

CHAPTER 7: FINANCIAL ANALYSIS

This chapter summarizes the financial analysis of potential transportation investments. Estimated revenue from existing and proposed funding sources is compared with estimated project costs of constructing, maintaining, and operating the total (existing and planned) transportation system to the year 2035.

BACKGROUND

Prior to ISTEA, TEA-21, and SAFETEA-LU, Long Range Transportation Plans often contained "wish lists" of projects that had very little chance of being constructed. The planning regulations of ISTEA, TEA-21, and SAFETEA-LU brought about a change that required MPOs to consider the financial implications of their planning efforts. To this end, the federal planning regulations put in place the requirement for financial constraint of these documents.

The LRTP must include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. (23 CFR 450.322)

Funding for DSATS transportation maintenance and improvement projects comes from a variety of Federal, State, local and private sources. The Federal government is the primary source of funding for transportation systems in the United States. These funds come from federally assessed user fees, fuel taxes, and landing fees. They are apportioned back to the states on a formula basis.

The primary source of revenue at the Federal and State levels includes motor fuel taxes, vehicle registration fees, special motor carrier fees, parking fees and toll fees. Finances at the county and municipal levels are primarily based on property taxes, sales taxes, and special assessments. The private sector, such as developers and business associations, often supports transportation projects through impact fees, right-of-way donations, and cost sharing.

Federal, State, local agencies and private developers have invested hundreds of millions of dollars in the DSATS transportation system over the past decades. In the late 1990's, programs such as TEA-21 and Illinois FIRST significantly increased Federal and State funding authorizations above previous levels. However, the cost of maintaining the existing transportation infrastructure is continually increasing as the facilities age. The challenge that DSATS faces in the future is to balance the maintenance of the existing transportation infrastructure while at the same time identifying adequate funding for the construction of new transportation facilities.

FUNDING PROGRAMS

Federal

SAFETEA-LU provided federal funding for transportation projects over four years (2005-2009). SAFETEA-LU expired at the end of September 2009, and was given a 1-year extension. The federal government is currently in the process of authoring a new transportation bill to take the place of SAFETEA-LU, and provide funding for future transportation infrastructure in the United

States. The details and funding sources for the new authorization are unknown at this time; therefore, all programs listed are programs available for SAFETEA-LU. Table 7-1 identifies the various Federal Highway, Transit, Rail, and Alternative Transportation grants available through SAFETEA-LU. Most programs identified provide 80% funding with a required 20% local match with a few other programs requiring anywhere between 50-100% federal funding.

Table 7-1. Federal Transportation Grants

Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
Alternative Transportation in Parks & Public Land	YES	-	-	YES	YES	YES	FTA-5320
Congestion in and around popular national parks, wildlife refuges, national forests, and other federal lands causes traffic delays and noise and air pollution that substantially detract from the visitor's experience and the protection of natural resources. http://www.fta.dot.gov/funding/grants/grants_financing_6106.html							
Bus & Bus Facility Grants	-	-	-	YES	-	YES	FTA – 5309 & 5318
The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities. http://www.fta.dot.gov/funding/grants/grants_financing_3557.html							
Capital Investment Grants – New Starts	NO	-	NO	YES	-	-	FTA - 5309
The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: New and replacement bus buses & facilities (Bus and Bus Related Facilities program http://www.fta.dot.gov/funding/grants/grants_financing_3557.html); Modernization of existing rail systems (Fixed Guideway Modernization program http://www.fta.dot.gov/funding/grants/grants_financing_3558.html), and; New fixed guideway systems (New Starts program and Small Starts). http://www.fta.dot.gov/funding/grants/grants_financing_3559.html							
Clean Fuels Formula Grants	-	-	NO	YES	-	YES	FTA - 5308
This program has a two-fold purpose. First, the program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). Second, the program supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies. http://www.fta.dot.gov/funding/grants/grants_financing_3560.html							
Congestion Mitigation/Air Quality Improvement Program	YES	-	YES	YES	-	YES	FHWA
The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions. Currently the DSATS area is under attainment and therefore not eligible for CMAQ funds. Projects can be funded up to 100% federal funding. http://www.kipda.org/Transportation/Funding_Programs/CMAQ.aspx							
Emergency Relief Program	-	YES	YES	-	-	-	FHWA
The emergency relief (ER) program provides funds for the repair or reconstruction of Federal-aid highways and roads on Federal lands, which have suffered serious damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause. http://www.fhwa.dot.gov/programadmin/erelief.cfm							
Highway Bridge Program	-	YES	-	-	-	-	FHWA
The Highway Bridge Replacement and Rehabilitation Program (HBRRP) provides funds to assist the States in their programs to replace or rehabilitate deficient highway bridges and to seismic retrofit bridges located on any public							

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Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
road. Funds are generally distributed to State DOTs and then distributed to urban and rural areas based on awards. Projects are usually funded on a 80% federal, 20% local mix. http://www.fhwa.dot.gov/bridge/hbrpp.htm							
Highway Safety Improvement Program	-	-	YES	-	-	-	FHWA
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005, established the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. Projects are usually funded on an 80% federal, 20% local mix. http://safety.fhwa.dot.gov/hsip/							
Highways for Life Pilot Program	-	-	YES	-	-	-	FHWA
A new discretionary program that provides funding to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction. http://www.fhwa.dot.gov/safetealu/factsheets/highways4life.htm							
Intelligent Transportation Systems	-	YES	YES	YES	YES	YES	FHWA/FTA
The ITS program provides for the research, development, and operational testing of Intelligent Transportation Systems (ITS) aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand. Proven technologies that are technically feasible and highly cost effective will be deployed nationwide as a component of the surface transportation systems of the United States. While this program provided funds during the TEA-21 years, this program has not been funded in recent years. http://www.its.dot.gov/index.htm							
Interstate Maintenance	-	YES	YES	-	-	-	FHWA
The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating, and reconstructing (4R) most routes on the Interstate System. http://www.fhwa.dot.gov/safetealu/factsheets/im.htm							
Interstate Oasis Program	-	-	YES	-	-	YES	FHWA
This program requires the Secretary to establish standards for designating certain facilities near the Interstate System offering services to travelers as "Interstate Oases." http://www.fhwa.dot.gov/safetealu/factsheets/iop.htm							
Job Access & Reverse Commute (JARC) Program	-	-	-	YES	YES	YES	FTA - 5316
The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services. http://www.fta.dot.gov/funding/grants/grants_financing_3550.html							
Metropolitan Planning	-	-	-	-	YES	-	FHWA / FTA-5303
The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decision in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. http://www.fhwa.dot.gov/safetealu/factsheets/mp.htm							

