RESOLUTION 2015-035  PASSED: APRIL 27, 2015

AUTHORIZING SUBMITTAL OF THE APPLICATION DATED APRIL 27, 2015 FOR A PUBLIC TRANSPORTATION CAPITAL ASSISTANCE GRANT UNDER THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S GENERAL AUTHORITY TO MAKE SUCH GRANTS.

WHEREAS, The provision and improvement of public transportation facilities, rolling stock, equipment and services is essential to the development of safe, efficient, functional public transportation; and

WHEREAS, The Illinois Department of Transportation has the authority to make such Grants and makes funds available to offset eligible capital costs required for providing and improving public transportation facilities, rolling stock, equipment and services; and

WHEREAS, Grants for said funds will impose certain obligations upon the recipient.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE City of DeKalb

Section 1. That an application be made to the Division of Public & Intermodal Transportation, Department of Transportation, State of Illinois (The Department), for a financial assistance grant under the Illinois Department of Transportation's general authority to make such Grants, for the purpose of offsetting eligible public transportation capital costs of the City of DeKalb.

Section 2. That Mayor of the City of DeKalb is hereby authorized and directed to sign and submit such application on behalf of the City of DeKalb.

Section 3. That the DSATS Director of the City of DeKalb is authorized to furnish such additional information as may be required by the Department in connection with the aforesaid application for said Grant.

Section 4. That Mayor of the City of DeKalb is hereby authorized and directed to execute on behalf of the City of DeKalb the Grant Agreement or subsequent Grant Agreement Amendments resulting from aforesaid application.

Section 5. That DSATS Director of the City of DeKalb is hereby authorized and directed to sign such documents as may be required by the Department to request payment for the project funding authorized under aforesaid Grant Agreement.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois at a regular meeting thereof held on the 27th day of April, 2015 and approved by me as Mayor on the same day. Passed by a roll call vote of 6-0-2. Aye: Finucane, Lash, Snow, Naylor, Baker, Rey. Nay: None: Absent: Jacobson, O'Leary.

ATTEST:

MARCIA E. SWEIGERT, City Clerk  CITY OF DEKALB  STATE OF ILLINOIS  JOHN A. REY, Mayor
ILLINOIS DEPARTMENT OF TRANSPORTATION

CAPITAL ASSISTANCE
APPLICATION

December 2012
INTRODUCTION

Required application items are listed on the attached checklist. The applicant will be advised of any missing or supplemental information required with respect to checklist items, or other supporting documentation. The Department considers the application as representing the applicant’s intent to undertake the proposed project promptly if approved.

In the course of its review and evaluation of an application, the Department may require the applicant to submit additional information in support of the proposed project. When the Department is satisfied that all information necessary for evaluation of the application has been submitted, a final review will be undertaken.

Once review of the application is complete, the Department will process grant contracts for execution by the applicant and the Department.
Application for Capital Assistance Grant

Checklist

Instructions for this application are contained in Appendix F.

Below is a checklist provided to assist preparers of applications in meeting all of the requirements of the application process. All items are required unless otherwise indicated. Completed applications should be sent to the following address.

Carlos Campos, Bureau Chief, Capital Grants
Illinois Department of Transportation
Division of Public and Intermodal Transportation
J. R. Thompson Center, Suite 6-600
100 W. Randolph
Chicago, IL 60601

Check List           Key: √ Item Enclosed   n/a Not Applicable

1. Completed Application Form
   A. Project Description ___

   □ B. Project Justification

   □ C. Use of “Innovative/Green” Technology

   □ D. Proposed Project Budget

   □ E. Implementation Schedule

□ 2. Public Notice (Appendix A)

□ 3. Historic Preservation (Appendix B)

□ 4. Opinion of Counsel (Appendix C)

□ 5. Applicant's Governing Board Resolution (Appendix D)

Note: Include this checklist with the application submittal (indicate by cover letter items which are pending).
The City of DeKalb hereby applies to the Illinois Department of Transportation for a Capital Improvement Grant. Required resolutions, certifications and other documents in support of this grant request are attached and are considered a part of this application.

