Policy Committee

Date: **Wednesday, May 13, 2026**
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 2027 Unified Planning Work Program (UPWP) - (Action)**
   b. **SFY 2027-2031 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 May 13, 2026 meeting agenda.
3. **Approval of Minutes (Action)**
   Approval of the March 11, 2026 meeting minutes.
4. **Public Comment**
5. **New Business**
   a. **SFY 2027 Unified Planning Work Program (UPWP) - (Action)**
      DSATS staff will present the proposed budget and work program included within the annual UPWP for upcoming State Fiscal Year 2027. The TAC unanimously forwarded a positive recommendation for approval to the Policy Committee. The final draft may be found at https://dsats.org/wp-content/uploads/2026/05/DSATS-SFY2027-UPWP-2026-04-29.pdf.
   b. **SFY 2027-2031 Transportation Improvement Program (TIP) - (Action)**
      DSATS staff will present the proposed SFY 2027-2031 TIP document. Staff will cover the comments received to date since introduced at the March TAC meeting. It completed a public comment period. The TAC unanimously forwarded a positive recommendation for approval to the Policy Committee. The final draft may be found at https://dsats.org/wp-content/uploads/2026/05/DSATS-TIP-2027-2031-2026-05-01.pdf.

Assistive and Language services will be provided upon advance request

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)**

Assistive and Language services will be provided upon advance request

Policy Committee

Date: **Wednesday, March 11, 2026**
Time: **3:00pm**
Location: DeKalb County Highway Department, 1826 Barber Greene Road, DeKalb, IL 60115
Attendance:

Voting Members		Non-Voting Attendance	
City of DeKalb:	Mike Neuenkirchen	**FHWA:**	Not present
City of DeKalb:			
City of DeKalb:		**IDOT OP&P:**	Julie Kaschke
City of Sycamore:	Michael Hall		
City of Sycamore:	Marvin Barnes	**DSATS Staff:**	Jacob Johnson, Manny Miralrio
Town of Cortland:	Not present		
DeKalb County:	Derek Hiland (C)		
NIU:	John Heckmann		
IDOT District 3:	Not present		

Meeting Minutes

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

1. **Roll Call**
   A quorum was established.
2. **Approval of Agenda (Action)**
   Motion to approve the March 11, 2026 meeting agenda made by Mr. Barnes; seconded by Mr. Neuenkirchen; motion approved unanimously.
3. **Approval of Minutes (Action)**
   Motion to approve the November 12, 2025 meeting minutes made by Mr. Neuenkirchen; seconded by Mr. Barnes; motion approved unanimously.
4. **Public Comments**
   No public comments received.

5. **New Business**
   a. **Selection of Committee Vice-chair (Action)**

      Mr. Johnson stated that with Vice-chair Anderson's recent resignation from City of Sycamore, a new vice-chair must be appointed. Mr. Johnson explained officers shall be elected for one-year terms starting January 1, and no officer may serve in the same office for more than two consecutive terms. He also explained DSATS has typically made an effort to have representation from different member agencies, but does not require it. Discussion ensued around nominations of the vice-chair; Mr. Neunkirchen and Chair Hiland recommended delaying the action item for a meeting where more primary voting members are present. Motion to delay selection of committee vice-chair until next Policy Committee meeting made by Mr. Barnes; seconded by Mr. Neuenkrichen. Motion approved unanimously.

   b. **SFY 2026-2030 Transportation Improvement Program (TIP) Modification 2026-04 (Action)**

      Mr. Johnson presented TIP Modification 2026-04 to the committee. Mr. Johnson explained all projects in the amendment are transit projects provided by Mr. Neuenkirchen. Most projects underwent minor changes, specifically to the project description, their funding sources, and the total cost of the project not exceeding 50% of the total cost, which were included as amendments for the sake of transparency. One new project was included for the refurbishment of 6 fixed route fleet vehicles. No public comments were received for the TIP modification. The TAC unanimously forwarded TIP Modification 2026-04 to the Policy Committee with a positive recommendation for approval. Ms. Kaschke inquired about the change in DOAP funding on project 2026-T-48. Mr. Neuenkirchen responded the total cost of project stayed the same, but the percentage for allocation was shifted around. Motion to approve TIP Modification 2026-04 made by Mr. Barnes; seconded by Mr. Heckmann; motion approved unanimously.

   c. **SFY 2027-2031 Transportation Improvement Program (TIP) — Draft Review**

      Mr. Johnson presented the proposed SFY 2027-2031 TIP draft and provided a brief overview of the document's function with DSATS planning activities. The only major changes occurred in Appendix A and Appendix B, where highway and transit projects, respectively, are located. After the Policy Committee convenes, DSATS staff will begin the public comment period and will conclude on April 10, 2026. Mr. Johnson asked the committee to provide feedback on the document before the end of the period. This draft will be brought back to Committee in May for approval. Mr. Barnes asked about the jurisdictional transfer for Peace Road and IL Route 23. Discussion ensued about the details of the jurisdictional transfer and Mr. Johnson stated he would ask Mr. Schwartz to provide more of those details at a later date.

