RESOLUTION 2017-100 PASSED: AUGUST 14, 2017

AUTHORIZING AN APPLICATION TO THE FEDERAL TRANSIT ADMINISTRATION BUSES AND BUS FACILITIES INFRASTRUCTURE INVESTMENT PROGRAM.

WHEREAS, the Federal Transit Administration (FTA) Buses and Bus Facilities Infrastructure Investment Program provides funding for transit facilities; and

WHEREAS, the City of DeKalb seeks to apply for grant funding to construct a new transit facility to improve the mobility and livability of those who use public transit in the region.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DEKALB, ILLINOIS:

Section 1: That the Mayor of the City of DeKalb, Illinois be authorized and directed to sign the FTA Buses and Bus Facilities Infrastructure Investment Program grant application for funding in the amount of $18,280,000 for the full construction of a transit facility to serve the DeKalb region.

Section 3: That the City Clerk of the City of DeKalb, Illinois be authorized and directed to attest the Mayor's Signature and shall be effective thereupon.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois, at a Regular meeting thereof held on the 14th day of August, 2017, and approved by me as Mayor on the same day. Passed by a 7-0-1 roll call vote. Aye: Jacobson, Finucane, Marquardt, Noreiko, Verbic, Faivre, Smith. Nay: None. Absent: Fagan.

ATTEST:

RUTH A. SCOTT, Deputy City Clerk

JERRY SMITH, Mayor
**APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY**

1.a. Type of Submission:
- Application [x]
- Plan
- Funding Request
- Other

Other (specify):

1.b. Frequency:
- Annual [x]
- Quarterly
- Other

Other (specify):

1.d. Version:
- Initial [x]
- Resubmission
- Revision
- Update

2. Date Received: 05/25/2017

3. Applicant Identifier:

4. Federal Entity Identifier:

5. Date Received by State:

6. State Application Identifier:

1.c. Consolidated Application/Plan/Funding Request? [x]

Yes [ ] No [x] Explanation

7. APPLICANT INFORMATION:

a. Legal Name:

City of DeKalb

b. Employer/Taxpayer Identification Number (EIN/TIN):

36-6005843

c. Organizational DUNS:

0316112130000

d. Address:

Street1:

City of DeKalb Municipal Building

Street2:

200 South Fourth Street

City:

DeKalb

County / Parish:

DeKalb County

State:

IL: Illinois

Province:

Country:

USA: UNITED STATES

Zip / Postal Code:

60115-3733

e. Organizational Unit:

Department Name:

Public Works

Division Name:

Transportation - DSATS

f. Name and contact information of person to be contacted on matters involving this submission:

Prefix: [x]

First Name: Brian

Middle Name:

Last Name:

Dickson

Suffix:

Title: Transportation Planner

Organizational Affiliation:

City of DeKalb / DeKalb Sycamore Area Transportation Study

Telephone Number: 815-748-2367

Fax Number: 815-748-2024

Email: brian.dickson@cityofdekab.com
APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

8a. TYPE OF APPLICANT:

C: City or Township Government

Other (specify):

b. Additional Description:

9. Name of Federal Agency:

DOT/Federal Transit Administration

10. Catalog of Federal Domestic Assistance Number:

20.526

CFDA Title:

Bus and Bus Facilities Formula Program

11. Descriptive Title of Applicant's Project:

Construction of Multi-modal Transportation Facility in DeKalb, Illinois

12. Areas Affected by Funding:

The DeKalb Illinois Metropolitan Region and DeKalb County

13. CONGRESSIONAL DISTRICTS OF:

a. Applicant:

IL-016

b. Program/Project:

IL-016

Attach an additional list of Program/Project Congressional Districts if needed.

1236-DeKalb Metro Region US

14. FUNDING PERIOD:

a. Start Date:

01/02/2018

b. End Date:

09/30/2020

15. ESTIMATED FUNDING:

a. Federal ($):

18,280,000.00

b. Match ($):

9,152,000.00

16. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?

☐ a. This submission was made available to the State under the Executive Order 12372 Process for review on:

☐ b. Program is subject to E.O. 12372 but has not been selected by State for review.

☒ c. Program is not covered by E.O. 12372.
# APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

17. Is The Applicant Delinquent On Any Federal Debt?

Yes [ ] No [x]  **Explanation**

18. By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I Agree [x]

** This list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

## Authorized Representative:

Prefix:  | First Name:  
---|---
Mr. | Jerry

Middle Name:  

Last Name:  

Sufffix:  | Title:  
---|---
 | Mayor

Organizational Affiliation:  

City of DeKalb

Telephone Number:  

815-748-2099

Fax Number:  

815-748-2089

Email:  

ejerry.smith@cityofdekalb.com

Signature of Authorized Representative:  

Jerry Smith

Date Signed:  

08/25/2017

Attach supporting documents as specified in agency instructions.

[Add Attachments]  [Delete Attachments]  [View Attachments]
| Consolidated Application/Plan/Funding Request Explanation: |
APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Applicant Federal Debt Delinquency Explanation:
DEKALB COUNTY MULTIMODAL TRANSPORTATION FACILITY

FY2016 FTA 5339(B) Discretionary Grant Application

April 29, 2016

Applicant:

City of DeKalb, Illinois
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Appendix A: Federal Wage Rate Certification
Appendix B: Additional Reference Information
Appendix C: Letters of Support
Appendix D: Benefit Cost Analysis
Appendix E: Preliminary NEPA Documentation
EXECUTIVE SUMMARY:
The City of DeKalb, Illinois is seeking $18,280,000 in Federal Transit Administration (FTA) 5339(b) Bus and Bus Facilities Discretionary Program FY2016 grant assistance for the proposed DeKalb County Multimodal Transportation Facility project. This project will provide the City of DeKalb and DeKalb County-area residents with enhanced multimodal mobility that is safer, and more accessible, reliable, and effective for all.

The DeKalb County Multimodal Transportation Facility is designed to:
1) Substantially improve the mobility of the people in the region who rely on public transportation services
2) Directly increase connectivity to employment, education, and public services
3) Spark community revitalization, particularly for the disadvantaged populations in our area, including the low-income, disabled, elderly, and minority populations
4) Connect the region through strong community partnerships
5) Enable the expansion of vital existing services and the addition of new, critically needed services, most notably a “Park and Ride” facility and a feeder bus route to the Metra station in Elburn, Illinois, which is part of the Chicago area commuter rail program.

The proposed project includes the construction of an 83,500-square foot facility (see Figure 1. DeKalb County Multimodal Transportation Facility Site Plan) that will house all operations of the public transportation program, including office, dispatch and administration; maintenance; vehicle storage; bus washing and fueling; training facilities; pre-route vehicle inspection area; truck dock and van loading area; facility parking; and the “Park and Ride” area.

Figure 1. DeKalb County Multimodal Transportation Facility Site Plan
The total cost of the DeKalb County Multimodal Transportation Facility project is $20,672,500. DeKalb’s FTA 5339(B) Request is $18,280,000, and the remainder of the project will be financed with funding from the following:

**Table 1. Available Matching Funds for the Multimodal Transportation Facility**

<table>
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<tr>
<th>FUNDING AMOUNT</th>
<th>SOURCE</th>
<th>USE</th>
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<td>$750,000</td>
<td>DeKalb County</td>
<td>Committed Land Donation on Barber Green Road for the new transportation facility</td>
</tr>
<tr>
<td>$892,500</td>
<td>DeKalb County</td>
<td>Widening and Resurfacing of Barber Green Road for the new transportation facility</td>
</tr>
<tr>
<td>$600,000</td>
<td>FTA 5307 Grant</td>
<td>The City of DeKalb has secured 5307 Funding for initial Site Design and NEPA Analysis for the project site</td>
</tr>
<tr>
<td>$25,000</td>
<td>Sycamore Township</td>
<td>Contribution to the construction of the Transportation Facility from Sycamore Township</td>
</tr>
<tr>
<td>$15,000</td>
<td>Thomas F. Zucker Memorial Fund</td>
<td>Thomas F. Zucker, the former Executive Director of the Voluntary Action Center, dedicated these funds towards the construction of the Transportation Facility</td>
</tr>
<tr>
<td>$3,656,000</td>
<td>IL Transportation Development Credits (TDC)</td>
<td>The City of DeKalb has requested the use of Illinois Transportation Development Credits (TDC) as a local match for this project</td>
</tr>
</tbody>
</table>

**TOTAL:** $5,938,500

Potential Funds (currently on hold):

- **$3,000,000** IDOT DOAP Funds
  - In 2013, the City of DeKalb was awarded an Illinois Jobs Now (IJN)/Downstate Transit Improvement Fund (DTIF) grant towards the construction of a new transit facility in DeKalb, Illinois.