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Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
National Corridor Infrastructure Improvement Program	-	-	YES	-	-	-	FHWA
A discretionary program that provides funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. This program replaces TEA-21 section 1118, National Corridor Planning and Development program. http://www.fhwa.dot.gov/safetealu/factsheets/corridors.htm							
National Highway System	-	YES	YES	YES	-	YES	FHWA
This program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. http://www.fhwa.dot.gov/safetealu/factsheets/nhs.htm							
National Historic Covered Bridge Program	-	YES	-	-	-	-	FHWA
To provide for the rehabilitation, repair, or preservation of covered bridges that are listed or eligible for listing on the National Register of Historic Places. http://www.fhwa.dot.gov/safetealu/factsheets/histcovbridges.htm							
National Scenic Byways Program	YES	YES	YES	-	YES	YES	FHWA
The National Scenic Byways Program provides for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities as All-American Roads (AAR) or National Scenic Byways (NSB). The program also provides discretionary grants for scenic byway projects on an AAR, an NSB, or a State-designated scenic byway and for planning, designing, and developing State scenic byway programs. [1219]. http://www.fhwa.dot.gov/safetealu/factsheets/scenic.htm							
New Freedoms Program	-	-	-	YES	YES	YES	FTA - 5317
The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. http://www.fta.dot.gov/funding/grants/grants_financing_3549.html							
Projects of National & Regional Significance	YES	YES	YES	YES	YES	YES	FHWA
The Projects of National and Regional Significance program provides funding for high cost projects of national or regional importance. http://www.fhwa.dot.gov/safetealu/factsheets/natlregl.htm							
Rail & Fixed Guideway Modernization	-	-	-	YES	-	-	FTA-5309
The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: modernization of existing rail systems; new and replacement buses and facilities (http://www.fta.dot.gov/funding/grants/grants_financing_3557.html), new fixed guideway systems. http://www.fta.dot.gov/funding/grants/grants_financing_3558.html							
Railroad Rehabilitation Financing	-	YES	YES	-	-	YES	FRA
The Railroad Rehabilitation & Improvement Financing (RRIF) Program provides direct federal loans and loan guarantees to finance development of railroad infrastructure. http://www.fra.dot.gov/us/content/177							

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Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
Railway-Highway Crossings	-	-	YES	-	-	-	FHWA
To reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings. http://www.fhwa.dot.gov/safetealu/factsheets/railcrossings.htm							
Recreational Trails Program	YES	-	-	-	-	-	FHWA
The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. http://www.fhwa.dot.gov/safetealu/factsheets/rectrails.htm							
Rural and Small Urban Areas Formula Grants	-	-	-	YES	-	YES	FTA-5311
This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Eighty percent of the statutory formula is based on the non-urbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on non-urbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program. http://www.fta.dot.gov/funding/grants/grants_financing_3555.html							
Safe Routes to School Program	YES	-	YES	-	YES	YES	FHWA
The purpose of the Federal Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. http://safety.fhwa.dot.gov/saferoutes/							
Surface Transportation Program - State	YES	YES	YES	YES	YES	YES	FHWA
Surface Transportation Program - Urbanized	YES	YES	YES	YES	YES	YES	FHWA
The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. These funds are distributed between states, MPOs, and rural urban areas based on formula allocation. Projects are usually funded on a 80% federal, 20% local mix. http://http/www.fhwa.dot.gov/safetealu/factsheets/stp.htm							
TIGER II	-	-	-	YES	-	YES	FTA
DOT is authorized to award \$600 million in TIGER II Discretionary Grants pursuant to Title I (Department of Transportation) of the FY 2010 Appropriations Act (Pub. L. 111-117, Dec. 16, 2009). This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grant", program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"). Because of the similarity in program structure and objectives, DOT is referring to the grants for National Infrastructure Investments under the FY 2010 Appropriations Act as "TIGER II Discretionary Grants." As with the TIGER program, funds for the TIGER II program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region. http://www.dot.gov/recovery/ost/tigerii/							
TIGGER	-	-	-	YES	-	YES	FTA
Managed by FTA's Office of Research, Demonstration, and Innovation in coordination with the Office of Program Management and Regional Offices, the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Program works directly with public transit agencies to implement new strategies for reducing greenhouse gas emissions or reduce energy usage from their operations. These strategies can be implemented through operational or technological enhancements or innovations. http://www.fta.dot.gov/funding/grants/grants_financing_11424.html							

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Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
Transit Enhancements	YES	-	-	YES	-	YES	FTA
<p>The term “transit enhancement” means, with respect to any project or an area to be served by a project, projects that are designed to enhance public transportation service or use and that are physically or functionally related to transit facilities. Eligible projects are: historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities); bus shelters; landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights; public art; pedestrian access and walkways; bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles; transit connections to parks within the recipient's transit service area; signage; and enhanced access for persons with disabilities to public transportation.</p> <p>http://www.fta.dot.gov/documents/transit_enhancement_faqs-guidance_2-10-06_final_rev1.doc</p>							
Transportation for Elderly Person and Persons with Disabilities	-	-	-	YES	-	YES	FTA - 5310
<p>This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people. Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of Federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state. Projects are usually funded on a 80% federal, 20% local mix. http://www.fta.dot.gov/funding/grants/grants_financing_3556.html</p>							
Transportation, Community & System Preservation Program	YES	YES	YES	YES	YES	YES	FHWA
<p>The TCSP Program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. http://www.fhwa.dot.gov/safetealu/factsheets/tcsp.htm</p>							
Transportation Enhancement Program	YES	YES	YES	-	-	YES	FHWA
<p>Transportation enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. http://www.kipda.org/Transportation/Funding_Programs/Transportation_Enhancement.aspx</p>							
Urbanized Area Formula Grant	-	-	-	YES	-	-	FTA-5307
<p>The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. http://www.fta.dot.gov/funding/grants/grants_financing_3561.html</p>							
<p>SOURCE: FHWA (http://www.fhwa.dot.gov/) FTA (http://www.fta.dot.gov/) & FRA (http://www.fra.dot.gov/) websites.</p>							

State

The State of Illinois, through the Illinois Department of Transportation (IDOT), distributes funding from the federal transportation bill to the MPOs. The allocation for each MPO is based on urbanized area population. Most state funding allocated to projects in the urbanized area require at least a 20% local match from DSATS member agencies, private parties, or the State. The State also disperses its own transportation funding through IDOT for expansion and improvement projects; these funds also require a minimum 20% local match. In addition, IDOT receives funding from the State to maintain its highways.

The Illinois Department of Natural Resources (IDNR) is another state agency that provides grants for greenways and trails. Many local bike paths and trails have been funded in part by IDNR; a local match is required in order to receive funding. Table 7-2 provides a listing of the various state transportation grant programs available.