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

      Mr. Johnson announced a new full time GIS Technician on the DSATS payroll, Manny Miralrio. Mr. Miralrio introduced himself and explained his recent graduation from Franciscan University, as well as his wide variety of experiences working for public agencies across Illinois and in West Virginia. Mr. Miralrio will be working on the variety of GIS applications overseen by DSATS, and he will, occasionally, work on County-led GIS applications. Currently, Mr. Miralrio is working on a High-Injury Network (HIN) analysis, which is a follow-up to the Comprehensive Safety Action Plan (CSAP) approved by DSATS in 2025. Mr. Johnson also announced staff will finalize the RFP for the Pavement Condition Study by the end of March and will likely finish data collection by late spring/early summer 2026. Mr. Johnson stated the raw data will be forwarded as soon as it is available, prior to DSATS staff putting together a report, per the request of local agencies. Mr. Neuenkirchen asked about the scope of the project. Mr. Johnson explained DSATS will seek collection of all roadways in the UZA, and he will confirm with Mr. Schwartz about the finer details. Mr. Johnson stated staff attended the T.H.E. Conference in Champaign, IL and recalled presentations that may interest the MPO. Mr. Neuenkirchen asked about the shift away from Times New Roman font. Mr. Johnson answered the font is not ADA compliant for visually-impaired persons. Chair Hiland added all municipalities over 100,000 people are required to become compliant by the end of April. Mr. Johnson also informed the committee that staff will continue the Google Street View and Sidewalk Evaluation programs, starting in the spring and summer, respectively. Mr. Johnson also discussed the new eTIP, which will move the existing TIP documentation into an online format. He explained the software will allow for better historical record tracking and user logins for member agencies, with a public facing site that will eventually be linked to the DSAST website.

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

      Ms. Kaschke announced an informational ITEP meeting held in Ottawa on June 8 and June 9. Ms. Kaschke thanked Mr. Schwartz for finalizing all DSATS invoices and bringing DSATS up-to-date with reimbursements. The last item Ms. Kaschke spoke on is FHWA is requesting TIP amendments be sent to the office during the public comment period, not after the fact. Mr. Johnson reassured the committee DSATS includes FHWA, FTA, and IDOT on all mailing lists and notifies the agencies of developments with all federally-mandated work projects, amongst other planning activities. Mr. Neuenkirchen responded he would send new FTA contact information to DSATS staff.

   c. **Additional Business**

      None.

7. **Adjournment**

   A motion to adjourn was made by Mr. Heckmann; seconded by Mr. Neuenkirchen; meeting adjourned at 3:38 pm.

UNIFIED PLANNING WORK PROGRAM

SFY 2027
Adopted: TBD

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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 or by phone at (815) 756-9513

DSATS Staff

Director | Nathan F. Schwartz, P.E.
Coordinator | Vacant
GIS Technician | Emmanuel Miralrio

INTRODUCTION

The purpose of the State Fiscal Year (SFY) 2027 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 2027 (July 1, 2026-June 30, 2027). 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 Infrastructure Investment and Jobs Act (IIJA).

The primary purpose of the MPO is to 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

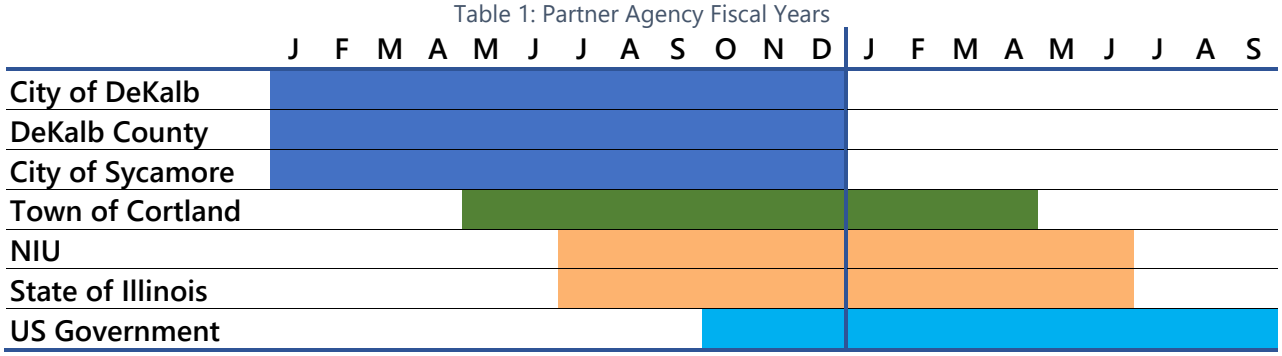
5 | Transportation Improvement Program (TIP)

This report further details each element's objective, status, SFY 2026 activities and products, SFY 2027 expected activities and products, and SFY 2027 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



Organization Structure

The DSATS organization includes three primary components: Policy Committee (PC), 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

