.(2). If an event (bridge posting/closing, natural disaster, etc.) constitutes an emergency which requires immediate action by the MPO to resolve the situation;

1.b.ii.(3). If a project or projects would be significantly delayed by waiting until the next regularly held MPO meeting and a delay would significantly and adversely affect the scheduling or the cost or funding of the project or projects being considered, the economic viability of an area (i.e.; access to business) would be adversely effected by the lack of immediate MPO action, or the continuity of the transportation system would be impaired, thereby lowering the capability of the network to move people, goods, or services; or

1.b.ii.(4). If recent events warrant an immediate programming response in order to meet the social, economic, or environmental needs of a member government within the MPO.

1.b.iii. For any actions which would shorten or eliminate the standard public review period, DSATS Staff should notify the proper IDOT, FHWA, and FTA staff of the actions the MPO intends to take and seek their concurrence for the proposed action(s) before a Policy Committee vote is taken.

SECTION 2: Administrative Action

2.a. An **administrative action** is a TIP modification that:

2.a.i. Adds or deletes a non-federally funded project;

2.a.ii. Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes[1];

2.a.iii. Increases or decreases the cost of a project phase(s) or deletes a project phase(s) that utilizes federal funds where the modification does not exceed an amount equal to ½ of the current annual STU allocation or a funding change less than 50% of the total project cost on the DSATS TIP;

2.a.iv. Project funds for an IDOT project are being moved from Advanced Construction (AC) to Federal Funding, or Federal to AC.

2.b. ***Administrative actions do not require a public review period.***

2.b.i. Staff shall review all TIP modifications to verify the changes meet the criteria to be classified as an administrative action.

2.b.ii. The DSATS Director shall approve the administrative action, and direct staff to update the DSATS TIP with the proposed changes.

The Administrative Action taken shall be noted on the DSATS Policy Committee Meeting Agenda identifying the action taken.

[1] If a modification adds a project for emergency relief purposes, the project will be added as an *Administrative Action* to the TIP. Per 23 CFR § 450. 216 (g (5)), emergency relief projects may (but are not required to) be included on the STIP, except those involving substantial functional, locational, or capacity changes.

APPENDIX E: DSATS STBG PROJECT SELECTION CRITERIA

The DSATS Project Selection Subcommittee (PSS) was created by the DSATS TAC to review and recommend projects to be selected for funding from the DSATS allocation of Surface Transportation Block Grant (STBG) urban funding. The Project Selection Subcommittee has developed a set of criteria which it shall use to score and select projects for STBG funding. Prior to the annual selection of projects, the PSS may review and update the selection criteria. The following sections detail the latest project selection criteria implemented.

Categories and Scoring

Results of scoring in the following 6 categories shall be used as guidance for the Project Selection Subcommittee in prioritizing projects.

1. Road Condition: Condition Rating Survey (CRS)

The CRS rating system is the primary criteria while the Information Management Services (IMS) and Pavement Surface Evaluation and Rating (PASER) scales can be used if current CRS data is not available.

CRS Rating		Points
1.0 – 1.9	Poor	6
2.0 – 2.9	Poor	5
3.0 – 3.9	Poor	4
4.0 – 4.9	Poor/Fair	3
5.0 – 6.0	Fair	2
6.1 – 7.0	Good	1
7.1 – 9.0	Good/Excellent	0

IMS Rating	Points
10 – 39	6
40 – 59	5
60 – 69	4
70 – 79	3
80 – 84	2
85 – 89	1
90 – 100	0

PASER Rating		Points
1-2	Failed/Very Poor	6
3-4	Poor/Fair	5
5	Fair	4
6	Good	3
7	Good	2
8	Very Good	1
9-10	Excellent	0

2. Traffic Volume: Average Daily Traffic (ADT)

The applicant may add comments regarding bicycle, bus, & truck traffic since these categories are not individually addressed in the overall ADT of the roadway segment.

ADT	Points
< 500	0.5
500 – 749	1.0
750 – 999	1.5
1,000 – 1,249	2.0
1,250 – 2,499	2.5
2,500 – 3,749	3.0
3,750 – 4,999	3.5
5,000 – 6,249	4.0
6,250 – 7,499	4.5
7,500 – 8,749	5.0
8,750 – 9,999	5.5
10,000 +	6.0

3. Safety: Subjective Scoring up to 6 points

This category should consider:

- crash frequency;
- crash severity;
- comparison to IDOT Average, and the increase of safety; and
- The project should demonstrate a correlation between the proposed project and an improvement in vehicle and/or pedestrian/bicyclist safety.

Examples of improvements may include:

- reduction of accident rates;
- accident severity;
- crosswalk implementation;
- signalization; and
- speed reduction.

Note: The Safety category is intentionally non-specific. It will be up to the sponsoring agency to decide what level of calculations/comparisons and the format in which they support their project.

4. Alternate Transportation: Subjective Scoring up to 6 points

This category reviews the project for aspects which exceeds the usual benefit to single occupancy vehicles and promotes the use of other alternative transportation modes.

Example include, but are not limited to:

- highway projects providing non-motorized transportation facilities which forms part of an active transportation system; or
- highway project improving the accessibility to/from a transit station, transit shelters, access to bus stops, pedestrian sidewalks, crosswalks, lighting, median refuge, signage, connectivity of multi-use paths and inclusion on the DSATS Active Transportation Plan (ATP), bicycle racks, lights, signs, and waterways.