A. Project Description (attach additional pages if necessary)

The project will replace the current DeKalb County Transit Facility owned by DeKalb County.

0. Location of your current facility that is being rehabbed or replaced.
   DeKalb County Public Transportation Facility
   1606 Bethany Road
   Sycamore, Illinois 60178

1. Location of the new facility (if different from above).
   On 11/21/12, the DeKalb County Board passed a resolution that commits a nine - fourteen acre site of County owned land to be used as the site for the project. That location is:
   Barber Greene Road and County Farm Road, between the DeKalb County Highway Department (1826 Barber Greene Road and the Tails Humane Society (2250 Barber Greene Road).
   DeKalb, Illinois 60115

2. Scope of work to be performed.
   The scope of work will include environmental work, site preparation and improvements including bringing in utilities, site design and all construction of the new facility.
3. Age of Current Facility

The DeKalb County Public Transportation Facility was built 26 years ago with an UMTA grant awarded to DeKalb County.

4. Overall condition of the current facility.

The overall condition of the current facility is fair, but deteriorating. Major issues include significant efflorescence on concrete block walls, deteriorating metal roof deck, cracking and deterioration of the concrete floor in the garage and shop, outdated HVAC, 10 garage doors in need of replacement, inadequate plumbing and a lack of space for storage and maintenance of the vehicles as well as for administrative and trip scheduling functions.

5. Need for rehab/replacement

The current 13,000 sq. ft. DeKalb County Public Transportation Facility was built in 1986 and was designed to house and provide maintenance facilities for 25 paratransit vehicles. Current transit operations include the use of 41 vehicles and six spares, including two 40’ and two 35’ transit buses as well as seven 30’ super medium paratransit vehicles that the current facility was not designed to store or maintain.

Service levels in 1986 were approximately 50,000 rides per year. In FY 2014, 228,192 rides were provided. The addition of more than 20 vehicles, some of which are larger than ever conceived of in the transit planning of the time, requires that many are stored outdoors. The maintenance facilities are too small and lack space for equipment and technology required for proper and efficient maintenance and repair work. Space and technology for the call center which includes scheduling and dispatch is sorely inadequate. Space for administrative operations is lacking as well.

In 2010, the SRF Consulting Group and LSA Design, Inc. completed an update of the service areas Transit Development Plan and completed a Facility Needs Study. The study concludes that, “The current facility is significantly undersized and its systems, while some have been upgraded recently, are not capable of any expansion or increased growth or demand. The site is severely over-used and is lacking in both parking and general circulation. To simply move all vehicles to an inside storage bay from outside will result in a program increase of over 10,000 sq. ft. which cannot be accommodated on the parcel.” Clearly the study indicates that the only option is for construction of a new facility, with estimated space requirements of 83,000 sq. ft.

6. Multi-modal aspects of your project.

Initial design for the new facility includes the construction of a Park and Ride facility that will provide the public with access to bus service to and from the METRA Elburn train station. Initial design of the Park and Ride consists of 104 parking spaces. The Park and Ride component of the plan may have to be phased into the project at a later date if initial funding is not sufficient to build it. Bicycle parking will be provided at the Park and Ride facility as well.

7. Multi-modal aspects of your project (continued)
The new facility site is adjacent to a paved bicycle pathway maintained by the DeKalb County Forest Preserve District that connects the DeKalb Nature Trail to the Peace Rd. Trail. The path has continuity from the proposed site to the cities of DeKalb and Sycamore. This is presently a bicycle and pedestrian recreational and commuter path with high usage. Future plans link the path to the Park and Ride facility for extended work commutes. The new facility could also serve as a trailhead to the Forest Preserve trail.

The Market Square Plaza (Walmart) is located approximately ¼ mile from the proposed new site. This location serves as a transfer point for almost all regional bus routes. With only minor alterations to the existing bus routes, the new facility would serve as an additional transfer point for riders including users of the Park and Ride facility.