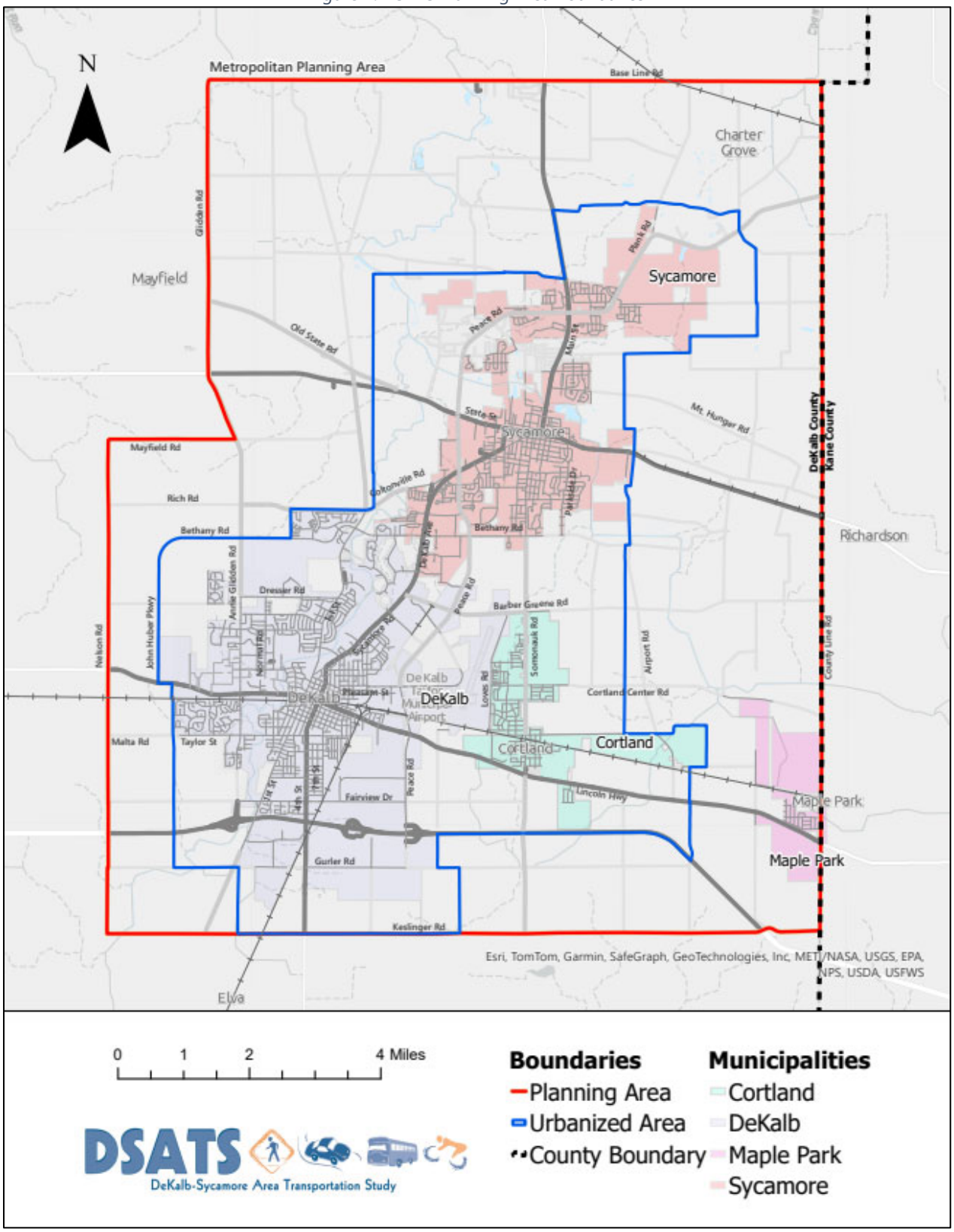
Member Agency	PC	TAC
City of DeKalb	3	1
City of Sycamore	2	1
Town of Cortland	1	1
DeKalb County Government	1	1
Northern Illinois University	1	1
State of Illinois, through IDOT	1	1

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 the 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, a full-time Coordinator, and a full-time GIS Technician.

DSATS is required to carry out the metropolitan transportation planning process within its metropolitan planning area (MPA), defined as the adjusted urbanized area (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 2020 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, adjusts 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 and related Planning Area are eligible for Surface Transportation Program-Urban (STP-U) funding, while boundary areas are also eligible for Surface Transportation Program-Rural (STP-R) funding. The UZA also receives annual allocations for public transit, which are received and managed by the City of DeKalb.

Figure 1: DSATS Planning Area Boundaries



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 a full-time (1.0 FTE) MPO Coordinator, and a full-time (1.0 FTE) MPO GIS Technician.

SFY 2026 Activities and Products

1. Prepared the SFY 2027 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, Transit Operations Committee, 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.

SFY 2027 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, TAC, and subcommittee meetings.
4. Maintain contact information for committees, and for other local, state, and federal transportation agency representatives.
5. Update the Public Participation Plan (PPP).
6. Continue updating the policies and procedures for MPO activities.
7. Work with member organizations to review and coordinate the allocation of staff time between highway, transit, and active transportation planning.
8. Assist member organizations to identify, fund, and find sponsors for transportation projects.
9. Coordinate transportation planning and programming functions among municipal, county, state, and federal transportation agencies, including FHWA, FTA, and IDOT.
10. Develop RFP's and consultant contracts.

SFY 2027 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	$32,897.61
Fringe Benefits	$14,597.27
Travel	-
Equipment	-
Supplies	$500.00
Contractual Services	-
Consultant Services	$10,500.00
Telecommunications	$1,500.00
Administrative Misc.	$9,000.00
Indirect (Federal De Minimis)	$13,798.98
Total:	$82,793.86

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 2026 updating various program supporting documents including the Public Participation Plan (PPP) and the Title VI Program. Staff continued the annual updates of various other documents throughout the year.

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 2026 Activities and Products

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

SFY 2027 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. Continue steps for the implementation of the Comprehensive Safety Action Plan.
5. Provide assistance to local organizations to advance the implementation of items identified within regional planning products.
6. Attend meetings with IDOT staff and other Illinois MPO representatives.
7. Maintain and update the website.
8. Attend meetings/training/educational opportunities supporting staff professional development and their ability to support the DSATS program.
9. Participating in meetings and activities of the Illinois MPO Advisory Council.
10. Participate in local meetings and planning efforts for regional municipalities, human service organizations, and economic development organizations.
11. Collect information to assist in the update of other plans maintained by DSATS.