- **$500,000** IDOT DOAP Funds
  - DeKalb County was also awarded IDOT DOAP funds for the construction of a new transit facility in DeKalb, Illinois

**TOTAL:** $3,500,000

This project is supported by a massive community coalition of local organizations, led by the Voluntary Action Center (VAC) and supported by government agencies including the Illinois Department of Transportation (IDOT), DeKalb County, City of Sycamore, and many more. The community support for this project is overwhelming, with thirty-seven (37) organizations pledging their services and support, recognizing that this project will substantially strengthen the region’s connectivity and future growth.

The City of DeKalb’s public transportation program provides a number of public transportation services in DeKalb County and beyond, including a door-to-door “dial-a-ride” service, three deviated fixed bus routes and a dedicated medical transportation service. Currently, the program
DEKALB COUNTY MULTIMODAL TRANSPORTATION FACILITY
City of DeKalb, Illinois 2016 FTA 5339(B) Grant Application

operates from a facility that was constructed in 1988 when the program provided 67,800 rides each year and the fleet consisted of twenty-five (25) paratransit vehicles. Today, the program provides more than 220,000 rides – almost quadruple the rides provided in 1988 - and the fleet has grown to forty-one (41) vehicles, including:

- ten (10) 16-foot minivans;
- fourteen (14) 20-foot light duty paratransit vehicles;
- six (6) 25-foot medium duty paratransit vehicles;
- seven (7) 33-foot super-medium duty paratransit vehicles;
- two (2) 35-foot transit buses; and
- two (2) 40-foot transit buses.

The current facility is woefully undersized at approximately 15,984 square feet and does not even approach being adequate to serve the volume of services or the size of the program’s fleet. Furthermore, service cannot be expanded as the facility cannot accommodate the additional vehicles required to improve transit service in the region. A photo of the current facility is below, further illustrating the need for this project:
Quantitative Facts for the Proposed Multimodal Transportation Facility Project:\(^1\)

➢ The current transportation facility is woefully undersized at 15,894 sq. ft. The proposed facility will be 83,500 sq. ft., allowing for more efficient operations and future growth.

➢ The support for this project is overwhelming. 37 Letters and Resolutions of Support for the project are included in this application, illustrating the value of the transit program.

➢ Population and Employment drive the demand for transportation. Between the 2000 and 2010 Census, DeKalb County's population increased 17.8% and the DeKalb Urban Area also grew with an increase of 13,009, for a growth rate of 23.9%.

➢ The construction of the proposed Multimodal Transportation Facility will create 50 jobs. Once the Transportation Facility is constructed, ten (10) transit-related jobs will be created by the project.

➢ Approximately 227,655 rides are given per year through VAC, which is four times more than the amount of rides given at the program's inception in 1988.

➢ Based on the ridership that is anticipated to commute due to the proposed Park & Ride component of the project, the average yearly commuting savings over the course of the analyzed 20-year lifecycle is $340,415.

➢ Just 28% of people working in DeKalb also live in the City, demonstrating the significant commuting population in the area.

➢ The average annual monetized value of fuel consumption savings is $809,752.

➢ The average annual monetized value of reduction in greenhouse gas emissions is $619,590.

➢ The average annual monetized value of the safety benefit of this project is $2,306,126.

➢ The DeKalb area had 14 fatal car accidents from January 2010 – March 2013. The proposed project will help to eliminate these accidents by providing safer public transportation options.

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\(^1\) These figures can be found throughout the Grant Application and in the Benefit-Cost Analysis
The project’s stakeholders have committed $5,060,000 in funds for this project.

The average yearly economic benefit of this project is $4,810,122.

The Benefit to Cost Ratio for this project is 2.01:1.

HOW THIS PROJECT ADDRESSES FTA 5339(B)’s SELECTION CRITERIA:

<table>
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<th>Description</th>
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<td>State of Good Repair</td>
<td>The proposed DeKalb Multimodal Transportation Facility is consistent with local plans to maintain transportation facilities or programs in a state of good repair and will address current and projected transit-related vulnerabilities in the DeKalb region. If the DeKalb Multimodal Transportation Facility is not constructed, the transportation network’s efficiency will be directly affected and the opportunity for transit growth will be stunted. In addition, if the project is not constructed, the accessibility and mobility of people will be threatened, and economic growth will become stagnant. The project is appropriately capitalized and will use existing management approaches to ensure its long-term operations and maintenance. This project also contributes to the overall reliability of multimodal transportation that serves all users. There is a plan for the reuse of the existing facility in-place.</td>
</tr>
<tr>
<td>Economic Competitiveness</td>
<td>The DeKalb Multimodal Transportation Facility will increase local and regional economic competitiveness in a number of ways, including: 1) increasing mobility and creating ladders of opportunity; 2) creating opportunities for small and disadvantaged business enterprises; 3) increased economic productivity; 4) job creation; and 5) supporting public transit use. This project will offer safe, reliable, low-cost transportation and improve access through connectivity to employment centers, education and training opportunities, and other basic needs of workers.</td>
</tr>
<tr>
<td>Quality of Life</td>
<td>The DeKalb Multimodal Transportation Facility will further the six “Livable Principles” developed as part of the Partnership for Sustainable Communities. In addition, this project was developed in coordination with local planning and economic development decisions, offering the opportunity for transformative, positive, and long-lasting quality of life changes for the DeKalb area.</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>This multimodal transportation project will have a positive environmental impact by employing a number of green building strategies in the design and construction of the building. This project will also result in fuel consumption savings and reduced vehicle emissions, resulting in a reduction in greenhouse gases.</td>
</tr>
<tr>
<td>Safety</td>
<td>This project fosters a safe, connected, accessible transportation program for multimodal movement of people by offering additional transportation options. In addition, the project help to eliminate the number of automobile accident fatalities by providing safer, reliable public transit options.</td>
</tr>
<tr>
<td>Ladders of Opportunity</td>
<td>By providing increased access and connectivity to the DeKalb area, this project will provide people with reliable and affordable connections to employment, education, and other essential services. The proposed project creates a transit network that provides low-cost, reliable transportation options, enabling more</td>
</tr>
<tr>
<td>Innovation</td>
<td>DeKalb’s funding model is innovative among public transportation programs in the breadth and depth of community and volunteer support of the program.</td>
</tr>
<tr>
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</tr>
<tr>
<td>Partnership</td>
<td>With this project, DeKalb has demonstrated a strong collaboration among a broad range of stakeholders, illustrated by the 37 Letters of Support included in this application, demonstrating the value of this transit program to the area.</td>
</tr>
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SECTION I: PROJECT DESCRIPTION

Project Background & Context:
The City of DeKalb and DeKalb County have been provided transportation service from the Voluntary Action Center (VAC) since 1974. VAC is a not-for-profit organization governed by a volunteer Board of Directors comprised of representatives from communities throughout DeKalb County. VAC operates a fleet of 50 vehicles to provide deviated fixed route, fixed route, and paratransit service throughout DeKalb County. VAC’s entire fleet is lift-equipped and have up to six wheelchair tie-downs. VAC employs 35 full-time drivers and 20 part-time drivers. The transportation program primarily is funded through a Federal Transit Administration (FTA) Section 5307 grant to the City of DeKalb, a FTA Section 5311 grant to DeKalb County and Illinois Department of Transportation (IDOT) Downstate Operating Assistance Program (DOAP) grants to both the City and the County. Most local units of government in the County provide operating funds and VAC receives significant private charitable contributions for the program from agencies like the Illinois Department of Aging, Illinois Department of Human Services, and United Way. The current public transportation facility is located at 1606 Bethany Road in Sycamore, Illinois. All transit operations are initiated at this location.

Public transit services offered include a “dial a ride” door-to-door program, two deviated fixed bus routes, and one fixed bus route. The deviated fixed routes serve the City of DeKalb (Blue Line) and the City of Sycamore (Green Line) at 60-minute intervals. The fixed route provides service from the City of DeKalb to Kishwaukee College at 45-minute intervals. Senior citizens and persons with disabilities may access the service at no charge; others pay a nominal fare. VAC’s Green Line is a large looping semi-fixed route through the City of DeKalb that primarily serves the elderly, persons with disabilities, and other transit-dependent persons. The Blue Line functions similarly to the Green Line, providing transit services to those living in the Sycamore area. The Green Line and Blue Line all serve the major shopping and medical facilities along Sycamore Road, which is IL-23.

The program also provides a service called “MedVAC”, which is dedicated to providing transportation to and from medical appointments outside DeKalb County - to Chicago and the suburbs, to Rockford, and to Veterans Administration (VA) hospitals and clinics throughout northern Illinois. The “MedVAC” users rely on the program to get them to their appointments and back.
Currently, Northern Illinois University and VAC coordinate services. NIU students are able to use all of VAC’s services, including being able to ride the Green Line and Blue Line fare free. This significantly adds to the ridership of VAC vehicles.