Table 7-2. Illinois Transportation Grants

Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/ Studies	Other	
Illinois Consolidated County Program	-	YES	YES	-	-	YES	IDOT
Provides funding to all counties excluding Cook based on MFT formula by combining three previous special county programs. http://www.dot.state.il.us/blr/Local Program Matrix.pdf							
Illinois County Engineer Salary Program	-	-	-	-	-	YES	IDOT
Aids counties in paying a reasonable professional salary for their county engineers by exchanging an equal amount of Federal Surface Transportation Program Rural (STR) funds for state funds. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf							
Illinois Downstate Operating Assistance Program (DOAP)	-	-	-	YES	-	-	IDOT-DPIT
The DOAP program provides Transit Operating Assistance grants to urbanized and rural areas outside the Chicago Metro region. This program currently provides funding for 65% of a transit providers operating costs. http://www.dot.state.il.us/dpit/index.html							
Illinois Economic Development Program	-	-	YES	-	-	YES	IDOT
The purpose of the Economic Development Program (EDP) is to provide state assistance in improving highway access to new or expanding industrial distribution or tourism developments. The intent is to make available state matching funds that will be a positive contribution in the location-selection process and to target those projects, which will expand the state's existing job base or create new employment opportunities. The focus of the program is on the retention and creation of primary jobs. Funding will be available to construct highway facilities that provide direct access to industrial, distribution, or tourism developments. The program is designed to assist in those situations where development of these types of facilities is imminent. Projects, which only improve opportunities for development or are speculative in nature, are not eligible for EDP funding. Projects providing access to retail establishments, office parks, government facilities, or school/universities are not eligible for EDP funding. http://www.dot.il.gov/edp/edp.html							
Illinois Grade Crossing Protection Program	-	YES	YES	-	-	YES	IDOT

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Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
Provides funding for safety improvements at rail / highway crossings. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf							
Illinois High Growth Cities Program	-	YES	YES	-	-	-	IDOT
Provides funding to municipalities over 5,000 population experiencing above normal growth. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf							
Illinois Highway Safety Improvement Program	-	YES	YES	-	-	-	IDOT
Illinois' HSIP is intended to be consistent with Federal Highway Administration's (FHWA) safety requirements. Those requirements are to produce a measurable and significant reduction in fatalities and serious injuries resulting from crashes on the highway system. The highway system includes all roadways under the jurisdiction of the Illinois Department of Transportation (IDOT) as well as those owned and maintained by local units of government. It includes at-grade highway-railway crossings. http://www.dot.state.il.us/illinoisSHSP/hsip.html							
Illinois Jurisdictional Transfer for Present Work Program	-	-	YES	-	-	YES	IDOT
Allows the state to transfer a highway to a local agency in return for state funds that are deposited in the local agency MFT account. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf							
Illinois Local Agency Federal Flexible Match Program	-	YES	YES	-	-	-	IDOT
In the current climate of limited local agency cash-flows, coupled with the passage of a new federal highway transportation bill, the Bureau of Local Roads and Streets (BLRS) is implementing a Local Agency Federal Flexible Match Program (FFM). The following benefits may be realized through the Federal Flexible Match Program: Acceleration of projects that receive donated resources; Allowing local agencies to reallocate funds that otherwise would have been used to meet Federal matching requirements; Promoting public-private partnerships by providing incentives to seek private donations. http://www.dot.state.il.us/blr/manuals/infocirculars/CL2007-03.pdf							
Illinois Matching Assistance Program	YES	YES	YES	YES	YES	YES	IDOT
Provides counties with funds to assist in matching federal dollars in areas that do not have sufficient tax base to provide adequate local funds. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf							
Illinois Motor Fuel Tax Program (MFT)	-	YES	YES	-	-	-	IDOT
Motor Fuel Tax provides funds for the purpose of improving, maintaining, repairing, and constructing highways. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf							
Illinois Park Access Road Program	-	YES	YES	-	-	YES	IDOT
Program for both internal and access road improvement projects to sites operated by IDNR or IHPA. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf							
Illinois Rail Freight Program (RFP)	-	YES	YES	-	-	YES	ICC
The Illinois Commerce Commission provides several Railroad Safety Programs including: <ul style="list-style-type: none"> ▪ Crossing and Collision Statistics in Illinois (http://www.icc.illinois.gov/railroad/crossingmap.aspx); ▪ Crossing Safety Improvement Program (http://www.icc.illinois.gov/railroad/CrossingSafetyImprovement.aspx); 							

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Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
<ul style="list-style-type: none"> ▪ Grade Crossing Search (http://www.icc.illinois.gov/railroad/search.aspx); ▪ Highway-Rail Grade Crossing Safety and Enforcement Manual (http://www.icc.illinois.gov/downloads/public/rr/021213manual.pdf); ▪ ICC Rail Brochure - Illinois Rail Crossing Safety Program (http://www.icc.illinois.gov/downloads/public/rr/Brochure-2008.pdf); ▪ Illinois Railroad Safety Fact Sheet – 2008 (http://www.icc.illinois.gov/downloads/public/rr/RRSafetyFactSheet2008.pdf); ▪ Pedestrian Safety at Rail Grade Crossing in Northeastern Illinois (http://www.icc.illinois.gov/downloads/public/rr/Pedestrian_Safety_at_Rail_Grade_Crossings_in_Northeastern_Illinois.pdf); ▪ Illinois Operation Lifesaver (http://www.icc.illinois.gov/ILOL/); ▪ Illinois Operation Lifesaver Newsletter (http://www.icc.illinois.gov/ILOL/ILOLNewsletter.aspx); ▪ Inspections Program (http://www.icc.illinois.gov/railroad/InspectionsProgram.aspx); ▪ PEERS (http://www.icc.illinois.gov/railroad/PEERS.aspx); ▪ RFP Website: http://www.dot.il.gov/rfp.html 							
Illinois Rail Freight Program (RFP)	-	YES	YES	-	-	YES	IDOT
<p>The purpose of the RFP is to provide capital assistance to communities, railroads, and shippers to preserve and improve rail freight service in Illinois. The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development. http://www.dot.il.gov/rfp.html</p>							
Illinois Safe Routes to School Program (SRTS)	YES	YES	-	-	-	YES	IDOT
<p>The Illinois Safe Routes To School (SRTS) Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. For more information on the program and its components, please view the links on the left side of the page. http://www.dot.il.gov/saferoutes/saferouteshome.aspx</p>							
Illinois Toll Credits Program	YES	-	-	YES	YES	YES	IDOT
<p>The Toll Credits Program allows local agencies to leverage Illinois Toll Credits as the local match for Federal Grant Programs. The Toll Credits Program does not provide actual local match funds, rather by leveraging the credits; a local match for a grant does not have to be provided.</p>							
Illinois Township Bridge Program (TBP)	-	YES	-	-	-	-	IDOT
<p>Township Bridge Program provides funds for the use of road districts for the construction of bridges 20 feet or more in length. http://www.dot.state.il.us/blr/Local%20Program%20Matrix.pdf</p>							
Illinois Trails Grant Programs	YES	-	-	-	-	YES	IDNR
<p>The Illinois Department of Natural Resources (IDNR) administers five (5) grant programs that can provide funding assistance to acquire, develop and, in some cases, maintain trails for a variety of public recreation uses. These programs can also restore areas damaged by unauthorized trail use activity. (http://dnr.state.il.us/ocd/newtrail2.htm) The programs are:</p> <ul style="list-style-type: none"> ▪ Bike Path Program: (http://dnr.state.il.us/ocd/newbike2.htm) ▪ Local Government Snowmobile Program: (http://dnr.state.il.us/ocd/newsnow2.htm) ▪ Snowmobile Trail Establishment Fund (STEF) Program: (http://dnr.state.il.us/ocd/newstef2.htm) ▪ Off-Highway Vehicle (OHV) Program: (http://dnr.state.il.us/ocd/newohv2.htm) ▪ Federal Recreational Trails Program (RTP): (http://dnr.state.il.us/ocd/newrtp2.htm) 							