SFY 2027 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	$21,618.43
Fringe Benefits	$9,592.49
Travel	$10,000.00
Equipment	$2,500.00
Supplies	-
Contractual Services	-
Consultant Services	-
Telecommunications	-
Administrative Misc.	$1,000.00
Indirect (Federal De Minimis)	$8,442.18
Total:	$53,153.10

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 2050 MTP was approved in June 2025. Staff continues to update sections of the plan and the travel demand model until the 2055 MTP is adopted.

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 2026 Current Activities and Products

1. Updated the existing 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. Maintained supporting documents for local programming and project selection.

SFY 2027 Expected Activities and Products

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

SFY 2027 Expected Budget Expenditures

Table 5: 3 | Long-Range Transportation Planning Budget

Expenditure Category	Total
Salaries	$33,837.54
Fringe Benefits	$15,014.33
Travel	-
Equipment	-
Supplies	-
Contractual Services	-
Consultant Services	-
Telecommunications	-
Administrative Misc.	-
Indirect (Federal De Minimis)	$9,770.37
Total:	$58,622.24

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 staff spent much of SFY 2026 updating various planning documents, including the annual traffic count studies within the DeKalb, Sycamore, and Cortland areas, which have been performed 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.

The Cortland Curb Ramp Inventory, developed in SFY 2025, served as the pilot program for an MPO-wide sidewalk survey. The sidewalk survey will be the essential component to updating the ADA Transition Plans for member organizations. The work for this inventory was completed in the Town of Cortland, the City of Sycamore, Northern Illinois University, and portions of the City of DeKalb.

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 2026 Current Activities and Products

1. Performed traffic counts in the fall of 2025, 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. Completed a sidewalk inventory in the Town of Cortland, City of Sycamore, and Northern Illinois University.
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. Updates imagery in select locations for the local Street View Imaging Program.
8. Update the Pavement Conditions Study most recently completed in 2022.

SFY 2027 Expected Activities and Products

1. Perform traffic counts in the fall of 2026, submit data for processing, and compile a traffic overview report for regional partners.
2. Complete a sidewalk survey throughout the MPO area and then use the data to start updating each local entity's ADA Transition Plan.
3. Develop and implement an active transportation count program.
4. Provide grant application assistance to local agencies.
5. Provide input for municipal transportation needs and specific projects.
6. Support efforts by local agencies to implement ADA transition planning including a sidewalk survey.
7. Coordinate with local agencies to perform special studies in support of MTP Goals.
8. Continue to update the Street View Imaging Program started in SFY2021.
9. Perform a pavement condition study of bicycle trails.

SFY 2027 Expected Budget Expenditures

1. **Equipment:** Traffic video camera replacements & parts, data bike, trail counters
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

Expenditure Category	Total
Salaries	$35,717.41
Fringe Benefits	$15,848.46
Travel	-
Equipment	$27,000.00
Supplies	-
Contractual Services	$30,000.00
Consultant Services	$54,516.39
Telecommunications	-
Administrative Misc.	-
Indirect (Federal De Minimis)	$27,216.45
Total:	$190,298.71

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.

DSATS joined the rest of the MPOs across Illinois by using a State-provided interactive E-TIP.

SFY 2026 Current Activities and Products

1. Updated the SFY 2026-2030 TIP, including state and local transportation projects planned or programmed for the area over the same period.
2. Developed the SFY 2027-2031 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 2027-2031.
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. Continued TIP project GIS visualizations on the website.
9. Converted from an in-house TIP to the State-provided interactive E-TIP.

SFY 2027 Expected Activities and Products

1. Development of the SFY 2028-2032 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. Publish Annual Listing of Federally Obligated Projects.
6. Continue monitoring the effectiveness of project selection criteria.
7. Expand the Transit portion of the TIP to include an Illustrative List of Projects.

SFY 2027 Expected Budget Expenditures

Table 7: 5 | Transportation Improvement Program Budget

Expenditure Category	Total
Salaries	$13,629.01
Fringe Benefits	$6,047.44
Travel	-
Equipment	-
Supplies	-
Contractual Services	-
Consultant Services	-
Telecommunications	-
Administrative Misc.	-
Indirect (Federal De Minimis)	$3,935.29
Total:	$23,611.74

TOTAL SFY 2027 WORK PROGRAM BUDGET

SFY 2027 Budget Tables

Table 8: Budget by Program Element

Program Element	Federal PL	State Match	Total
Program Administration & Support	$ 66,235.09	$ 16,558.77	$ 82,793.86
Program Development & Info. Management	$ 42,522.48	$ 10,630.62	$ 53,153.10
Long-Term Transportation Planning	$ 46,897.79	$ 11,724.45	$ 58,622.24
Short-Term Transportation Planning	$152,238.97	$ 38,059.74	$ 190,298.71
Transportation Improvement Program	$ 18,899.39	$ 4,722.35	$ 23,611.74
Total:	$326,783.72	$ 81,695.93	$408,479.65

Table 9: Budget by Expenditure Category

Expenditure Category	Federal PL	State Match	Total
Salaries	$ 110,160.00	$ 27,540.00	$137,700.00
Fringe Benefits	$ 48,879.99	$ 12,220.00	$ 61,099.99
Travel	$ 8,000.00	$ 2,000.00	$ 10,000.00
Supplies	$ 400.00	$ 100.00	$ 500.00
Telecommunications	$ 1,200.00	$ 300.00	$ 1,500.00
Contractual Services	$ 24,000.00	$ 6,000.00	$ 30,000.00
Equipment	$ 23,600.00	$ 5,900.00	$ 29,500.00
Consultant Services	$ 52,013.11	$ 13,003.28	$ 65,016.39
Administrative Misc.	$ 8,000.00	$ 2,000.00	$ 10,000.00
Indirect (Federal De Minimis)	$ 50,530.62	$ 12,632.65	$ 63,163.27
Total:	$326,783.72	$ 81,695.93	$ 408,479.65