The current facility on Bethany Road was the program’s first dedicated facility. It was built in 1988 with grant funding from the Urban Mass Transit Administration (UMTA) on land donated by the DeKalb Ag Corporation. This 15,984 square foot facility on 1.84 acres served the program well for many years. However, in the nearly thirty (30) years since its construction, the program has drastically outgrown the facility. A 2010 DeKalb Area Transit Service and Facility Needs Study (Transit Study) commissioned by the DeKalb Area Transportation Study and conducted by SRF Consulting Group and LSA Design indicated the need for a much larger – 83,500 square foot – facility to meet the needs of today and tomorrow as the program’s ridership continues to grow. That recommendation confirmed what was already evident to DeKalb, DeKalb County, and VAC: the program had long outgrown its facility and it was time to build a new one to better serve the people of the region.

*Figure 2. VAC Recent Ridership Data*

The 2010 Transit Study determined the current VAC garage facility is 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 overused 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 square feet, which cannot be accommodated at the current location.
The constraints of the current undersized, obsolete facility also have had consequences for program riders. Currently, the program must decline service to some callers that they receive to schedule paratransit ride service due to lack of program capacity. This is due in large part to the inadequate size of the current facility, which has only two vehicle maintenance and repair bays. The denial rate translates to 2,600 times each year that someone who likely does not have other personal transportation options, is left being unable to get to work, school, a medical appointment, or other destination. Unless the new, expanded multimodal transportation facility is built, the trip denial rate is projected to increase as demand for paratransit services continues to increase while the program has no capacity to increase to meet that demand.

Since the completion of the 2010 Transit Study, DeKalb County has committed to donate a parcel of land, valued at $750,000, at a site located on Barber Green Road. A massive community support effort was launched for the construction of the proposed Transportation Facility, and approximately $5,060,000 has been raised in funds for the project. With the award of the FTA 5339(B) Grant, the project will be ready to move forward immediately.

Proposed Facility Design:
The 83,500 square foot facility (see Figure 1. DeKalb County Multimodal Transportation Facility Site Plan above) will house all operations of the public transportation program, including office, dispatch and administration; maintenance; vehicle storage; bus washing and fueling; training facilities; pre-route vehicle inspection area; truck dock and van loading area; facility parking and the “Park and Ride” area.

Project Goals & Benefits:
The DeKalb County Multimodal Transportation Facility will be the icon for public transportation in the region, enhancing transportation choice among multiple modes, including bus, rail, and even biking and walking with access to the DeKalb-Sycamore Trail located at Peace Road. This project will improve travel times, the environment and productivity; provide ladders of opportunities for the disadvantaged populations; and improve overall economic competitiveness in the near and long term.

The key benefits of the proposed project include:

- Promotion of Multimodal Mobility: Not only does the proposed project address immediate and long-term transit needs for the area, but the new facility will provide the
public with access to multiple transportation modes including regional transit, regional paratransit, bus, and commuter rail (through park and ride and feeder bus to the Metra Elburn station), as well as bicycle and walking facilities.

- **Location of Proposed Facility**: The location of the new DeKalb County Multimodal Transportation Facility is ideal due to its capacity to become a “Park-n-Ride” and its vicinity to the popular DeKalb-Sycamore Trail, a regional bike/pedestrian path that also connects to the Great Western Trail, the DeKalb Nature Trail, and the Kishwaukee-Kiwanis Trail. This means people can walk/bike to the transit facility, in addition to driving.

- **Access to Jobs and Education for the Region**: The new Multimodal Transportation Facility will have an expanded capability to provide greater access to jobs and education. As a “park-n-ride” facility, access will increase for Amtrak, which has a direct link for the region to the Chicago area. In addition, VAC services provide transportation to both the Northern Illinois University campus and the Kishwaukee College campus, providing direct access to higher education.

- **Catalyst for Economic Development**: The DeKalb County Multimodal Transportation Facility will be an integral part of economic development for the area, providing service to regional commuters, local residents and workers, students, and even tourists. Retail storefronts, professional offices, and ancillary downtown uses will feed off of the direct access provided from this facility, and the region will be activated with new patrons.

- **Enhances the Image of Public Transit in the Region**: The DeKalb County Multimodal Transportation Facility will provide a unique service component to the area, representing an opportunity for the facility to become a showpiece for development and transportation for other communities in the DeKalb region.

The proposed project will also:
- Create approximately fifty (50) immediate construction jobs and leverage significant economic activity in a designated Economically Distressed Area with unemployment currently at 6.8%\(^2\);
- Create approximately ten (10) new permanent transit program jobs;
- Increase the program’s capacity to provide new and vital public transportation services to people in the region;

CREATE LADDERS OF OPPORTUNITY FOR INDIVIDUALS WORKING TO MOVE INTO THE MIDDLE CLASS OR MAINTAIN THEIR POSITION THERE; AND

LEVERAGE STRONG, WELL-ESTABLISHED REGIONAL PARTNERSHIPS AND LOCAL, STATE AND FEDERAL FUNDING TO SUPPORT THE MAINTENANCE AND EXPANSION OF IMPORTANT TRANSPORTATION SERVICES IN THE REGION.

Due to the City of DeKalb's location, this project is distinct and unique in that it serves both the rural and urban population, and will provide direct benefits to both. DeKalb is located in the middle of a rural area and will effectively serve the rural population, yet the DeKalb area also has a direct connection to the City of Chicago via highway and nearby rail access. The proposed project includes a “Park and Ride” facility component, which will provide a feeder bus route to the Metra station in Elburn, Illinois, part of the Chicago area commuter rail program. DeKalb area residents will have expanded transportation access to employment opportunities in the Chicago area. Between 2000 and 2010, DeKalb County's population increased 17.8%. The DeKalb Urban Area (DeKalb, Sycamore, and Cortland) also grew, with a total population increase of 13,009, for a growth rate of 23.9%. The region’s population is expected to continue to grow, which means ridership growth will continue, making the need for this multimodal transportation project even more significant.

Program and Project Users:

- The program, which provides more than 227,655 rides each year, serves the general public – people who live in, work in, and visit DeKalb County.

- People who need transportation to medical appointments outside DeKalb County – to Chicago and the suburbs, to Rockford, and to Veterans Administration (VA) hospitals and clinics throughout northern Illinois rely on the program to get them to their appointments and back.

- With the construction of the new multimodal facility, commuters traveling between DeKalb County and the Chicago metropolitan area will use the program's feeder route to the Elburn Metra station, opening up new opportunities for education and work for people at both ends and all along the Metra route connecting DeKalb to downtown Chicago.

- Students of Northern Illinois University and Kishwaukee College rely on the program to get them to school.

- Workers in DeKalb County depend on the program to provide reliable transportation day after day.

• Many of the users of the program are among the most vulnerable in the community. Many rely solely on public transportation either because they do not own a personal automobile or cannot operate one.

• Forty-two percent (42%) of program users are elderly. The program helps enable their mobility by connecting them to medical appointments, shopping, and other destinations, which in turn allows them to remain in their homes.

• Thirty-one percent (31%) of program users are persons with disabilities. The program assists them in maintaining their independence.

• Twenty percent (20%) of rides take people to school, and thirty seven percent (37%) take people to work, creating crucial ladders of opportunity into the middle class. Thirty percent (30%) of rides are for medical appointments, connecting people to necessary health care.

The current facility limits the program’s ability to provide transportation services to those who need them. The 1.14% trip denial rate for paratransit rides, listed in Section I above, is strong motivation for the construction of the multimodal facility; there is a strong local commitment to providing services and meeting the needs of the community and transit users. The multimodal transportation facility is a key component in meeting that commitment, today and into the future.

SECTION II: PROJECT LOCATION
The project is located in the City of DeKalb (population 43,862) in DeKalb County (population 105,160)\(^4\) in northern Illinois, near I-39 and I-88. The Median Household Income for the DeKalb Urbanized Area is $47,948\(^5\). The multimodal facility will be located on approximately ten (10) acres situated at the intersection of Peace and County Farm Roads in DeKalb, Illinois.