Program Name	Project Type						Funding Source
	Bike/Ped	Bridge	Highway, Road and/or Intersection	Transit	Planning/Studies	Other	
Illinois Transportation Enhancement Program (ITEP)	YES	-	-	YES	YES	YES	IDOT
ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify as one of the 12 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding. http://www.dot.state.il.us/opp/itep.html							
Illinois Truck Access Route Program (TARP)	-	-	YES	-	-	YES	IDOT
The purpose of the TARP is to help local government agencies upgrade roads to accommodate 80,000-pound trucks. The routes are to provide access to points of loading and unloading and to facilities for food, fuel, and truck repair and driver rest. Projects must connect to a truck route and end at another truck route or truck generator. http://www.dot.il.gov/tarp.html							
SOURCE: Illinois DOT (http://www.dot.state.il.us/) and DNR (http://dnr.state.il.us/) websites							

Local

Transportation projects receive local funding through municipal and county budgets, public transit fares, local park districts (for greenways and trails projects), Northern Illinois University, and private donations.

The basis of local funding of transportation projects in the local municipalities and DeKalb County is primarily through Federal and State allocations and block grants. Additional revenues come from property taxes, sales taxes, special assessments, and special tax districts. General funds for roadway maintenance may be obligated from the general property tax proceeds for transportation purposes. While this represents a funding source, the trend in local government is to use general fund property tax proceeds for operation and maintenance of general government. Additional funding includes:

Bonds – Transportation projects may be financed utilizing bonded indebtedness. This method allows a unit of government to raise capital through the sale of public bonds to be repaid with interest be either general property tax receipts, motor fuel tax, or revenue from the project upon completion.

Tax Increment Financing (TIF) – The TIF technique captures all increases in property tax resulting from improvements to a property until such time as allowable project expenses have been paid. Proposed improvements and planned expenditures are defined in a plan and must meet eligibility requirements under the enabling legislation. City government defines the district and program in consultation with units of local government impacted by the proposed district.

Capital Improvement Program (CIP) – Funding for near-term (one to five years) transportation projects are identified in the State’s multi-year program, a municipality’s Capital Improvement Program (CIP) and DeKalb County’s CIP. Estimates of near-term transportation funding are based on appropriated levels of federal funding, cash flows of state funding sources, and city and county bonding programs and general revenue sources.

Private Sector Funding Sources

As a community grows, vacant land or farmland is often converted to urban uses. As part of that growth, land developers pay the cost of infrastructure development including streets. Particularly as it relates to commercial development and industrial development, developers pay a large share of arterial and collector street widening, enhancement, or rehabilitation. The continued enforcement and management of growth through subdivision code administration minimizes the cost to the community.

When developing major roadways, units of local government may negotiate with private interests to share in the development costs of arterial or collector streets that provide direct benefit to private interests. The amount of money available using this technique is limited only by the degree of commitment from the private sector and the willingness of the private sector to share in those costs. Impact fees are costs assigned to new development for the maintenance of existing facilities. Developers pay these fees with costs generally passed on to the eventual owners of the property.

Under Illinois law, Special Service Taxing Districts may be established for the purpose of construction and financing public improvements within a defined service area. Projects that could be considered under this financing method could include street lighting, street construction or rehabilitation, and sidewalk construction.

A Special Assessment District is established under Illinois law for the purpose of financing and providing certain public facilities. A special assessment district is established through a judicial process that attempts to fairly allocate costs between private and public interests. It has been the practice of the city to utilize special assessment districts for utility projects and not transportation projects.

General Notes Regarding Funding

It is current and common practice for federal, state, and local transportation dollars to be largely dedicated to the operations and maintenance (O&M) of the existing transportation network. It is a costly endeavor to keep the existing system in “good” operational standing, devoid of major cracks, chips, potholes, and ruts. Large amounts of transportation funding are allocated to resurfacing and reconstruction projects on existing roadways. Current federal and state projections conclude that very few transportation system expansion projects will be possible without a significant increase in transportation funding. Funding for the maintenance of the existing transportation network is often undercut, leading to poor pavement conditions, unsafe roadways, and faulty structures.

One significant issue with transportation network expansion projects is that expansion creates new roadways, which over time need to be resurfaced or reconstructed, similar to the existing transportation network. As the overall network expands so must the budget for O&M. This issue creates concerns for efficient and proper management of the asset that is the transportation network. In order to effectively choose which roadways are resurfaced or upgraded, it is important to look at specific life cycle costs for each proposed transportation project. Life cycle cost refers to looking at multiple design solutions for a transportation improvement project and weighing the benefits of each solution against the proposed costs to find the most effective way of spending taxpayer dollars. Utilizing asset management practices such as life cycle cost analyses will help with the strategic planning of the right improvements at the right time to maximize transportation funding resources.

ROADWAYS

The following section outline the estimated roadway improvement costs by project and compares the total against estimated funding levels.

Roadway Improvement Costs

For the 2035 LRTP, DSATS, and member organization staffs identified all anticipated projects from 2011 to 2035. The appendix includes *Table A-1: DSATS 2035 LRTP Highway Projects Listing*, which shows all anticipated roadway projects in the DSATS area out to 2035 and beyond. The projects are separated into three Tiers:

1. **Tier 1:** Projects from 2011 to 2015, which have been approved, are identified on the current TIP, and are fiscally constrained.
2. **Tier 2:** Projects from 2016 to 2035 are projects that are anticipated to be completed; however, many of these projects do not have guaranteed funding sources. These projects are fiscally constrained as they will only be implemented if federal and state funding resources become available, but if those sources do not become available, the projects will not be implemented or will be funded locally.
3. **Tier 3:** Large Scale capacity building projects not anticipated to be implemented before 2035. These are large scale projects needed to build capacity should the region see significant population growth. These projects will require significant funding, are likely to create significant public reaction to the projects, and will most likely require significant environmental review. While these projects need to be considered and identified for planning purposes, their implementation in the next twenty to thirty years is far from certain.