APPENDIX A: ACRONYMS AND DEFINITIONS

5303 FTA MPO planning funds

ATP Active Transportation Plan

FHWA Federal Highway Administration

FTA Federal Transit Administration

FTE Fulltime Equivalent Employee

HSTP Human Services Transportation Plan

IDOT Illinois Department of Transportation

ITS Intelligent Transportation Systems

MTP Metropolitan Transportation Plan

MPO Metropolitan Planning Organization

NIU Northern Illinois University

PPP Public Participation Plan

PL FHWA MPO planning funds

SFY State Fiscal Year

STP Surface Transportation Program

TIP Transportation Improvement Program

TDM Travel Demand Model

TDP Transit Development Plan

UPWP 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.

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

APPENDIX B: MPO ADOPTION

RESOLUTION 2026-02

RESOLUTION TO ADOPT DSATS SFY 2027 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 (UPWP); and

WHEREAS, in compliance with established requirements, DSATS has developed a UPWP for Illinois State Fiscal Year (SFY) 2027 in cooperation with the Illinois Department of Transportation, local public transportation providers, and other local public agencies; and

WHEREAS, the draft DSATS SFY 2027 UPWP was distributed 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 2027.

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 _____ day of _____, 2026.

ATTEST:

Derek Hiland Policy Committee Chair		John Laskowski Policy Committee Secretary

1826 Barber Greene Road
DeKalb, Illinois 60115
DSATS@DeKalbCounty.org | (815) 756-9513

TRANSPORTATION IMPROVEMENT PROGRAM

SFY 2027-2031

Adopted: TBD

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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

Infrastructure Investment and Jobs Act (IIJA),
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. **GIS Technician |** Emmanuel *"Manny"* Miralrio

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) 2027-2031. This program constitutes the short-range investment plan that advances long-term transportation goals and objectives identified within the DSATS 2050 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 therefore 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 2027), meaning all projects in the first-year element are expected to have verified funding sources. Projects in the second through fifth-year elements (SFY 2028-2031) 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 three 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. DSATS has a part-time Director, full-time Coordinator, and GIS Technician.

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 2020 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.