\(^4\) [http://www.census.gov](http://www.census.gov) 2010 decennial census
\(^5\) US Census Bureau Data, 2009-2013 5 Year American Community Survey
SECTION III: PROJECT PARTIES

The City of DeKalb, Illinois will be the FTA 5339(B) grant recipient. Other funding parties (shown in Table 2 on the following page) are the Illinois Department of Transportation, DeKalb County, Thomas F. Zucker Memorial Fund, 5307 Funds, and Sycamore Township. Letters and Resolutions of Support for the project prove the support and commitment from numerous affected organizations and representatives. In addition, it proves how valued this transportation program to the community. The outpouring of support for this project has been overwhelming. Nearly every Legislator, surrounding Community, and affected Community Organization or Business has submitted a Letter of Support for this project. The full list of supporters is on the following page, and the Letters of Support can be found in Appendix C: Letters of Support of this application:

<table>
<thead>
<tr>
<th>1. United States Senator Richard J. Durbin</th>
<th>2. United States Representative Randy M. Hultgren</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. United States Representative Adam Kinzinger</td>
<td>4. State Representative Robert W. Pritchard</td>
</tr>
<tr>
<td>5. State Senator Dave Syverson</td>
<td>6. City of DeKalb</td>
</tr>
<tr>
<td>7. DeKalb County</td>
<td>8. Sycamore Township</td>
</tr>
<tr>
<td>9. Village of Elburn</td>
<td>10. DeKalb Township</td>
</tr>
</tbody>
</table>
SECTION IV: GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

The City of DeKalb is requesting $18,280,000 in FTA 5339(B) funds, which will be matched by $5,060,000 in State and Local funding. The City and County were awarded $3,500,000 in State of Illinois funding for the proposed project. DeKalb County has already committed a $750,000 land donation to the project. In addition, the City of DeKalb has committed $770,000 in local and grant funding. Sycamore Township will be contributing $25,000 the project. Finally, the Thomas F. Zucker Memorial Fund will be contributing $15,000 to the project. Thomas Zucker, a long-time Executive Director of the Voluntary Action Center (VAC) who passed away suddenly last year, supported this project so wholeheartedly that funds from his established memorial were earmarked for this specific project.

Table 2: Sources and Uses of Funds

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Total Cost</th>
<th>5339b Grant Request</th>
<th>State of Illinois (TDCs)</th>
<th>Other Federal Funding</th>
<th>Local Match Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Acquisition</td>
<td>$750,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$750,000</td>
</tr>
<tr>
<td>Roadway Work</td>
<td>$892,500</td>
<td>$0</td>
<td>$0</td>
<td>$680,000</td>
<td>$212,500</td>
</tr>
<tr>
<td>Site Work</td>
<td>$1,220,000</td>
<td>$1,220,000</td>
<td>$244,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>$180,000</td>
<td>$180,000</td>
<td>$36,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Building Construction</td>
<td>$12,445,000</td>
<td>$12,445,000</td>
<td>$2,489,000</td>
<td>0</td>
<td>$0</td>
</tr>
</tbody>
</table>
Contingency | $1,785,000 | $1,785,000 | $357,000 | 0 | 0
Soft Costs (Design, Engineering, Testing, Etc.) | $3,400,000 | $2,650,000 | $530,000 | $600,000 | $150,000
Total Project Cost: | $20,672,500 | $18,280,000 | $3,656,000 | $1,280,000 | $1,112,500

SECTION V: SELECTION CRITERIA

Primary Selection Criteria

State of Good Repair
The proposed DeKalb County Multimodal Transportation Facility project is consistent with plans to maintain transportation facilities or programs in a state of good repair and address existing vulnerabilities.

Serving a multitude of transit services and modes, this project allows the region to improve the capacity of the transportation system without dedicating new land and resources for roads and parking facilities. Investment into the new facility will reduce possible long-term costs, such as retrofitting the new space to accommodate for future growing transit demand. By designing the new facility with consideration for that growth and for various stakeholders, the region is preparing to fully utilize the facility, making it adaptable to adjust and grow when necessary, ensuring this investment will serve the region for decades to come. By encouraging heavier use of current and future public transportation modes, it will assist indirectly with the maintenance of a state of good repair for Metra and Bike/Pedestrian Paths.

In June 2010, the SRF Consulting Group and LSA Designs updated DeKalb Sycamore Area Transportation Study’s Transportation Development Plan (TDP). Regarding the current transportation facility, the study concluded that:

“The current facility is significantly undersized and its programs, 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 current 15,594 sq. ft. facility is aged beyond its useful life, is grossly undersized, and is lacking in both basic functional allowances and technological upgrades. Maintaining operations with the current facility threatens not only transportation network efficiencies, but also – and more importantly – the accessibility and mobility of people served in the area. Adequate space for personnel and required technology in the Call Center is severely lacking, shown below, which reduces efficiency and impacts scheduling/dispatch.
One likely consequence of not replacing the current facility would be the reduction of the TransVAC and MedVAC services. The impact of such an action would be felt most by seniors, people with disabilities, and residents with low income who have limited transportation and mobility options and rely on public transportation services to meet their daily needs. The largest program offered by the system is TransVAC, which accounts for approximately 85 percent of the system’s total ridership. In 2015, approximately 7,000 rides were given via MedVAC to medical facilities in the Chicago metropolitan area, in Rockford, to various Veterans Administration facilities, and to other locations throughout northern Illinois. The program is available to residents for a cost of $0.50 per mile. Free transportation is available for seniors and riders with disabilities.

As ridership has steadily increased over the years, the program has outgrown the current facility. Service levels in 1986 were approximately 50,000 riders per year. In FY 2015, 227,655 rides were provided. The addition of more than 20 vehicles, some of which are larger than ever conceived of in initial planning, requires some of the vehicles be stored outdoors, so only a fraction of the fleet may be stored inside the facility. This is a problem particularly in the winter when outdoor storage makes it difficult to start diesel engines that have been left out in the cold. Because of space limitations, preventive maintenance and repairs to fleet vehicles take longer than necessary due to inadequate maintenance facilities. Vehicles in need of maintenance or repair often are out of service longer than would otherwise be necessary simply due to lack of shop space to accommodate them. This impacts the ability to serve riders as vehicles in need of maintenance remain out of service. The new facility, with twice as many service bays as the existing facility, will enable program vehicles to be repaired and maintained more quickly and efficiently, returning them to service and increasing the program’s ability to serve the public. In addition, improved maintenance and repair facilities, as well as available indoor storage, will help lengthen the useful life of fleet vehicles and lower the cost of operating and maintaining them.
As alternative fuel technology progresses and offers public transportation agencies the ability to provide services at greater cost efficiency while reducing vehicle emissions, it is essential to have facilities to accommodate these technologies. The current facility does not have the space to accommodate alternative fueling stations; plans for the new facility include such accommodations.

The transit program’s estimated operating and capital budget – not including the multimodal transportation station project – for FY14-20 is $25,896,094 as shown in Table 3 shown below:

**Table 3: FY14-20 Capital and Operating Expenses**

<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT COST</th>
<th>CAPITAL OR OPERATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>New radios for bus fleet</td>
<td>$78,134</td>
<td>Capital</td>
</tr>
<tr>
<td>Large bus vehicle lift</td>
<td>$60,000</td>
<td>Capital</td>
</tr>
<tr>
<td>Fixed route trip scheduling software</td>
<td>$84,400</td>
<td>Capital</td>
</tr>
<tr>
<td>ADA bus stop upgrade</td>
<td>$72,960</td>
<td>Capital</td>
</tr>
<tr>
<td>VAC Workshop Diagnostic Equipment</td>
<td>$7,000</td>
<td>Capital</td>
</tr>
<tr>
<td>Installation of Bus Cameras</td>
<td>$94,000</td>
<td>Capital</td>
</tr>
<tr>
<td>Replacement of Vehicles Over 5 Years</td>
<td>$1,293,000</td>
<td>Capital</td>
</tr>
<tr>
<td>Installation of 25 New Bus Shelters</td>
<td>$500,000</td>
<td>Capital</td>
</tr>
<tr>
<td>FY14 operations</td>
<td>$3,614,100</td>
<td>Operating</td>
</tr>
<tr>
<td>FY15 operations</td>
<td>$3,846,500</td>
<td>Operating</td>
</tr>
<tr>
<td>FY16 operations</td>
<td>$3,929,000</td>
<td>Operating</td>
</tr>
<tr>
<td>FY17 operations</td>
<td>$3,948,100</td>
<td>Operating</td>
</tr>
<tr>
<td>FY18 operations</td>
<td>$3,968,200</td>
<td>Operating</td>
</tr>
<tr>
<td>FY19 operations</td>
<td>$3,989,300</td>
<td>Operating</td>
</tr>
<tr>
<td>FY20 operations</td>
<td>$4,011,400</td>
<td>Operating</td>
</tr>
<tr>
<td><strong>Total FY14-FY20</strong></td>
<td><strong>$25,896,094</strong></td>
<td></td>
</tr>
</tbody>
</table>

Operating a regional public transit program requires significant investment at the local, State, and Federal levels. The program undertakes capital projects on an ongoing basis to ensure that its fleet, facilities, equipment, and technology are safe, effective and efficient. Construction of the multimodal transportation station is beyond the means of the local program to undertake without significant financial assistance from USDOT and the FTA 5339(B) program. The DeKalb County Public Transportation Program has consistently demonstrated the ability to manage the resources necessary to operate an efficient, cost-effective, sustainable public transit program, and has done so for more than forty (40) years.