The appendix also includes *Table A-2: DeKalb County 2035 Rural Highway Projects Listing* for informational purposes only. This is a listing of anticipated projects in Rural DeKalb County out to 2035. Project costs were developed by member organization engineers and reviewed by Baxter & Woodman for accuracy. Once the 2010 project costs were identified, the future value of the project was computed out to the year the project is expected to be implemented, assuming a fixed annual inflation rate of 4%. The fiscal year that a project will be implemented is only a rough estimate, and could be moved forwards or backwards depending on the availability of funding and other factors. In addition, since specific details regarding design, engineering, and construction are often not available, the estimated costs represent a very general planning level cost estimate. As projects proceed to the detailed planning and engineering phases, resulting in more accurate estimates, the project cost estimates contained in this LRTP should be updated.

Roadway Improvement Categories

Federal transportation legislation from ISTEA to SAFETEA-LU puts a much greater emphasis on ensuring that the existing roadway network is in good repair, prior to dedicating substantial resources to capacity expansion projects. The committed improvement project costs listed above were summed according to the categories listed in Table 7-3.

Projects that involve the construction of new roadways or bridges were identified as New Roadways / Bridges. Projects that add lanes to existing roadways were identified as Roadway Capacity Building. Projects such as resurfacing, shoulder, and sidewalk improvements, and existing bridge replacement or rehabilitation were identified as Roadway / Bridge Maintenance. Projects such as adding traffic signals, adding or lengthening turn lanes were categorized as

Transportation System Management (TSM) improvement projects. Right-of-Way acquisition was categorized separately given that the purpose of the land acquisition could be for maintenance, TSM Improvement, or Capacity Improvement.

Of the scheduled projects identified as Tier 1 projects, which are part of the DSATS FY11-15 TIP, around 65% of almost \$66.3 million in transportation is for either roadway maintenance or TSM projects. In the extended years, the focus of this plan is on new roadways and capacity building.

Table 7-3. Roadway Improvement Categories

L RTP Phase ID	Fiscal Year	New Roadways / Bridges	Roadway Capacity Building	Roadway / Bridge Maintenance	Transportation System Management	Right-of-Way Acquisition	Grand Total
Tier 1	2010			\$1,062,560	\$994,000		\$2,056,560
	2011	\$10,400,000	\$2,100,000	\$2,715,500	\$10,493,500		\$25,709,000
	2012	\$700,000		\$11,619,750	\$5,776,930	\$100,000	\$18,196,680
	2013	\$300,000	\$6,400,000	\$3,150,000	\$6,200,000		\$16,050,000
	2014		\$1,500,000			\$10,000	\$1,510,000
	2015	\$925,000		\$450,000	\$1,000,000	\$400,745	\$2,775,745
	<i>Total</i>	\$12,325,000	\$10,000,000	\$18,997,810	\$24,464,430	\$510,745	\$66,297,985
	<i>% of Total</i>	18.6%	15.1%	28.7%	36.9%	0.8%	100.0%
Tier 2	2016-20		\$11,041,194	\$4,900,000	\$3,000,000		\$18,941,194
	2021-25		\$4,645,978	\$500,000			\$5,145,978
	2026-30	\$9,938,000	\$4,513,272	\$0	\$5,400,000		\$19,851,272
	2031-35	\$26,009,000		\$1,000,000			\$27,009,000
	<i>Total</i>	\$35,947,000	\$20,200,444	\$6,400,000	\$8,400,000	\$0	\$70,947,444
	<i>% of Total</i>	50.7%	28.5%	9.0%	11.8%	0.0%	100.0%
Tier 3	2036 & Beyond	\$147,350,200	\$26,424,934		\$69,420,036		\$243,195,170
	<i>% of Total</i>	60.6%	10.9%	0.0%	28.5%	0.0%	100.0%
Grand Total		\$195,622,200	\$56,625,378	\$25,397,810	\$102,284,466	\$510,745	\$380,440,599
		51.4%	14.9%	6.7%	26.9%	0.1%	100.0%

*Project costs are based on 2010 Estimated Costs for comparison values

Projected Revenues

Projected revenues, or funding forecasts, were developed to estimate the amount of transportation funding that could be anticipated to go toward transportation improvements over the next 25 years. Because DSATS is a relatively new MPO, there is not substantial historical data from which to draw from. However, DSATS allocation of Federal Surface Transportation Program (STP) funding is currently set at \$487,868 annually. In order to ensure sufficient funding for projects programmed on the TIP, the annual STU allocation is projected at the current year allocation with no annual inflation increase. Table 7-4 lists projects that have been identified to receive STP funds through the year 2015. Table 7-5 identifies the anticipated future STU grant revenues and associated State/Local match from 2016 to 2035.

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Table 7-4. DSATS Federal STU Program Commitments (2011-15)

FY11-15 Highway DSATS TIP: Surface Transportation Program - Urban (STU) Current Committed Projects in the DeKalb-Sycamore Area									
Jurisdiction / TIP #	Fiscal Year	Activity	Total Project Cost	\$ STP - U			\$ Other Sources		
				STU Expenditure	Annual Allocation	Balance (after project)	Local Source	State Source	Federal (non-STU) Source
STU Program Balance			\$ -	\$ -	\$ -	\$ 1,625,000.00			
City of DeKalb 9	2011	Peace Rd Widening: Pleasant St. to 1,200 feet south of IL-38	\$ 2,100,000.00	\$ 1,680,000.00	\$487,868.30	\$ 432,868.30	\$ 420,000 MFT	\$ -	\$ -
City of DeKalb	2012	No Project	\$ -	\$ -	\$487,868.30	\$ 920,736.60	\$ -	\$ -	\$ -
City of DeKalb 19	2013	LAPP Resurfacing of N. First St. from Hillcrest Dr. to Ridge Dr.	\$ 450,000.00	\$ 360,000.00	\$487,868.30	\$ 1,048,604.90	\$ 90,000 MFT	\$ -	\$ -
City of DeKalb 11	2014	Bethany Road Scope: Widen N. 1st to Meadow Tr. W.	\$ 1,500,000.00	\$ 1,200,000.00	\$487,868.30	\$ 336,473.20	\$ 300,000 MFT	\$ -	\$ -
City of DeKalb	2015	No Project	\$ -	\$ -	\$487,868.30	\$ 824,341.50	\$ -	\$ -	\$ -

Under the guidance of the Intermodal Surface Transportation Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) and SAFE TEA-LU, the Transportation Improvement Program must demonstrate that DSATS has sufficient STP-URBAN funds for programmed projects. The information in the TIP is based upon a \$487,868 STU annual allocation (FY11 and beyond). Based upon the projected funds allocation, there will be sufficient funds to implement the stated projects.