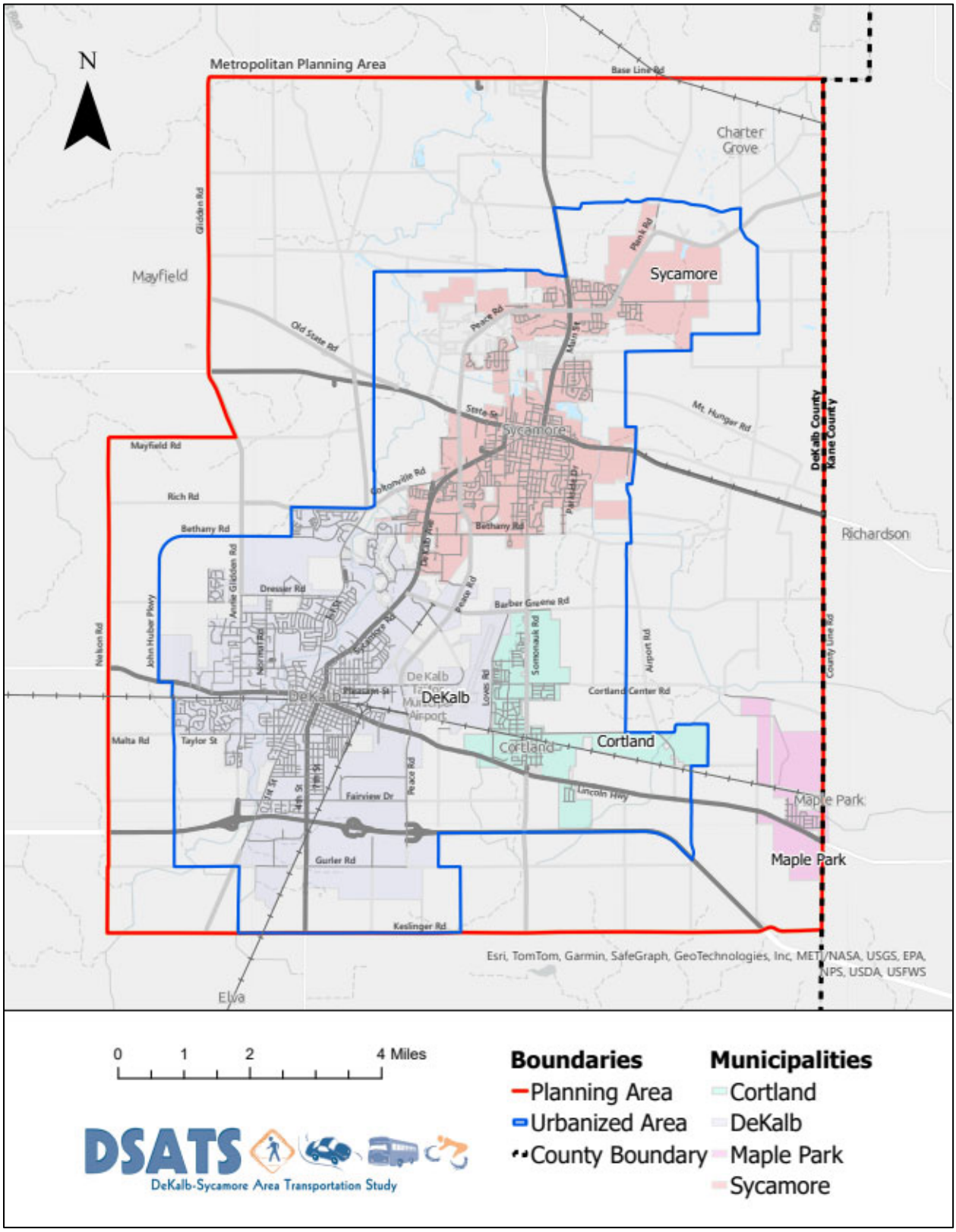
TIP Structure

The SFY 2027-2031 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 **Eco Fairness Considerations** details the MPO's efforts to ensure that programmed projects do not place a disproportionate burden on low-income and outside-the-majority 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 2027 given the sequential number 400 would read 2027-H-400. 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 2050 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 addition 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 refine 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**.

Eco Fairness Considerations

Actively promoting and enforcing non-partiality within planning products and decision-making is how DSATS achieves the overarching objectives of Title VI and Eco Fairness. In addition to adhering to non-discrimination provisions provided by Title VI of the Civil Rights Act, the MPO chooses to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs on outside the majority 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 Eco Fairness 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 Eco Fairness populations within the region to determine the extent to which they are impacted.

An analysis of projects programmed within this SFY 2027-2031 TIP finds no significant or disproportionate impact to identified outside-the-majority 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 Eco Fairness populations.

Please see the **DSATS Title VI Program** to view a comprehensive listing of non-partiality and Eco fairness initiatives employed by the MPO.

PERFORMANCE MANAGEMENT

As part of Infrastructure Investment and Jobs Act (IIJA), 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. The Baseline numbers are based on the previous five years of data.

Supporting Projects: 2026-H-302, 2026-H-312, 2026-H-314, 2028-H-303, 2029-H-304, 2025-H-282, 2026-H-284, 2026-H-285, 2026-H-286, 2024-H-263, 2022-H-137, 2019-H-181

Table 2: PM1 Roadway Safety Measures

Measures	2022 Baseline	2026 Target
Number of Fatalities	**2.2**	**2.0**
Fatality Rate (Per 100,000,000 VMT)	**0.402**	**0.37**
Number of Serious Injuries	**35.2**	**32.5**
Serious Injury Rate (Per 100,000,000 VMT)	**6.420**	**5.92**
Non-motorized Fatalities and Serious Injuries	**5.8**	**5.3**

PM2: Roadway Asset Management

Target Setting: This target and PM3 are based on data submitted during the annual National Bridge Inventory (NBI) and Highway Performance Monitoring System (HPMS) submittals. Working groups from IDOT's Central Office review historical trends, prior targets, the Annual Program, and the Multi-Year Program (MYP) to keep or update the targets. Any fluctuation in targets, whether they increase or decrease, is determined by the working groups. Targets are not indicative of contemporary conditions; rather, they are derived from models projecting improvement versus degradation. 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: 2026-H-302, 2026-H-312, 2026-H-315, 2027-H-313, 2022-H-271, 2026-H-298, 2025-H-310, 2026-H-293, 2028-H-303, 2029-H-304, 2025-H-282, 2024-H-263, 2022-H-137, 2026-H-316

Table 3: PM2 Asset Management Measures

Measures	2022 Baseline	2024 Actual	2024 Target	2026 Target
Interstate Pavement - Good Condition	**65.7%**	**64.9%**	**65.0%**	**66.0%**
Interstate Pavement – Poor Condition	**0.4%**	**0.4%**	**1.0%**	**0.7%**
Non-Interstate NHS – Good Condition	**29.5%**	**30.8%**	**29.0%**	**30.0%**
Non-Interstate NHS – Poor Condition	**8.0%**	**10.1%**	**8.90%**	**8.5%**
NHS Bridge Area – Good Condition	**22.8%**	**22.4%**	**18.5%**	**15.8%**
NHS Bridge Area – Poor Condition	**12.4%**	**10.5%**	**12.4%**	**12.0%**

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. Reliable person-miles traveled refers to the percentage of travel (number of miles multiplied by number of people in vehicles) that occurs within a predictable, consistent timeframe.

Supporting Projects: 2026-H-302, 2026-H-312, 2022-H-137, 2019-H-181

Table 4: PM3 System Performance Measures

Measures	2022 Baseline	2024 Actual	2024 Target	2026 Target
Reliable Interstate Person-Miles Traveled	**85.3%**	**83.5%**	**80.0%**	**79.0%**
Reliable Non-Interstate NHS Person-Miles Traveled	**94.2%**	**92.3%**	**91.0%**	**90.0%**
Truck Travel Time Reliability	**1.28**	**1.30**	**1.37**	**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, 2026-T-117

Table 5: TAM Measures

Measures	2021 Baseline	2023 Target	2026 Target
Revenue Cutaway (Paratransit Bus)	**40.7%**	**35.0%**	**52.0%**
Revenue Minivan	**25.0%**	**74.0%**	**83.0%**
Non-Revenue Automobile	**50.0%**	**27.0%**	**26.0%**
Non-Revenue Truck or Other Rubber Tired	**0.00%**	**26.0%**	**38.0%**

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: 2023-T-46

Table 6: PTASP Measures

Measures	Fixed-Route 2026 Targets	Paratransit 2026 Targets
Total Major Events	**2**	**0**
Major Event Rate	**2.08**	**0**
Vehicular Collision Rate	**6.24**	**9.02**
Pedestrian Collision Rate	**1.04**	**0**
Transit Worker Fatality Rate	**0**	**0**
Transit Worker Injury Rate	**0**	**0**
Assaults on Transit Workers	**0**	**0**
Assault on Transit Workers Rate	**0**	**0**
Total Fatalities	**0**	**0**
Fatality Rate	**0**	**0**
Total Injuries	**2**	**1**
Injury Rate	**2.08**	**2.26**
System Reliability*	**34,350**	**443,362**

**System Reliability indicates the number of miles between major mechanical system failures*

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 2027-2031 TIP timeframe.