Considerable effort has been expended during the planning stage of this project to ensure that the new multimodal facility will operate efficiently and cleanly in order to optimize the long-term cost structure and minimize operational costs to as great extent as is possible.
Transit operations are funded through a variety of sources, including a Section 5307 grant from the Federal Transit Administration, a Downstate Operating Assistance Program (DOAP) Grant from the Illinois Department of Transportation, and contributions from local units of government, including DeKalb County, City of DeKalb, Kishwaukee College, DeKalb Township, City of Sycamore, and Sycamore Township. In 2015, operating budget contributions from local governmental units exceeded $230,000. These funding sources have proven sustainable over a long period of time; the program has been funded through USDOT Section 5311 since 1986; USDOT Section 5307 since 2005; and through ILDOT DOAP since 2006. Local partners, including DeKalb County, the City of DeKalb, the City of Sycamore, and other local units of government have been funding the program since its inception. In addition, the program consistently receives many private charitable donations to support what is regarded as an important resource for the people and communities in this region. These ongoing funding sources provide sufficient resources to ensure the proposed multimodal facility, once constructed, will be well maintained and remain in a state of good repair during its useful life.

<table>
<thead>
<tr>
<th>This project improves the program's ability to withstand the occurrence or recurrence of emergency, major disaster, and the effects of climate change in a number of ways:</th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ The location of the proposed new facility is within the DeKalb city limits, and more importantly, at a midpoint between Sycamore and DeKalb, allowing more effective service provision to both communities. This location places the program center of operations more centrally within the largest population centers in the service area, enhancing the ability to respond to emergencies.</td>
</tr>
<tr>
<td>❖ The new location also enhances the ability to cooperate and collaborate with Northern Illinois University's Huskie Bus Line in emergency preparedness and response.</td>
</tr>
<tr>
<td>❖ The new multimodal transportation center will include provisions for alternative fueling stations, which is not possible at the current location. This will enable the diversification of our fleet to include vehicles either less dependent or non-dependent on fossil fuels, decreasing program vulnerability to fuel price fluctuations or supply issues.</td>
</tr>
</tbody>
</table>

The project contributes to the reliability of the multimodal transportation program that serves all users in that it offers residents, workers, students and visitors to DeKalb County a number of transportation options for travel within the region and outside the region to the Chicago metropolitan area and beyond through the park and ride facility and feeder bus route to the Elburn Metra station. In addition, the new, larger, better-equipped maintenance facilities planned as part of this project will result in faster turnaround times for vehicle maintenance and service, which will provide the ability to have more vehicles in service at a time, increasing the capacity to provide service to all users.

The existing facility will continue to be used by DeKalb County for the Community Kitchen and Food Service programs that the County runs along with the Voluntary Action Center.

**Economic Competitiveness:**
The proposed DeKalb County Multimodal Transportation Facility will increase local and regional economic competitiveness in a number of ways, including:
1. Increasing Mobility - Creating Ladders of Opportunity
2. Creating Opportunities for Small and Disadvantaged Business Enterprises
3. Increased Economic Productivity
4. Job Creation
5. Supporting Public Transit Use

**Increasing Mobility – Creating Ladders of Opportunity:** By providing increased access to multiple modes of transportation to jobs, business opportunities and education – within DeKalb County and throughout the Chicago metropolitan area – the project creates ladders of opportunity for those working hard to make it to the middle class. These opportunities exist for those living in DeKalb County who wish to find work, business opportunities, or education locally or in the Chicago metropolitan area. But the project also affords the opportunity for those living in the Chicago metropolitan area to take advantage of jobs, businesses and educational opportunities in DeKalb County, including access to Northern Illinois University. In particular, low-income workers, who may not have personal transportation options, will benefit from the variety of multimodal transportation options and access that will open up opportunities for work and education.

Although DeKalb is technically located in an “urbanized area”, there are a number of rural communities surrounding the City. In an age when rural communities are losing population and experiencing the “brain drain” of their brightest young people leaving for larger cities, multimodal transit connections can make rural areas more attractive to young adults who enjoy a more rural lifestyle while craving access to the amenities available only in large, densely populated urban areas like Chicago. DeKalb’s location just along the transition from the western edge of the urbanized area to rural farmland presents some unique geographic advantages for DeKalb. The DeKalb area has a relatively low cost of living when compared to cities closer to Chicago, making it a potential regional center for commuters to the Greater Chicago Area. DeKalb has easy access to major markets in Chicago and its suburbs, as well as excellent access in all directions due to the proximity of I-39 and I-88. DeKalb is also located within an easy commute of major manufacturing centers including Aurora, the Quad-Cities, and Rockford. In addition, DeKalb is on a major rail line with as many as 45 trains passing through the city daily. DeKalb has an airport that accommodate the needs of small and medium size businesses. Finally, DeKalb is 15 minutes away from the Union Pacific’s Global III Intermodal Terminal located in Rochelle, Illinois, one of 4 such terminals in the Chicago area.

**Creating Opportunities for Small Business and Disadvantaged Business Enterprises, Including Veteran Owned and Service-Disabled Veteran Owned Businesses:** This project will enhance economic competitiveness by creating a safe, convenient, and reliable service for often times economically distressed and disadvantaged populations. This project will also connect transit-dependent populations, such as the disadvantaged, with improved employment and educational opportunities, retail, and services, including those of disadvantaged businesses. As its stated in the section below, DeKalb County meets the criteria of being in “economic distress”, and this project will directly benefit the vulnerable populations in the region.
Increased Economic Productivity:
DeKalb County meets the U.S. Economic Development Administration’s “economic distress” criteria in that the county’s per capita income for 2013 (the most recent period for which data are available) is 78 percent of the national average per capita income. The project, as demonstrated in the Benefit/Cost Analysis attached, will increase worker productivity by connecting critical employment destinations in the City, improving worker productivity. In addition, the project will enable riders to Chicago and back on the feeder route bus and Metra to use their commute time to work rather than drive. The multimodal transportation station project offers access to the huge market opportunities in the Chicago metropolitan area, with the ease of public transit travel. Further, it allows business owners and their employees the ability to be productive during the commute in a way that is not possible while driving an automobile. A portion of the riders utilizing the Park & Ride accommodation will also benefit from commuting productivity. Unlike individually commuting to work, passenger rail has the capability of allowing users to work during their commutes. This time saving potential benefits the commuter, the employer, and the project as a whole. According to the Metra schedule, the rail travel time between Elburn to Chicago is 54 minutes. It was estimated that 60 percent of the annual commuters will be working on the train. The average hourly salary of an employee in the business sector of Northern Illinois was found to be $35.94 per the United States Bureau of Labor Statistics. This average hourly rate was multiplied by the travel time to determine the subsequent commuting travel savings per trip. Based on the percentage of ridership that is anticipated to commute due to the Park & Ride facility, the average yearly commuting savings over the course of the analyzed 20-year lifecycle is $45,673.

Job Creation: The project will create approximately fifty (50) construction jobs and leverage significant economic activity during the construction phase, creating ladders of opportunity for others looking for employment, business opportunities and education. It is anticipated that the jobs created by the facility will benefit individuals seeking employment, as opposed to those already employed. The creation of new jobs would not only have an immediate benefit, but would generate the opportunity for future job creation with the greater potential for the system to continue to expand.

DEKALB COUNTY MULTIMODAL TRANSPORTATION FACILITY
City of DeKalb, Illinois 2016 FTA 5339(B) Grant Application

According to the Bureau of Labor Statistics, the average annual income for construction related occupations in DeKalb County, Illinois, is $47,000\(^7\). This project is anticipated to create 50 temporary jobs for a construction period of one year, for a $2,350,000 project benefit. The per capita income in DeKalb County is $23,696, per the United States Census Bureau. It is anticipated that the VAC will create 10 immediate permanent jobs, resulting in an initial benefit of $236,960. The projection of future long-term job creation is less quantitative, but can be modeled by anticipating the creation of two additional jobs annually. The yearly benefit from additional jobs over the course of the analyzed 20-year lifecycle is $47,392. Totaling the temporary and permanent jobs created, the average yearly benefit is $174,370.

Population and employment drive the demand for transportation. In DeKalb County, the ratio of workers to employment is quite good, however, it is the adjacent counties that provide excess jobs. Access to the more varied job opportunities within the Greater Chicago Region, which is adjacent to DeKalb County, is desirable for the long-term growth of the DeKalb County area, as they provide the greater-skilled, higher-income jobs needed for the region’s development. Just 28% of people working in DeKalb also live in the city. Another 23% live elsewhere in DeKalb County. Approximately 23% live to the east in the urban counties of Cook, DuPage, Kane and Will. As people typically shop closer to their homes, this ‘leakage’ of DeKalb employees to other residential areas represents a significant opportunity to reclaim economic activity in DeKalb.