8. Multi-modal / smart street aspects of your project.
Initial design for the new facility includes the construction of a Park and Ride facility that will provide the public with access to bus service to and from the METRA Elburn train station. Initial design of the Park and Ride consists of 104 parking spaces. The Park and Ride component of the plan may have to be phased into the project at a later date if initial funding is not sufficient to build it. Bicycle parking will be provided at the Park and Ride facility as well.

The new facility site is adjacent to a paved bicycle pathway maintained by the DeKalb County Forest Preserve District that connects the DeKalb Nature Trail to the Peace Rd. Trail. The path has continuity from the proposed site to the cities of DeKalb and Sycamore. This is presently a bicycle and pedestrian recreational and commuter path with high usage. The path would be linked to the Park and Ride facility for extended work commutes.

The new facility site has a relatively low ADT, and therefore an increase in bus traffic would have a relatively low impact on others using the roadway. As a result, it is not anticipated that large interface safety measures would need to be implemented. The environmental analysis which will be performed before moving forward on the project will determine whether any modifications will be required.

DeKalb County government has committed to providing improvements to Barber Greene Road to accommodate the new facility including repaving and adding turn lanes.

In the design phase of the project, attention will be paid to pleasing landscaping and proper lighting to help ensure customer safety and security.

9. Expected number of construction jobs to be created by the project.
The projected number of construction jobs to be created is conservatively estimated at 50.

10. How the new project will improve access to transit for mobility – challenged and public transportation dependent (i.e. pedestrian and
bicycle), as well as individuals needing better access to jobs and/or job-related training.

The new facility site is adjacent to a paved pedestrian and bicycle pathway maintained by the DeKalb County Forest Preserve District that connects the DeKalb Nature Trail to the Peace Rd. Trail. The path has continuity from the proposed site to the cities of DeKalb and Sycamore. There are plans to connect the path to the Town of Cortland as well. This is presently a bicycle and pedestrian recreational and commuter path with high usage. The path would be linked to the Park and Ride facility for extended work commutes.

The new facility will be capable of better storage and maintenance for the system's buses, resulting in improved safety and performance of the vehicles. New technology will be built into the new facility, enabling computerized scheduling and dispatch as well as real-time public access to locations of buses through the internet. As a result, improved service for all, including mobility challenged and public transportation dependent persons will be possible.

The site of the new facility is closer to Kishwaukee Community College, which provides significant job training opportunities for the public including the Center for Business Development and Continuing Education, the Adult Education and Transition Program, and a satellite location for the Illinois workNet Center. The closer proximity will enable expanded service to and from the college.

11. **Funding**

The $3 million DTIF grant that was awarded to the City of DeKalb is needed, (along with the $550,000 DTIF grant awarded to DeKalb County), in order to provide local matching funds for FTA Section 5307 funds available for the project as well as for a U.S. DOT TIGER grant that the City of DeKalb is preparing to submit.
Please identify by name and title in the space below the chief officers of record of applicant’s governing board, such as Chairman, President, Secretary, Treasurer or comparably designated officers (add additional page if necessary):

John Rey  
Name  
Mayor  
Officer’s Title

Anne Marie Gaura  
Name  
City Manager  
Officer’s Title

Patty Hoppenstedt  
Name  
Assistant City Manager  
Officer’s Title

John Laskowski  
Name  
DSATS Director  
Officers Title

Brian Dickson  
Name  
DSATS Coordinator / Transportation Planner  
Officers Title

Jessica Hvink  
Name  
DSATS Assistant Transportation Planner  
Officers Title

Applicant is a:

\[\checkmark\] Municipality
\[\checkmark\] County
\[\checkmark\] Corporation
\[\checkmark\] Mass Transit District
\[\checkmark\] Not-for-profit**
\[\checkmark\] Other**

** For “not-for-profit” or “other” applicants, please provide a general description of applicant’s services:

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
In support of this application, I offer the above data and attached supporting documents as required. I certify that the statements herein and in the supporting documents are correct and complete.