Table 7: SFY 2027-2031 Available Revenue (thousands of dollars)

	SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031
Federal – Highway	$5,065	$3,275	$1,309	$1,344	$1,380
Federal – Transit	$18,235	$3,402	$3,572	$3,750	$3,938
State	$376	$400	-	$315	-
Local	$3,160	$680	$130	$65	-
Total	**$26,836**	**$7,757**	**$5,011**	**$5,474**	**$5,318**

Table 8: SFY 2027-2031 Proposed Project Obligations (thousands of dollars)

	SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031
Federal – Highway	$4,724	$4,320*	$520	$1,520*	-
Federal – Transit	$18,235	$3,402	$3,572	$3,750	$3,938
State	$376	$400	-	$315	-
Local	$3,160	$680	$130	$65	-
Total	**$26,495**	**$8,802**	**$4,222**	**$5,651**	**$3,938**

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. Specifically, the Federal – Highway category in Table 8 has two years where Proposed Obligations exceed Available Revenues. In these two cases, Local Funds will be used to supplement the Federal Funding shortfall if the Federal Funds in reserves are not sufficient to cover the project costs.

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

Surface Transportation Block Grant (STBG)

Previously known as the Surface Transportation Program (STP), the Surface Transportation Block Grant (STBG) 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 $1,260,000 annually. Programming decisions regarding this funding are made through Policy Committee. Potential projects are prioritized using an established 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 $3,410,000 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 Regional Transportation Authority (RTA) region of Chicago. City of DeKalb Public Transit receives DOAP funds for the urban area. With an approximate average of $8,234,000 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 2027-2031 Programmed Highway Expenditures by Project Type (thousands of dollars)

	SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031
Bridge Replacement	$2,600	$2,500	-	-	-
Capacity Building	$960	-	-	-	-
Engineering	$1,000	-	-	-	-
Enhancement	$3,230	-	-	-	-
Land Acquisition	-	-	-	-	-
Reconstruction	-	$2,900	-	-	-
Resurfacing	$300	-	$650	$1,900	-
Maintenance	$80	-	-	-	-
Bicycle/Pedestrian	-	-	-	-	-
Total	**$8,170**	**$5,400**	**$650**	**$1,900**	**$0**

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 2027-2031 Programmed Public Transit Expenditures by Project Type (thousands of dollars)

	SFY 2027	SFY 2028	SFY 2029	SFY 2030	SFY 2031
Assistance	-	-	-	-	-
New Facility	$26,000	-	-	-	-
Operating Expenses	$14,414	$13,905	$14,500	-	-
Vehicle Acquisition	$7,196	-	-	-	-
Rolling Stock Refurbishment	$943	-	-	-	-
Support Equipment	-	-	-	-	-
Total	**$48,553**	**$13,905**	**$14,500**	**$0**	**$0**

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 2027. The 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 2027 5307 Program of Projects

TIP ID	Project Type	FTA 5307 Funds	State/Local/ Other Funds	Total Cost
2027-T-106	Operating Expenses	$2,514,463	$11,900,000	$14,414,463
2023-T-46	New Facility	$8,850,000	$17,150,000	$26,000,000
2026-T-117	Vehicle Acquisition	$6,116,619	$1,079,404	$7,196,023
2026-T-118	Rolling Stock Refurbishment	$754,213	$188,553	$942,766
	Total:	**$18,235,295**	**$30,317,957**	**$48,553,252**

APPENDIX A: HIGHWAY PROJECTS

FY 2027

City of Sycamore

TIP No	**2027-H-313**	**Total Cost:**	**$300,000**	**Source:**
Project Type:	Resurfacing	**Federal:**	$240,000	STP-U
Roadway Name:	Foxpointe Drive	**State:**	$0	0
Project Limits:	IL 23	**Local/Other:**	$60,000	Local
	to Hathaway Drive	**PM Targets:**	PM2	
Length (Miles):	0.31			
Description:	Resurfacing of Foxpointe Drive from IL 23 to Hathaway Drive.			

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.			

Illinois Department of Transportation

TIP No	**2026-H-298**	**Total Cost:**	**$1,250,000**	**Source:**
Project Type:	Bridge Replacement	**Federal:**	$1,000,000	HWY-INF-BFP-S
Roadway Name:	IL 64	**State:**	$250,000	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	**2025-H-310**	**Total Cost:**	**$80,000**	**Source:**
Project Type:	Maintenance	**Federal:**	$64,000	NHPP
Roadway Name:	IL 38	**State:**	$16,000	State Match
Project Limits:	Ogle County Line	**Local/Other:**	$0	-
	to John Huber Parkway (S)	**PM Targets:**	PM2	
Length (Miles):	8.8			
Description:	Crack and joint sealing on IL 38 from Ogle County Line to John Huber Parkway (S).			

FY 2028

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.			

City of DeKalb

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			

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.			