Table 7-5. DSATS 2016-2035 Projected Federal STU Grant Revenues

Fiscal Year	Activity	\$ STP - U		\$ State/Local Match	
		Annual Allocation (anticipated 4% annual increase)	Anticipated Balance	Anticipated State/Local Match	State/Local Match Contribution Balance
	STU 2015 Program Balance		\$ 824,342		\$ 206,085
2016	Actual funded projects in outlying years have not been identified. When the TIP is updated each year, the DSATS Technical Advisory Committee reviews the list of projects eligible for Federal STU funding and makes recommendations to the Policy Committee on which project(s) should be funded next.	\$ 507,383	\$ 1,331,725	\$ 126,846	\$ 332,931
2017		\$ 527,678	\$ 1,859,403	\$ 131,920	\$ 464,851
2018		\$ 548,785	\$ 2,408,188	\$ 137,196	\$ 602,047
2019		\$ 570,737	\$ 2,978,925	\$ 142,684	\$ 744,731
2020		\$ 593,566	\$ 3,572,492	\$ 148,392	\$ 893,123
2021		\$ 617,309	\$ 4,189,801	\$ 154,327	\$ 1,047,450
2022		\$ 642,001	\$ 4,831,802	\$ 160,500	\$ 1,207,951
2023		\$ 667,681	\$ 5,499,484	\$ 166,920	\$ 1,374,871
2024		\$ 694,389	\$ 6,193,872	\$ 173,597	\$ 1,548,468
2025		\$ 722,164	\$ 6,916,037	\$ 180,541	\$ 1,729,009
2026		\$ 751,051	\$ 7,667,087	\$ 187,763	\$ 1,916,772
2027		\$ 781,093	\$ 8,448,180	\$ 195,273	\$ 2,112,045
2028		\$ 812,337	\$ 9,260,517	\$ 203,084	\$ 2,315,129
2029		\$ 844,830	\$ 10,105,347	\$ 211,208	\$ 2,526,337
2030		\$ 878,623	\$ 10,983,970	\$ 219,656	\$ 2,745,993
2031		\$ 913,768	\$ 11,897,738	\$ 228,442	\$ 2,974,435
2032		\$ 950,319	\$ 12,848,057	\$ 237,580	\$ 3,212,014
2033	\$ 988,332	\$ 13,836,389	\$ 247,083	\$ 3,459,097	
2034	\$ 1,027,865	\$ 14,864,254	\$ 256,966	\$ 3,716,063	
2035	\$ 1,068,980	\$ 15,933,233	\$ 267,245	\$ 3,983,308	

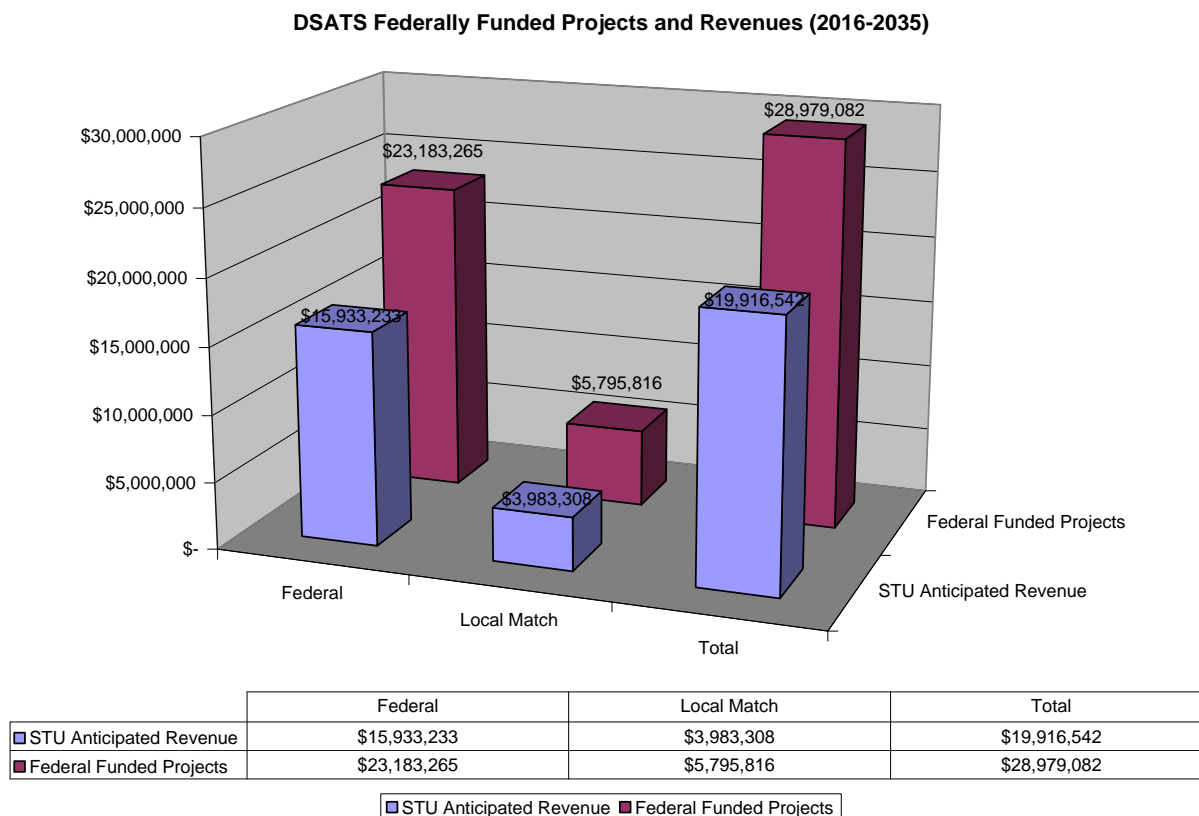
As it is unknown when a new transportation act will be enacted to replace SAFETEA-LU, it is difficult to forecast future federal funding revenues. SAFETEA-LU regulations require that anticipated project expenses and program revenues be based on the future inflationary value, rather than current costs. In order to calculate the future value of project expenses and program revenues, DSATS, under guidance from FHWA and IDOT anticipates an annual inflation rate of 4%. As the inflation is based on the previous year's values and not the 2010 values, the further out in years that a project is expected to occur, the greater the inaccuracy of the future value is expected to be. While the actual inflation rate in future years may be significantly different from the figures provided here, by assuming there will be a certain amount of inflation each year, a more accurate picture of funding and expenses required can be developed.

Figure 7-1 shows the anticipated cost of projects seeking federal funding and the anticipated Urban Surface Transportation grant funding from 2016 to 2035. During this period, there is \$28,979,082 in identified federally funded projects seeking \$23,183,265 in federal funds



including STU funds, with \$5,795,816 required in local and state matches. During the same period, there is an anticipated \$15,933,233 in Federal STU funds, with \$3,983,308 required in local matching funds for a total of \$19,916,541. During the next 25 years, it is anticipated that \$19.9 million (69%) in transportation projects will be funded with Federal Urban Surface Transportation funds, and \$9.1 million will require funding from other federal funding sources.