Northern Illinois University and Kishwaukee College, both located in the DeKalb area, provide DeKalb with a youthful energy not often seen in other rural towns its size. The median age is 23.8\(^8\) years, much younger than the national median age of 37.3 years. Almost one-quarter of the population is between 20 and 24 years old. With this youth bringing energy to DeKalb, it also brings the increased use of public transportation, including the use of buses to class on campus, the use of the recreational trails in the area, and the use of the Park & Ride to the Metra Station.

Supporting Public Transit Use:
By providing more efficient and accessible public transportation options, the proposed Multimodal Transportation Facility will support more public transit use in the region. The project will induce new riders to transit by providing a high-quality transit service whose travel times are competitive with that of automobiles. In addition, with the new facility allowing for transit growth, including the Park & Ride component, public transit will become more and more attractive.

Quality of Life:
The City of DeKalb has amplified the opportunity to influence livability within the region by targeting investments and initiatives related to transportation and land use within the area. The most direct quality of life benefits of the project will derive from the project’s ability to promote

\(^7\) http://www.bls.gov/oes/current/oes_16974.htm#47-0000
\(^8\) Demographic data was obtained from the US Census Bureau, 2009-2013 5 Year American Community Survey
higher density transit-oriented development and encourage use of transit. Over the long-term, a more compact, transit-oriented development pattern will lead to travel time savings as well as lower travel costs for residents and visitors.

Income and poverty levels are other indicators that can be used to identify areas of need for transportation services. The Median Household Income for the DeKalb Urbanized Area was $47,948 in 2013\(^9\), which is well below the National figure. The Median Household Income has decreased 15.7% from the 2000 Census. In terms of poverty in the DeKalb Urbanized Area, 14.4% of area households are considered to be below the poverty threshold. The project will improve access to jobs, major educational institutions, retail options, and major health care centers for these sensitive populations.

In 2009, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) created the Partnership for Sustainable Communities to help communities nationwide "improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment"\(^10\). The partners incorporate six livability principles into federal funding programs and policies. This project aligns with all six livability principles, and directly supports the principle of *providing more transportation choices* because it:

- connects economically disadvantaged populations, non-drivers, senior citizens and persons with disabilities with employment, training, education, health care and other essential services;
- allows the program to more efficiently maintain and operate the public transportation equipment and provides more reliable services to those in need;
- improves local and regional transportation choices with connectivity to bus, train, bicycle and pedestrian networks;
- increases mobility for disadvantaged populations by providing additional capacity for both the dedicated bus routes, as well as the "dial-a-ride" program which provides as-needed transportation services to senior citizens, disabled residents, non-drivers, and students;
- provides increased opportunities for persons with disabilities by solving the "last mile" public transit problem through a combination of door-to-door paratransit service and transport to the "Park and Ride" facility for simple, low-cost transportation into the Chicago metropolitan area;
- increases commuter mobility and transportation choice by offering a low-carbon footprint alternative, through the "Park & Ride" service, to car travel for transit users commuting to the Metra Elburn train station depot for rail service to suburban Chicago and the City of Chicago destinations;

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\(^9\) US Census Bureau Data, 2009-2013 5 Year American Community Survey

\(^10\) Partnership for Sustainable Communities at [http://www.sustainablecommunities.gov/aboutUs.html](http://www.sustainablecommunities.gov/aboutUs.html)
• improves public coordination and efficiency resulting in an extremely efficient public transportation program without wasteful duplication of services; and
• aligns with local land-use planning and economic development decisions and conforms with local zoning regulations and maps.

The DeKalb urban area has a unique situation in that a major provider, Voluntary Action Center (VAC), is also a social service agency. VAC’s target populations include the disabled and the elderly. VAC also regularly communicates with a network of other social service agencies, law enforcement, state agencies, local jurisdictions, and any other area human service providers to provide multimodal opportunities that will lead to improved transportation for those traditionally underserved and coordinate services to maximize efficiency and resources.

According to 2010 Census data, 6.9% of the DeKalb Urbanized Area population have a disability, further illustrating the need for the proposed project. DeKalb will work with their staff to ensure that the proposed project will strictly adhere to all ADA standards and requirements. The DeKalb Urbanized Area has a rather small population of persons with limited English proficiency, but the limited English proficiency population keeps growing. To accommodate the entire population of the region, VAC provides transit schedules in both Spanish and English to serve those with limited English skills. VAC also contracts with a language translation service, and if a driver or dispatcher is having difficulty conversing with a passenger, he or she can use a cell phone and call the service provider. The driver/dispatcher and the passenger can then both speak to the translator, who then translates for the other person. While this service has only been required in a few circumstances, it has worked out well for all involved. With DeKalb’s limited English proficiency population growing, this service will continue at the proposed project site.

The new facility site will also be located adjacent to a paved bicycle pathway maintained by the DeKalb County Forest Preserve District that connects the DeKalb Nature Trail to the Peace Road Trail. The path has continuity from the proposed site to the city of DeKalb and Sycamore. This path experiences very high usage and is currently a bicycle and pedestrian recreational and commuter path, however future plans link this 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.

**Environmental Sustainability:**
The DeKalb County Multimodal Transportation Facility Project will use a variety of techniques and approaches to promote sustainability. The project will employ a number of green building strategies in the design and construction of the multimodal transportation center, including:
• The roof will be constructed with energy efficient materials including a white membrane covering for flat roof areas and efficient, recycled steel for other pitched roof sections.
• The employee parking lot and “Park and Ride” facility will use porous pavement materials and permeable UNILOC construction materials to mitigate storm water impacts. The project is not expected to impact any wetlands or endangered species.

• The building design will include geothermal heating/cooling, solar and wind power generation technology, high-efficiency LED lighting and modern insulation programs to conserve energy and reduce operating costs.

• The project will incorporate recycling and reuse of grey water, including in the operation of the automatic bus washer.

• The facility will be designed for future vehicle technologies, including design elements allowing for the addition of compressed natural gas fueling stations and electric charging stations. This will improve program resilience by reducing reliance on fossil fuels alone.

In addition to the sustainable building techniques described above, the project will result in fuel consumption savings and reduced vehicle emissions from the anticipated shift from personal passenger vehicles to the more-efficient modes of public bus and rail transportation. As shown in the Benefit/Cost Analysis, the average annual monetized value of fuel consumption savings is $809,752 and the average annual monetized value of the reduction in greenhouse gas emissions is $619,590.

**Safety:**
The project will provide measurable safety benefits to the residents and users of the enhanced public transportation program. It fosters a safe, connected, accessible transportation program for multimodal movement of people by offering additional public transportation options. The project encourages ridership through more flexible and convenient scheduling, making public transportation a more attractive and practical choice. This will have the impact of reducing the number of passenger vehicle miles driven. As detailed in the Benefit/Cost Analysis, this project will have a substantial impact to public safety by reducing the number of occurrences of auto related collisions and conflicts. The average annual monetized value of the safety benefit is $2,306,126 for the first year of operations.

The DeKalb area had 14 fatal auto accidents from January 2010 to March 2013. There are a number of safety improvements scheduled or anticipated over the next few years, and improved signage and education can help decrease these types of accidents. However, the majority of these accidents were caused by inattentive drivers or those under the influence of drugs or intoxicants. Expanded public transportation projects, such as this one, may also help eliminate these types of incidents.

In addition to the safety benefits of utilizing public transportation, the building and site will be designed with critical safety features not present in the existing facility, including:

• building fire suppression and alarm program;

---

11 Accident Data from Illinois Department of Transportation (IDOT)
DEKALB COUNTY MULTIMODAL TRANSPORTATION FACILITY  
City of DeKalb, Illinois 2016 FTA 5339(B) Grant Application

- full perimeter fencing and lighting;
- dedicated pre-trip inspection area to ensure safe and reliable equipment;
- dedicated training area for new and recurrent driver training;
- protected passenger loading and unloading area to eliminate pedestrian and automobile conflicts;
- dedicated bus entry and exit lanes designed to reduce potential conflicts with both pedestrians and passenger vehicles.

Secondary Selection Criteria:

Innovation:
The multimodal transportation facility incorporates a number of innovative strategies in the pursuit of the outcomes listed in the primary selection criteria. DeKalb’s funding model is innovative among public transportation programs in the breadth and depth of community and volunteer support of the program. The program has consistently been able to rely on the generosity – in dollars and time – of local businesses, organizations and individuals to sustain the program and its operations it has grown over the past forty years. In 2015 alone, volunteer drivers donated 4,160 hours of time to the program – a contribution worth more than $50,000. DeKalb’s program is a hybrid that must serve both urban and rural public transportation needs. Because of this, it has always been important to be creative and innovative in resource deployment and service delivery. The multimodal transportation facility will allow us to be more efficient in this regard by improving availability of fleet vehicles through improved maintenance facilities, by increasing vehicle longevity through expanded indoor vehicle storage, and by improving operating efficiencies by creating a facility sized and equipped to meet the needs of today and the future. The project allows the program to include innovative technologies such as grey water recovery and recycling, permeable pavement materials, geothermal heating and cooling, and alternative fueling stations to take advantage of new and emerging fuel technologies.