City of DeKalb
Applicant

John Rey
Name of Authorized Official

Signature

Date
\(4/28/2015\)

Mayor

Title

Attest

\(Maurice~S.~Weiger\)
Effective public and community transportation contributes mightily to the quality of life of the people living in the cities, towns and communities in which it operates. The City of DeKalb’s vision of the public and community transportation future is based upon fundamental values that are as old as the city itself.

Freedom, independence, dignity and choice are as much at the heart of the debate for building accessible communities. There will never be an end to the work to improve mobility options for the residents of the City of DeKalb and DeKalb County and the pursuit of this objective remains a work in progress.

The DeKalb metropolitan region, with a current population of approximately 68,000, now includes a growing population of transit dependent persons that rely on public and community transportation services for mobility every day including senior citizens, persons with disabilities and many others with few mobility options. Others are realizing that they have new mobility choices. Expanding bus service in the communities of DeKalb and Sycamore that also serves the Sycamore Road - DeKalb Avenue corridor as well as regular service to and from Kishwaukee Community College provide an alternative to use of a personal automobile for all residents.

Adequate transit infrastructure, particularly facilities, vehicles and support equipment are critical for the safe and successful operation of transit services. The current DeKalb County Public Transportation facility has outlived its useful life, is too small, is lacking in technological upgrades and needs to be replaced.

Voluntary Action Center of DeKalb County (VAC), a local not for profit corporation, has been providing public and community transportation services in DeKalb County for 38 years. In 1974, its first year of operation, VAC provided 7,111 rides. In FY 2012, 208,196 rides were provided. Demand continues to grow.

DeKalb County Government and the City of DeKalb have long been partners with VAC, the City of Sycamore, state and federal government agencies as well as many other public and private partners in ensuring that the transportation needs of the community are met. VAC provides service in the urban area of the county as well (DeKalb, Sycamore and Cortland), largely made possible with a Section 5307 grant from the Federal Transit Administration (FTA) and a Downstate Operating Assistance Grant (DOAP) grant from the Illinois Department of Transportation (IDOT) awarded to the City of DeKalb, which contracts with VAC to be the service provider. DeKalb County, the City of DeKalb, the City of Sycamore, most of the other local units of government in the county as well as many private charitable donors contribute significant local funds towards the operation of transit services throughout the county.

In 1986, DeKalb County applied for and was awarded a grant by the Urban Mass Transit Administration (UMTA) to construct DeKalb County’s first Public Transportation facility. With land donated to VAC by DeKalb Ag and then given to DeKalb County, a 13,000 sq. ft. facility was built and opened in 1988. VAC and the County signed a 30
year lease agreement for the facility, which serves as the current site for DeKalb County transit operations.

The facility was built to house approximately 25 paratransit vehicles with facilities for maintenance, as well as space for vehicle storage and administrative offices. VAC’s transit vehicle fleet now exceeds 41. The fleet now includes many large buses, including two 40’ and two 35’ transit buses as well as seven 30’ super medium paratransit buses, which the new facility was not designed to accommodate.

In June 2010, the SRF Consulting Group and LSA Designs updated our Transportation Development Plan (TDP) and completed a study on the transit service facility needs of the county. The study concludes that, “The current facility is significantly undersized and its systems, while some have been upgraded recently, are not capable of any expansion or increased growth or demand. The site is severely over-used and is lacking in both parking and general circulation. To simply move all vehicles to an inside storage bay from outside will result in a program increase of over 10,000 sq. ft. which cannot be accommodated on the parcel.” The study also concluded that a facility of 83,000 sq. ft. would meet the current and future transit operation needs of the county by providing sufficient space to accommodate more vehicles and expanded service. The estimated cost for such a facility is $17 million.

Local units of government in DeKalb County as well as the community at large are committed to assuring that adequate public and community transportation services are provided. On 11/21/12, the DeKalb County Board passed a resolution that commits a nine acre site of County owned land to be used as the site for the project. Approval of a grant through the DPIT Downstate Capital Initiative will enable the project to move forward.