Figure 7-1. DSATS Federally Funded Projects and Revenues (2016-2035)



TRANSIT OPERATIONS

In Fiscal Year 2009, the operating costs for the TransVAC service was approximately \$3.15 million. The Downstate Operating Assistance Program (DOAP) funded by IDOT provided approximately \$1.95 million, with approximately \$1.2 million in locally provided assistance. The appendix includes *Table A-3: DSATS 2035 LRTP Transit Projects Listing*, which shows the anticipated capital projects and revenue funding for 2011 to 2035.

Table 7-6. Public Transit Capital and Operating Assistance for Transit Services (2011-35)

TIP Project #	Brief Project Description	TIP Year	Capital			Operating Expenses			Total*
			5307 Grant*	DOAP Grant*	Local Match*	DOAP Grant*	Local Match*	Local Match*	
4,9,10,11,12,13,25,26,27,28,29,30,32,33	FTA 5307 Grant allocations for 2005-2011 and 2011 DOAP Allocation	2011	\$ 4,438,657	\$ 2,422,400	\$ 1,304,369	\$ 8,165,426			\$ 8,165,426
14	FY12 Transit 5307 & DOAP Allocation	2012	\$ 932,067	\$ 2,519,296	\$ 1,356,544	\$ 4,807,907			\$ 4,807,907
15	FY13 Transit 5307 & DOAP Allocation	2013	\$ 969,349	\$ 2,620,068	\$ 1,410,806	\$ 5,000,223			\$ 5,000,223
31	FY14 Transit 5307 & DOAP Allocation	2014	\$ 1,008,123	\$ 2,724,871	\$ 1,467,238	\$ 5,200,232			\$ 5,200,232
34	FY15 Transit 5307 & DOAP Allocation	2015	\$ 1,048,448	\$ 2,833,865	\$ 1,525,928	\$ 5,408,241			\$ 5,408,241
36	FY16 Transit 5307 & DOAP Allocation	2016	\$ 1,090,386	\$ 2,947,220	\$ 1,586,965	\$ 5,624,571			\$ 5,624,571
38	FY17 Transit 5307 & DOAP Allocation	2017	\$ 1,134,002	\$ 3,065,109	\$ 1,650,443	\$ 5,849,554			\$ 5,849,554
39	FY18 Transit 5307 & DOAP Allocation	2018	\$ 1,179,362	\$ 3,187,713	\$ 1,716,461	\$ 6,083,536			\$ 6,083,536
40	FY19 Transit 5307 & DOAP Allocation	2019	\$ 1,226,536	\$ 3,315,222	\$ 1,785,119	\$ 6,326,877			\$ 6,326,877
41	FY20 Transit 5307 & DOAP Allocation	2020	\$ 1,275,598	\$ 3,447,831	\$ 1,856,524	\$ 6,579,952			\$ 6,579,952
42	FY21 Transit 5307 & DOAP Allocation	2021	\$ 1,326,622	\$ 3,585,744	\$ 1,930,785	\$ 6,843,150			\$ 6,843,150
43	FY22 Transit 5307 & DOAP Allocation	2022	\$ 1,379,686	\$ 3,729,174	\$ 2,008,017	\$ 7,116,876			\$ 7,116,876
44	FY23 Transit 5307 & DOAP Allocation	2023	\$ 1,434,874	\$ 3,878,340	\$ 2,088,337	\$ 7,401,552			\$ 7,401,552
45	FY24 Transit 5307 & DOAP Allocation	2024	\$ 1,492,269	\$ 4,033,474	\$ 2,171,871	\$ 7,697,614			\$ 7,697,614
46	FY25 Transit 5307 & DOAP Allocation	2025	\$ 1,551,960	\$ 4,194,813	\$ 2,258,745	\$ 8,005,518			\$ 8,005,518
47	FY26 Transit 5307 & DOAP Allocation	2026	\$ 1,614,038	\$ 4,362,606	\$ 2,349,095	\$ 8,325,739			\$ 8,325,739
48	FY27 Transit 5307 & DOAP Allocation	2027	\$ 1,678,600	\$ 4,537,110	\$ 2,443,059	\$ 8,658,768			\$ 8,658,768
49	FY28 Transit 5307 & DOAP Allocation	2028	\$ 1,745,743	\$ 4,718,594	\$ 2,540,781	\$ 9,005,119			\$ 9,005,119
50	FY29 Transit 5307 & DOAP Allocation	2029	\$ 1,815,573	\$ 4,907,338	\$ 2,642,413	\$ 9,365,324			\$ 9,365,324
51	FY30 Transit 5307 & DOAP Allocation	2030	\$ 1,888,196	\$ 5,103,631	\$ 2,748,109	\$ 9,739,937			\$ 9,739,937
52	FY31 Transit 5307 & DOAP Allocation	2031	\$ 1,963,724	\$ 5,307,777	\$ 2,858,034	\$ 10,129,534			\$ 10,129,534
53	FY32 Transit 5307 & DOAP Allocation	2032	\$ 2,042,273	\$ 5,520,088	\$ 2,972,355	\$ 10,534,716			\$ 10,534,716
54	FY33 Transit 5307 & DOAP Allocation	2033	\$ 2,123,964	\$ 5,740,891	\$ 3,091,249	\$ 10,956,104			\$ 10,956,104
55	FY34 Transit 5307 & DOAP Allocation	2034	\$ 2,208,922	\$ 5,970,527	\$ 3,214,899	\$ 11,394,348			\$ 11,394,348
56	FY35 Transit 5307 & DOAP Allocation	2035	\$ 2,297,279	\$ 6,209,348	\$ 3,343,495	\$ 11,850,122			\$ 11,850,122

*Values are calculated on an expected 4% annual inflation rate.

Table 7-6 above, shows the anticipated FTA 5307 Capital allocations, and State of Illinois Downstate Operating Assistance Program funding from 2011-2035. The identified transit revenues/expenses assume the continuation of the federal and state grant programs designed to support public transit. The costs identified here also do not anticipate expansion of services in the future, which are being identified in the Transit Study currently being performed.

Local funding is provided from a wide variety of sources, including the Cities of DeKalb and Sycamore, surrounding townships, and various public and private agencies and foundations. Federal guidelines assume a simple straight-line increase of 4% per year for the Capital funding for the foreseeable future. DOAP operating assistance funding is also anticipated at a straight-line 4% yearly increase, which would pay for 65% of transit operating expenses, up to the total indicated in Table 7-6. It is expected that local sources shall cover the other 35% and any additional expenses not covered by the DOAP grant.

Transit Funding Sources

Table 7-1 and Table 7-2 above; identify all the various federal and state grant programs available to fund transportation. Those grants provided by the FTA and IDOT-DPIT are available for the provision of public transit in the region.