FY 2030

DeKalb County

TIP No	**2025-H-282**	**Total Cost:**	**$1,900,000**	**Source:**
Project Type:	Resurfacing	**Federal:**	$1,520,000	STP-U
Roadway Name:	Glidden Road	**State:**	$315,000	TARP
Project Limits:	Dresser Road	**Local/Other:**	$65,000	Local
to	IL 64	**PM Targets:**	PM1, PM2	
Length (Miles):	3.51			
Description:	Resurfacing of Glidden Road from Bethany Road to IL 64 to upgrade to a truck route.			

FY 2031

No projects

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:**	$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	**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.			

Illustrative Continued

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)			

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.			

City of Sycamore

TIP No	**2026-H-316**	**Total Cost:**	**$474,678**	**Source:**
Project Type:	Resurfacing	**Federal:**	$355,190	STP-U
Roadway Name:	Borden Avenue	**State:**	$0	-
Project Limits:	Foxpointe Drive	**Local/Other:**	$119,488	Local
to	Park Avenue	**PM Targets:**	PM2	
Length (Miles):	0.58			
Description:	Resurfacing of Borden Ave from Foxpointe Dr to Park Ave.			

Appendix B: Public Transit Projects

FY 2027

City of DeKalb Public Transit

TIP No	**2023-T-46**	**Total Cost:**	**$26,000,000**	**Source:**
Project Type:	New Facility	**Federal:**	$8,850,000	5307
Location	W Dresser Rd, DeKalb	**State:**	$17,150,000	Rebuild I & II
PM Targets:	TAM, PTASP	**Local/Other:**	$0	-
Grant ID:	CAP-19-1101, Rebuilt I & II, FTA 5307			
Description:	Design and Construction of a Transit Maintenance and Operations facility to house and maintain equipment, assets, and transit personnel. Submitting for Federal Funding in CY2026.			

TIP No	**2026-T-117**	**Total Cost:**	**$7,196,023**	**Source:**
Project Type:	Vehicle Acquisition	**Federal:**	$6,116,619	5307, 5339 (b) & 5339 (c)
Location	Agency-Wide	**State:**	$1,079,404	TDC
PM Targets:	TAM	**Local/Other:**	-	-
Grant ID:	5307, 5339 (b) Bus and Bus Facilities, 5339 (c) Low-No Program, State of Illinois Transportation Development Credits (TDC's)			
Description:	Fixed Route Fleet Purchase: up to three (3) 35-ft. Gilig Low-Floor Diesel buses and three (3) 35-ft. Gilig Low-Floor Hybrid Diesel Electric Buses			

TIP No	**2026-T-118**	**Total Cost:**	**$942,766**	**Source:**
Project Type:	Rolling Stock Refurbishment	**Federal:**	$754,213	5307
Location	Agency-Wide	**State:**	$188,553	TDC
PM Targets:	-	**Local/Other:**	-	-
Grant ID:	5307, State of Illinois Transportation Development Credits (TDC's)			
Description:	Refurbishment of up to 6 Fixed Route Fleet Vehicles to extend vehicle useful life.			

TIP No	**2027-T-106**	**Total Cost:**	**$14,414,463**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$2,514,463	5307
Location	Agency-Wide	**State:**	$9,900,000	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:**	**$13,904,850**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$3,402,260	5307
Location	Agency-Wide	**State:**	$8,502,590	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:**	**$14,500,093**	**Source:**
Project Type:	Operating Expenses	**Federal:**	$3,572,373	5307
Location	Agency-Wide	**State:**	$8,927,720	DOAP
PM Targets:	-	**Local/Other:**	$2,000,000	Local
Grant ID:	SFY29 DOAP, 2029 5307 Operating Assistance			
Description:	FY29 Transit operating assistance.			

FY 2030

No projects

FY 2031

No projects

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 vulnerable/neglected areas	Yes ☐	No ☐
Sponsorship by multiple agencies	Yes ☐	No ☐
Listed in the MTP, a local strategic plan or comprehensive plan	Yes ☐	No ☐
Has support based on public outreach or a public participation meeting	Yes ☐	No ☐
Sustainability / longevity of improvement	Yes ☐	No ☐
Anticipated economic benefits	Yes ☐	No ☐

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 (SRTS) instead of using the limited STP-U funds.

Transit Project Selection

All transit projects seeking federal funding shall be reviewed by City of DeKalb's Public Transit Division and forwarded to DSATS staff for inclusion in the TIP. The DSATS Transit Operations Committee (TOC) was removed from the bylaws in November 2023. 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: 5/6/2025

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, section 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 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) 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) 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 2026-01

RESOLUTION TO ADOPT DSATS SFY 2027-2031 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) 2027-2031 in cooperation with the Illinois Department of Transportation, local public transportation providers, and other local public agencies; and

WHEREAS, the draft DSATS SFY 2027-2031 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 2027-2031.

PASSED BY THE POLICY COMMITTEE of the DeKalb-Sycamore Area Transportation Study, at a regular meeting thereof held on the _____ day of _____, 2026.

ATTEST:

Derek Hiland, Policy Committee Chair

John Laskowski, 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
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IDOT	Illinois Department of Transportation
IIJA	Infrastructure Investment and Jobs Act
ISBP	Illinois Special Bridge Program
ITEP	Illinois Transportation Enhancement Program
MFT	Motor Fuel Tax
MTP	Metropolitan Transportation Plan
MPO	Metropolitan Planning Organization
NBI	National Bridge Inventory
NHPP	National Highway Performance Program
PC	Policy Committee
RTA	Regional Transportation Authority
SRTS	Safe Routes to School
STIC	Small Transit-Intensive Cities
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

Eco Fairness

Eco Fairness 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 prevented from participation in, be denied the benefits of, or be otherwise subjected to partiality 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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