VAC, the City of DeKalb, and DeKalb County have taken an active role in responding to community emergencies with transit resources for many years. All are members of the DeKalb County Emergency Responders, a network of first responders, human service organizations and local units of government that meet regularly to discuss and practice responding to a variety of disaster and emergency scenarios including fires, floods, tornadoes and terrorist attacks. VAC has provided transit resources for several major flood events in recent years to help evacuate, relocate and provide ongoing transit services to those impacted. VAC has provided buses for emergency responders involved in structure fire events as well, in order to provide shelter from the elements for both residents effected and responders.

In April 2015, a F4 tornado struck several communities in northwest DeKalb County, causing widespread damage including large scale destruction to the town of Fairdale (please see the photo below illustrating the damage). VAC responded with multiple buses hours after the tornado struck, providing rides to shelters for effected residents and shelter for first responders.
VAC continued to provide multiple buses every day for nearly three weeks to help move responders, volunteers and residents around the area. VAC remains committed to providing priority rides for effected residents in the long term.

The new transit facility will improve VAC’s ability to respond to disasters by providing better storage and maintenance facilities for buses needed and improved communications technology that will enable better response to these emergencies.

**Partnership:**
Jurisdictional and Stakeholder Collaboration
The City of DeKalb has benefitted from the commitment and support of a number of public and private partners that have participated in the development of the project and have provided important support throughout the planning process. Among these partners are:

<table>
<thead>
<tr>
<th>1. United States Senator Richard J. Durbin</th>
<th>2. United States Representative Randy M. Hultgren</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. United States Representative Adam Kinzinger</td>
<td>4. State Representative Robert W. Pritchard</td>
</tr>
<tr>
<td>5. State Senator Dave Syverson</td>
<td>6. City of DeKalb</td>
</tr>
<tr>
<td>7. DeKalb County</td>
<td>8. Sycamore Township</td>
</tr>
<tr>
<td>9. Village of Elburn</td>
<td>10. DeKalb Township</td>
</tr>
<tr>
<td>11. DSATS</td>
<td>12. Voluntary Action Center</td>
</tr>
<tr>
<td>13. Kishwaukee College</td>
<td>14. CASA (Court-Appointed Special Advocates)</td>
</tr>
<tr>
<td>15. Children’s Home + Aid</td>
<td>16. DeKalb Chamber of Commerce</td>
</tr>
<tr>
<td>17. DeKalb County Community Gardens</td>
<td>18. DeKalb County Mental Health Board</td>
</tr>
<tr>
<td>19. DeKalb County Economic Development Corporation</td>
<td>20. DeKalb County Rehab &amp; Nursing Center</td>
</tr>
</tbody>
</table>
21. DeKalb County Senior Service Providers
22. DeKalb County Youth Service Bureau, Inc.
23. First Midwest Bank
24. First National Bank
25. Fox Valley Older Adult Services
26. The Gracie Center
27. Housing Authority of the County of DeKalb
28. Legacy Law Firm
29. Networking for Families
30. Northwestern Illinois Area Agency on Aging
31. Opportunity House
32. Pine Acres Rehabilitation & Living Center
33. RAMP
34. Siepert West Financial Consulting
35. United Way - Kishwaukee
36. Kishwaukee Family YMCA
37. DeKalb County Health Department

These partners have provided both financial and volunteer resources to advance this project. Through participation in DSATS, stakeholders have formed a cohesive coalition for the advancement of this project. This cooperative strength will allow the project to advance through planning and construction and will provide the necessary resources to thrive well into the future. These stakeholders have a shared stake in the long-term success of this project.

Disciplinary Integration:
The project brings together the transportation agency with a number of non-transportation public agencies pursuing similar objectives. Kishwaukee College and Northern Illinois University, as well as their students, employees, and guests benefit from an expanded facility that provides greater access to safe, efficient, cost-effective public transit services. The DeKalb County Economic Development Corporation, a public/private partnership working to facilitate sustainable economic growth within DeKalb County, benefits from a public transit program that connects workers to employment.

SECTION VI: RESULTS OF BENEFIT-COST ANALYSIS:
The Benefit/Cost Analysis is included as Appendix D: Benefit Cost Analysis to this application and provides a detailed breakdown of the individual cost components and benefits associated with the project. Using a 3 percent discount rate, the benefit to cost ratio for the DeKalb County Multimodal Transportation Facility is 2.01:1. A summary of the Benefit/Cost Analysis is on the following page:

<table>
<thead>
<tr>
<th>Current Issue to be Addressed</th>
<th>Change to Issue</th>
<th>Type of Impact</th>
<th>Population Affected by Impact</th>
<th>Economic Benefit</th>
<th>Summary of Results</th>
<th>Page Reference in BCA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing facility operating at</td>
<td>Construction of new, larger</td>
<td>Increase ridership growth;</td>
<td>Existing public transportation</td>
<td>Average yearly</td>
<td>Total benefit to cost ratio of 2.01:1&lt;sup&gt;12&lt;/sup&gt;.</td>
<td>p. 18 &amp; pp. 20-21</td>
</tr>
</tbody>
</table>

<sup>12</sup> At a 3 percent discount
**SECTION VI: PROJECT READINESS**

DeKalb is prepared to advance the multimodal transportation facility project on a schedule that will enable FTA 5339(B) funding to be obligated on or before September 30, 2019. The City of DeKalb and the project stakeholders have advanced planning to a point that will enable the project to advance quickly once funding is secured. The project’s NEPA will be completed by the year’s end, as is shown in the project schedule later in the application. DeKalb has already completed a feasibility study and needs assessment to determine the size and facility capabilities that are required to support the local public transportation program now and into the future. Subsequent to the completion of the study and assessment, the City secured a project site, as well as project capital and a $750,000 land donation to match FTA 5339(B) funds. Once the remaining funding is in place, the project is poised to quickly advance to the detailed design and engineering phase, with construction to commence 180 days thereafter.

**A. Technical Feasibility**

As part of the planning process, the DeKalb Sycamore Area Transportation Study (DSATS) advanced a comprehensive transit planning study to determine the feasibility of expanding the current facility or advancing construction on a new site. The *Transit Study* (a link to this document is found in **Appendix B: Additional Reference Information**) found the current facility, at 15,984 square feet, is grossly undersized. The study finds a facility sized at 83,378 square feet will meet current and projected future needs. The study provides a detailed analysis and technical feasibility study of the following project components:

- Review of existing ridership and growth projections
- Capacity analysis of existing facility and potential for expansion
- Preliminary space program and detailed needs assessment
- Preliminary building design and layout of new facility
- Planning for future service growth and site expansion
- Review of available building sites
- Preliminary cost estimate

**Cost Estimates** - The estimates of cost for the facility were prepared based upon the conclusions detailed in the *Transit Study*, prepared by LSA Design, Inc. Since forming over 20 years ago, LSA has become recognized as a leader in the field of Mass Transit and Parking Consulting. Their dedication to transit analysis and design makes them highly-qualified in preparing realistic project scopes and associated budgets. In order to ensure the project budget can be met, a contingency has been included to offset any unforeseen elements that may be required for the completion of the project. The DeKalb County Multimodal Transportation Facility is specifically
designed to meet the present and future public transit needs of the area and by enlisting the services of qualified consultants, the City of DeKalb is highly confident the project is financially feasible within the budget included in this application.