Federal Funding - Capital funds to support VAC operations in the DeKalb metropolitan area are mainly obtained from the FTA 5307 Urbanized Area Formula Program. Each year, all urbanized areas within the US are apportioned a certain amount of federal funds for capital purchases and operational costs for urban areas below 200,000 based upon an allocation formula. As VAC also serves the rural DeKalb County area, the state also provides FTA 5311 Rural and Small Urban Area Program funds for the services in rural areas and 5310 Elderly and Persons with

Disabilities Program. As DSATS only serves the metropolitan area, the rural operations of VAC are not tracked in this plan. In addition to these funding grants, DSATS receives FTA 5303 Metropolitan & Statewide Planning grant funds for the operation of the MPO. Other federal grants available on a competitive application basis are the FTA 5316 Job Access and Reverse Commute (JARC) Program, which can be used to support programs to get lower income residents to work places, and FTA 5317 New Freedom Program to increase handicap access to transit.

State Funding - The Downstate Operating Assistance Program provides reimbursements to transit operators for a percentage of their public transit operating expenses. Eligible participants are defined by the Downstate Public Transportation Act. 65% of the transit operating expenses are eligible for reimbursement up to an amount authorized within a participant's yearly contract.

Flexible Funds for Highway and Transit Flexible Funding - Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. This provision was first included in ISTEA and was continued with SAFETEA-LU. The idea of flexible funds is that a local area can choose to use certain Federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include FHWA STP funds, Congestion Mitigation, Air Quality Improvement Program (CMAQ), and Federal Transit Administration (FTA) Urban Formula Funds.

Since the enactment of ISTEA, FHWA funds transferred to the FTA have provided a substantial new source of funds for transit projects. When FHWA funds are transferred to FTA, they can be used for a variety of transit improvements such as new fixed guideway projects, bus purchases, construction and rehabilitation of rail stations, maintenance facility construction and renovations, alternatively-fueled bus purchases, bus transfer facilities, multimodal transportation centers, and advanced technology fare collection systems

The STP provides the greatest flexibility in the use of funds. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

The National Highway System (NHS) provides funding for a wide range of transportation activities. Eligible transit projects under the NHS program include fringe and corridor parking facilities, bicycle and pedestrian facilities, carpool and vanpool projects, and public transportation facilities in NHS corridors, where they would be cost effective and improve the level of service on a particular NHS limited access facility.

BICYCLE FACILITIES

The bicycle element of the DSATS LRTP looks to expand the bicycle network within the MPA by constructing new facilities to connect with existing facilities. A number of potential trail connections within the MPA have been identified in this plan, but cost estimates for these improvements have not been calculated.

Bicycle Funding Sources

Illinois Transportation Enhancement Program (ITEP) – SAFETEA-LU requires states to set aside ten percent of their Surface Transportation Program funds for projects that serve to enhance the transportation system. The enhancement program allows transportation projects to include alternative transportation modes, including bicycles. The goal of the ITEP is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. Under ITEP, the IDOT works jointly with other state agencies, local governments, interest groups, and citizens in enhancing the transportation system and building more livable communities.

According to IDOT, project submissions for ITEP funding will be accepted through mid-2010 via a new online application process. Future funding commitments are unknown at this time due to a lack of new federal transportation legislation. Transportation Enhancement funds have been a major funding source for bicycle projects in the past, as nearly half of its dollars in Illinois went to bicycle and pedestrian improvements.

Illinois Bicycle Path Grant Program - The Illinois Bicycle Path Grant Program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Project applications are limited to land acquisition or trail development along a single trail corridor. Bicycle routes sharing existing roadway surfaces are not eligible for funding consideration under this program. Agencies eligible for assistance under this program are any unit of local government with statutory authority to provide lands for public bicycle path purposes. This includes, but is not limited to; counties, townships, municipalities, park districts, conservation districts, and forest preserve districts. Federally funded projects only in Phase I or Phase II engineering are not eligible for Bicycle Path funding consideration.

The Bicycle Path grant program provides up to a maximum of 50% funding assistance on approved local project costs. The maximum grant assistance for construction projects is limited to \$200,000 per annual request. There is no maximum grant amount limit for acquisition projects other than the established annual state appropriation level for the program.

Recreational Trails Program (RTP) - The Federal RTP was created through the National Recreational Trail Fund Act (NRTFA) enacted as part of the ISTEA and re-authorized by SAFETEA-LU. The RTP provides funding assistance for acquisition, development, rehabilitation, and maintenance of both motorized and non-motorized recreation trails. By law, 30% of RTP funding allocated to each state must be earmarked for motorized trail projects, 30% for non-motorized trail projects, and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either.

In Illinois, RTP funds are administered by the DNR in cooperation with IDOT and FHWA. The Illinois Greenways & Trails Council serves as the official “state trails advisory board” as required by NRTFA. Eligible applicants include federal, state, and local government agencies and not-for-profit organizations. The RTP program can provide “up to 80%” federal funding on approved projects and requires a minimum 20% non-federal funding match. Eligible projects include:

- Trail construction and rehabilitation;
- Restoration of areas adjacent to trails damaged by unauthorized trail uses;
- Construction of trail-related support facilities and amenities such as trail head parking, restrooms, rest areas, signage, etc.; and

- Acquisition from willing sellers of trail corridors through easements or fee simple title.

Community Development Block Grant (CDBG) Funds - CDBG funds are allocated to metropolitan areas by the Federal government on a formula basis. These funds must be used to principally benefit low and moderate-income persons and must be an eligible activity as defined by program regulations.

Other Grants - Other grants to assist in motorized recreational trails include the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, and the Off-Highway Vehicle (OHV) Recreation Trails Program. Additional information on these programs is available from IDOT.

RAIL

Rail improvements are generally the responsibility of the individual rail companies that operate the respective rail lines through the area. Rail operations, as they relate to the roadway network, generally focus on the maintenance of existing at-grade rail crossings. In some cases, a particular at-grade rail crossing may warrant improved traffic control devices or possibly a grade separated facility. Table 9-4 summarizes the proposed rail recommendations and policies for consideration within the MPA.

Table 9-4. Proposed Rail Recommendations / Policies

Issue Proposed Recommendations / Policies	
1. At-Grade Crossings	a) Monitor at-grade rail crossings to provide a high level of safety and mobility for motorists, bicyclists, and pedestrians. Identify high priority crossings that could be considered for improved traffic control devices and potential grade separated facilities. b) Continue routine maintenance and upkeep of the existing rail infrastructure.
2. Intermodal Connections	c) Identify and preserve abandoned rail corridors that could be used for potential bicycle and/or multi-use trails. Investigate feasibility of sharing right-of-way with railroad for trails.

AIRPORT

Continued investment in the DeKalb Taylor Airport is necessary to maintain and enhance its position to attract businesses to the area and attract general aviation customers for the western Chicago area. The Plan recommends the following actions to utilize the airport as an economic development tool. Table 9-5 summarizes the proposed recommendations and policies.

Table 9-5. Proposed Aviation Recommendations / Policies

Issue Proposed Recommendations / Policies	
1. Accessibility.	a) Maintain good road access to the airport. <ul style="list-style-type: none"> ▪ Improve truck access to/from the airport to encourage and enhance freight movement within and beyond the MPA.