12. **Basis for determining total estimated project cost.**

   Project costs were determined by a cost summary prepared by LSA Designs, Inc.
C. Use of “Innovative/Green” Technology

Please describe by project the use of innovative or green technology to be incorporated into the project.

The use of green technology and initiatives will be emphasized in the design of the project. Roof design will require the use of energy efficient construction including white membrane covering if the design is for a flat roof or other efficient materials for other roof designs.

If possible, we will utilize permeable UNILOC construction materials for the employee parking lot and Park and Ride facility including geothermal technology. If affordable, geothermal and solar technology will be included in the design of the HVAC system of the facility. Recycling of water will be utilized wherever possible, including in the operation of the automatic bus washer.

The design plans will include compressed natural gas and electric – clean diesel fueling stations for buses as we look to these vehicle technologies in the future.

1. Has this project been locally endorsed and identified in the local TIP? X YES O No
   If no, can the TIP be amended in 30 -60 days? O YES O No

2. Current fleet spare ratio: ________ %

3. Fleet spare ratio with receipt of new vehicles: ________ %

4. Vehicle to be purchased from: O Own specifications and procurement
   (check one) O Purchase off existing state contract or CVP
   O Exercising an option on existing contract
   O Piggy-backing off another contract
   O Joint procurement

5. If using own spec/procurement: (check one) O Specifications are under development
   O Specs are complete-ready to bid
   O Bid process under way

11
### D. Proposed Project Budget

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<tr>
<th>Line Item Activity</th>
<th>TOTAL</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Estimated % of DBE Participation*</th>
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<tbody>
<tr>
<td>Phase I Engineering (City)</td>
<td>$350,000</td>
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<td>$350,000</td>
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<td>Phase II Engineering (City)</td>
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<td>Site Prep &amp; Access Improvements (City)</td>
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<td>Parking Lot &amp; Building Construction^</td>
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<td>Phase III Engineering^</td>
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<td>Project Closout &amp; Resolution^</td>
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<td><strong>TOTAL</strong></td>
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<td>$12,050,000</td>
<td>$3,000,000</td>
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<td>3%</td>
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* Not applicable for any rolling stock purchase.

^ Funds currently not secured, seeking funding via US TIGER Grant and other sources
### E. Implementation Schedule

**Implementation Schedule** - Show anticipated contract obligations and cash disbursements by fiscal quarter after project approval. Percentages may be used, but please include dollar amounts as well. Please complete the fields below that are applicable to your project.

<table>
<thead>
<tr>
<th>Fiscal Quarter (Example: 2013 1st Quarter)</th>
<th>Major Activity Initiated</th>
<th>Contract Obligations</th>
<th>Cash Disbursements</th>
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<tbody>
<tr>
<td><strong>Procurement</strong></td>
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<tr>
<td>Advertise</td>
<td>2016, 1st Qtr</td>
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<tr>
<td>Purchase</td>
<td>2016, 1st Qtr</td>
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<tr>
<td>Delivery</td>
<td>2016, 1st Qtr</td>
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<tr>
<td><strong>Land Acquisition (if applicable)</strong></td>
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<td>Land donated by County</td>
<td>2013, 2nd Qtr</td>
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<td><strong>Design Consultant Contract Award (if applicable)</strong></td>
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<td>2016, 3rd Qtr</td>
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<td>Design Complete</td>
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<td><strong>Site Design, Utilities, Grading</strong></td>
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<td>Completion Date</td>
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<td><strong>Facility Construction</strong></td>
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<td>Advertise</td>
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<tr>
<td>Award</td>
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<td></td>
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<tr>
<td>Start Date</td>
<td>2018, 2nd Qtr</td>
<td>$11,450,000 City</td>
<td></td>
</tr>
<tr>
<td>Completion Date</td>
<td>2019, 2nd Qtr</td>
<td>$11,450,000 City</td>
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