**Table 4: Project Budget (funding sources)**

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Total Cost</th>
<th>5339b Grant Request</th>
<th>State of Illinois (TDCs)</th>
<th>Other Federal Funding</th>
<th>Local Match Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Acquisition</td>
<td>$750,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$750,000</td>
</tr>
<tr>
<td>Roadway Work</td>
<td>$892,500</td>
<td>$0</td>
<td>$0</td>
<td>$680,000</td>
<td>$212,500</td>
</tr>
<tr>
<td>Site Work</td>
<td>$1,220,000</td>
<td>$1,220,000</td>
<td>$244,000</td>
<td>0</td>
<td>$210,000</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>$180,000</td>
<td>$180,000</td>
<td>$36,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Building Construction</td>
<td>$12,445,000</td>
<td>$12,445,000</td>
<td>$2,489,000</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>Contingency</td>
<td>$1,785,000</td>
<td>$1,785,000</td>
<td>$357,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Soft Costs (Design, Engineering, Testing, Etc.)</td>
<td>$3,400,000</td>
<td>$2,650,000</td>
<td>$530,000</td>
<td>$600,000</td>
<td>$150,000</td>
</tr>
<tr>
<td><strong>Total Project Cost:</strong></td>
<td><strong>$20,672,500</strong></td>
<td><strong>$18,280,000</strong></td>
<td><strong>$3,656,000</strong></td>
<td><strong>$1,280,000</strong></td>
<td><strong>$1,112,500</strong></td>
</tr>
</tbody>
</table>

**Table 5: Project Budget (description)**

<table>
<thead>
<tr>
<th>ITEMS</th>
<th>DESCRIPTION</th>
<th>TOTAL COST</th>
<th>% OF COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 LAND ACQUISITION</td>
<td>10 +/- AC</td>
<td>$750,000</td>
<td>3.63%</td>
</tr>
<tr>
<td>2 SITE WORK</td>
<td>10 +/- AC</td>
<td>$2,112,500</td>
<td>10.22%</td>
</tr>
<tr>
<td>3 PARK &amp; RIDE</td>
<td>0.89 AC</td>
<td>$180,000</td>
<td>0.87%</td>
</tr>
<tr>
<td>4 BUILDING CONSTRUCTION</td>
<td>83,500 SF</td>
<td>$12,445,000</td>
<td>64.90%</td>
</tr>
<tr>
<td>5 OFFICE AND ADMINISTRATION</td>
<td>11,375 SF</td>
<td>$2,350,000</td>
<td></td>
</tr>
<tr>
<td>6 BUS STORAGE FACILITY</td>
<td>56,895 SF</td>
<td>$6,000,000</td>
<td></td>
</tr>
<tr>
<td>7 FUELING, WASH BAY, &amp; MAINT</td>
<td>9,610 SF</td>
<td>$3,620,000</td>
<td></td>
</tr>
<tr>
<td>8 SUPPORT &amp; MAINT. STORAGE</td>
<td>4,800 SF</td>
<td>$475,000</td>
<td></td>
</tr>
<tr>
<td>9 CONTINGENCY</td>
<td>$1,785,000</td>
<td>8.63%</td>
<td></td>
</tr>
<tr>
<td>10 SOFT COSTS (DESIGN, ENGINEERING, TESTING, ETC.)</td>
<td>$3,400,000</td>
<td>16.45%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL PROJECT COST</strong></td>
<td><strong>$20,672,500</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Project Risks and Mitigation Strategies – The City of DeKalb has made every effort to minimize the risk associated with this project. Through the preliminary planning studies and needs assessment to the cultivation of intergovernmental and private partnerships, commitment to the advancement of the project is evident. Available local funding is in place and with the requested FTA 5339(B) funding, there is minimal risk that the project will not advance as planned.

**B. Financial Feasibility**

Stable and reliable funding. DeKalb's program has been in operation for more than forty years, and consistently has demonstrated the ability to provide stable and reliable capital and operating
fund commitments to cover the costs of providing public transit services, through a combination of federal, state, local funding, charitable giving and volunteer services.

**Contingency reserves.** Considerable care has been taken to plan the project in a way that avoids unanticipated cost overruns during the construction phase. However, if overruns are encountered, the City of DeKalb is committed to moving the project forward.

**Financial condition and ability to manage grants.** The City of DeKalb is in sound financial condition. Its most recent financial audit report shows no significant findings. DeKalb has successfully managed a wide variety of federal and state grants, has successfully complied with reporting and other grant requirements and has not received any adverse audit findings for any of the grants it has managed.

**C. Project Schedule**

Table 6 below includes a detailed project schedule including all major milestones. Pre-construction activities will be completed a full year before the FTA 5339(B) deadline for obligation of funds on September 30, 2019, allowing for a substantial time contingency should any delays occur. DeKalb County has already formally committed the land for use as the multimodal transportation facility, so there is no concern about land acquisition timeframes.

*Table 6: Project Schedule*

<table>
<thead>
<tr>
<th>PROJECT COMPONENT</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Planning &amp; Needs Assessment</td>
<td>Complete</td>
</tr>
<tr>
<td>Matching Funds Secured</td>
<td>Complete and Ongoing</td>
</tr>
<tr>
<td>FTA 5339(B) Funding Award</td>
<td>October 2016</td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>December 2016</td>
</tr>
<tr>
<td>Environmental Approvals</td>
<td>December 2016</td>
</tr>
<tr>
<td>Design and Engineering</td>
<td>November 2016 – April 2017</td>
</tr>
<tr>
<td>Bidding, Letting, and Award</td>
<td>May 2017 – June 2017</td>
</tr>
<tr>
<td>Construction</td>
<td>July 2017 - July 2018</td>
</tr>
<tr>
<td>Project Complete</td>
<td>December 2018</td>
</tr>
</tbody>
</table>

**D. Assessment of Project Risks and Mitigation Strategies**

**Risks and Contingencies.** Funding for the project will primarily come from commitments from the City of DeKalb and DeKalb County, committed funds from the State of Illinois, and FTA 5339(B) funding. Financing is in place and if DeKalb is awarded a FTA 5339(B) grant, there is minimal risk that the project will not move forward. As shown in the detailed Project Budget, sufficient contingency reserves have been included.

**National Environmental Policy Act (NEPA).** The City of DeKalb has engaged Fehr Graham, an engineering and environmental firm to complete the NEPA process for the project and that
process is currently underway. The preliminary NEPA documentation is included as Appendix E to this application. As part of a full NEPA study, it will be identified if there are any historic or prehistoric items on the property. If there are, project completion may be delayed to properly address any findings. It is anticipated that this project will not significantly impact the historic or cultural aspects of the environment. There are areas of mapped wetlands that may need to be mitigated in accordance with state and federal regulations. If that is the case, the applicant is committed to performing, and funding, the mitigation actions as required. The NEPA process will be completed by December 2016 and the City will be ready to obligate FTA 5339(B) funding well in advance of September 2019. The timeline for achieving a NEPA determination for the project is as follows:

Table 7: NEPA Timeline

<table>
<thead>
<tr>
<th>Task/Activity</th>
<th>4/16</th>
<th>5/16</th>
<th>6/16</th>
<th>7/16</th>
<th>8/16</th>
<th>9/16</th>
<th>10/16</th>
<th>11/16</th>
<th>12/16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency letters mailed</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Agency review of letters</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Agency letter responses back</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Prepare Environmental Consequences</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Evaluation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Submittal of documents to NEPA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEPA review</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>NEPA response</td>
<td></td>
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<td></td>
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<tr>
<td>Final sign-off</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Table 8: State and Local Approvals

<table>
<thead>
<tr>
<th>State Approvals</th>
<th>Local Approvals</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Notice of Intent (NOI) will be filed with the Illinois EPA as a result of the project disturbing over one acre of land</td>
<td>County has approved use of county-owned land for this project</td>
</tr>
<tr>
<td>The site is not in the 100-year floodplain so a Joint Application with the USACE, IDNR and IEPA will not be required</td>
<td>Local building and water/sewer permits will be obtained prior to construction</td>
</tr>
<tr>
<td>Legislative Approvals. The DeKalb City Council adopted a Resolution in Support of the project and authorizing the contribution of matching funds. In addition, DeKalb County adopted a Resolution in 2012 committing to the land donation for the proposed project, and they adopted another Resolution in 2016 reaffirming their commitment to the land donation for the project and pledging their support of the project. All of these Letters and Resolutions are included in Appendix C: Letters of Support to this application.</td>
<td>The facility is a permitted use in the zoning classification assigned to the project site</td>
</tr>
</tbody>
</table>
State and Local Planning. This project is the outcome of an extensive planning process undertaken in 2009 and 2010 by the regional partners and stakeholders, SRF Consulting Group, Inc., and LSA Design, Inc. This planning process produced two reports:

- **2010 DSATS Transit Development Plan Update:**
  [http://www.dsats.org](http://www.dsats.org)

- **DSATS Transportation Improvement Program FY2105-2019**
  [http://www.dsats.org](http://www.dsats.org)

The project being proposed in this application is consistent with the findings and recommendations of these two planning documents. Specifically, it should be noted that the construction of the DeKalb County Multimodal Transportation Facility significantly contributes to the each of the goals identified in the DSATS 2040 Long Range Transportation Plan, which are:

- **Goal 1**: Develop a safe and secure multi-modal transportation system that provides for the efficient movement of people and goods

- **Goal 2**: Identify and support transportation improvements to ensure a high-level of mobility and accessibility throughout the metropolitan planning area

- **Goal 3**: Develop a regional transportation system that promotes the use of public transit and non-motorized travel

- **Goal 4**: Support transportation enhancements and projects that promote existing and future economic development

- **Goal 5**: Balance transportation improvements with potential impacts to the surrounding physical and social environment

**SECTION VIII: FEDERAL WAGE RATE CERTIFICATION**

The City of DeKalb, Illinois will comply with all federal requirements. Please refer to Appendix A for a signed certification from City of DeKalb Mayor John Rey that states compliance with the Federal Wage Rate Requirement.