5. Regional/Community Benefits

Criteria	Points
Provides a critical connection between 2 or more core areas such as NIU or a downtown, or be an arterial highway.	6
Serves a regionally significant employment center such as air, freight, or intermodal terminals.	4
Serves other critical regional public facilities such as hospitals, schools, or parks.	2
Benefits economic development, neighborhoods, or residential areas, or be a part of the local route system.	1

The applicant should provide a brief narrative of why their project fits within a specific criterion. Applicant should use the highest-ranking applicable category.

6. Various Considerations: Subjective Scoring up to 6 points

In September 2018 DSATS adopted the state Performance Management 2 (PM2) and Performance Management 3 (PM3) target goals. PM2 monitors the conditions of pavement and bridges on all National Highway System (NHS) roadways. PM3 monitors overall system performance on NHS roadways, and all transportation projects in non-attainment areas.

As the only local roadway in the DSATS UZA is Peace Road from I-88 to IL-38, these measures do not apply to the majority of the roadway system, which is not a state highway, in the DSATS UZA.

In addition to PM2 and PM3 criteria, this category may include one or more of the following:

- Benefits special needs of underserved/under-represented areas;
- Sponsorship by multiple agencies;
- Listed in the LRTP, a local strategic plan or comprehensive plan;
- Has support based on public outreach or a public participation meeting;
- Sustainability / longevity of improvement; or
- Anticipated economic benefits.

Small Projects and Alternate Transportation Projects

Recognizing the majority of transportation use is on the road system, the majority of the funding is expected to be used for road projects. However, the MPO also recognizes the need to fund small projects and non-road projects. Therefore, 10% of the annual allocation may be reserved for small projects and/or alternate transportation projects.

These projects shall be limited to a maximum accumulation of 3 years of the 10% funding.

Funding example: Total annual allocation for SFY 2019 is approximately $780,000. 10% for small projects and alternate transportation projects would be $78,000. A small or alternate transportation project submitted at that time would be limited to 3 x $78,000 or $234,000.

For alternate transportation projects, categories such as Road Condition or Traffic Volume may not apply. Instead, the selection process may focus on categories such as Transportation Control or Various Considerations.

Although not required, applicants are strongly encouraged to apply for external or alternate funding sources such as ITEP (Illinois Transportation Alternatives Program) or Safe Routes to School instead of using the limited STP-U funds.

Transit Project Selection

All transit projects seeking federal funding shall be reviewed by the DSATS Transit Operations Committee (TOC). Any new projects being added to the DSATS TIP shall go through a public review period according to the **DSATS Public Participation Plan**. No review is needed by the Project Selection Subcommittee, transit projects may be submitted directly to Policy Committee.

Revised: 5/12/2021

APPENDIX F: MPO PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the DeKalb-Sycamore Area Transportation Study (the Metropolitan Planning Organization for the Urbanized Area) and the Illinois Department of Transportation hereby certify that the transportation planning process is addressing major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1). 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2). In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3). Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4). 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5). Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

(6). 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7). The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8). The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9). Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10). Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

We further certify that we are aware of what this certification represents and have been briefed accordingly.

DeKalb-Sycamore Area Transportation Study

Signature

Printed Name

Title

Date

Illinois Department of Transportation

Signature

Printed Name

Title

Date

APPENDIX G: MPO ADOPTION

RESOLUTION 2024-03

RESOLUTION TO ADOPT DSATS SFY 2025-2029 TRANSPORTATION IMPROVEMENT 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 U.S.C. § 134 and 49 U.S.C. § 5303, DSATS is required to develop a transportation improvement program (TIP) containing all federally-funded and regionally-significant projects which reflect the investment priorities of the current metropolitan transportation plan and make progress toward achieving established performance targets; and

WHEREAS, in compliance with established requirements, DSATS has developed a TIP for Illinois State Fiscal Years (SFY) 2025-2029 in cooperation with the Illinois Department of Transportation, local public transportation providers, and other local public agencies; and

WHEREAS, the draft DSATS SFY 2025-2029 TIP was distributed to the public and interested parties 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 Transportation Improvement Program for State Fiscal Years 2025-2029.

PASSED BY THE POLICY COMMITTEE of the DeKalb-Sycamore Area Transportation Study, at a regular meeting thereof held on the _____ day of _____, 2024.

ATTEST:

Brandy Williams, Policy Committee Chair		Matt Anderson, Policy Committee Secretary

APPENDIX H: ACRONYMS AND DEFINITIONS

5307	Section 5307 – Urbanized Area Formal Funding Program for Transit
BFP	Bridge Formula Program
DOAP	Downstate Operating Assistance Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCPF	Grade Crossing Protection Fund
HSIP	Highway Safety Improvement Program
HWY INF	Highway Infrastructure
IDOT	Illinois Department of Transportation
ISBP	Illinois Special Bridge Program
ITEP	Illinois Transportation Enhancement Program
MTP	Metropolitan Transportation Plan
MPO	Metropolitan Planning Organization
NHPPP	National Highway Performance Program
PC	Policy Committee
SRTS	Safe Routes to School
STP-BR	Surface Transportation Block Grant Program (STBG) – Bridge
STP-R	Surface Transportation Block Grant Program (STBG) – Rural
STP-U	Surface Transportation Block Grant Program (STBG) – Urban
TAC	Transportation Advisory Committee
TARP	Truck Access Route Program
TIP	Transportation Improvement Program
TOC	Transit Operations Committee

Environmental Justice (EJ)

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

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.

Additional definitions may be found at https://ops.fhwa.dot.gov/plan4ops/glossary.htm.

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