

TABLE OF CONTENTS

I. INTRODUCTION 1

II. EXISTING CONDITIONS 2

 POPULATION 2

 MAJOR TRIP GENERATORS..... 11

 PEER COMPARISON 13

III. CURRENT TRANSPORTATION SERVICES 19

 VOLUNTARY ACTION CENTER TRANSPORTATION PROGRAM –

 TRANSVAC 19

 HUSKIE LINE..... 34

 PEER COMPARISON 44

IV. TRANSPORTATION NEEDS ASSESSMENT..... 49

 TRANSIT PROPENSITY 49

 INTERVIEWS AND FOCUS GROUPS 49

 SUMMARY 57

V. SERVICE ALTERNATIVES 58

 GENERAL ISSUE IDENTIFICATION..... 58

 TRANSVAC PERFORMANCE ANALYSIS 59

 SERVICE ALTERNATIVES..... 65

 SUMMARY OF ALTERNATIVES..... 87

VI. IMPLEMENTATION PLAN..... 89

 SERVICE IMPROVEMENTS 89

 SERVICE EFFICIENCY AND MANAGEMENT IMPROVEMENTS 90

 ORGANIZATION AND STAFFING..... 94

 COST AND REVENUE PROJECTIONS 95

 RIDERSHIP PROJECTION 98

 CAPITAL IMPROVEMENTS..... 98

 SERVICE STANDARDS..... 99

 IMPLEMENTATION TIMELINE..... 103

 NON-TRANSPORTATION SOLUTIONS 103

I. INTRODUCTION

This document is the final report prepared under a project sponsored by the DeKalb-Sycamore Area Transportation Study (DSATS) and the Illinois' Department of Transportation to prepare a Transit Plan for the DeKalb-Sycamore urbanized area. Transit planning is essential to guide the management, operation, and financial functions of transportation systems. This study has resulted in a plan to guide decision-makers to improve the existing transportation service in the Cities of DeKalb and Sycamore, as well as all of DeKalb County.

The first step in developing the Transit Plan consisted of collecting background information on the characteristics of DeKalb County and the transportation services that are available in the county. Data for the report was collected in a variety of ways. Section II of this report describes the existing conditions in DeKalb County. It provides background information about the demographics and economic status of the county's population and the labor force and employers in the county using U.S. Census Bureau and Illinois Department of Commerce data. In addition, numerous maps exhibit the major trip generators in the county including shopping destinations, medical facilities, residential and assisted living facilities, and human services agency sites, among others.

Section III provides a detailed description of the transportation service provided by TransVAC. The profile of TransVAC includes its service area, routes operated, vehicle fleet, and past performance. This section also includes the routes provided by Huskie Line and the ridership levels. Section IV contains a transportation needs assessment for the DeKalb-Sycamore area. Based on this assessment, three service improvement alternatives were identified. These were presented and reviewed by the DSATS Technical Committee before a recommended Five-Year plan was created.

Some service improvements were identified that would involve an increase in service hours and a corresponding increase in costs. This includes expanding transportation service to Saturdays, increasing evening service, and extending the Green Line to Sycamore. It is expected that these service improvements would not be possible unless the State of Illinois provides Downstate Operating Assistance Program (DOAP) funds. These are funds that are available to urban transit systems throughout the State of Illinois.

II. EXISTING CONDITIONS

DeKalb County is located in northwest Illinois. Eight Counties share some portion of the border. To the west are Ogle and Lee Counties and to the south La Salle County. Kendall and Kane counties create the east border, and McHenry, Boone, and Winnebago Counties are to the North. The DeKalb-Sycamore metropolitan area is approximately seventy (70) miles from downtown Chicago. Being so close to Chicago ties DeKalb County to that metropolitan area geographically and economically. DeKalb County is included in the Chicago MSA, but is not included in the jurisdictions of Chicago planning organizations, like the Chicago Area Transportation Study (CATS), or the Regional Transit Authority (RTA).

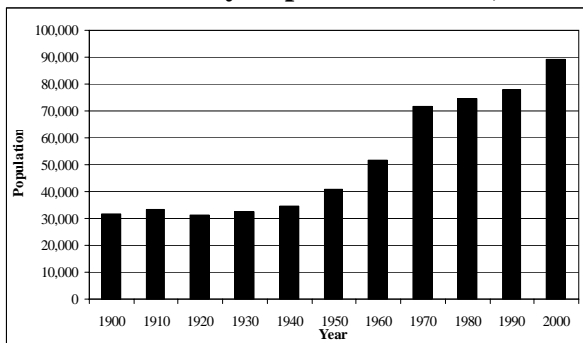
The East-West Tollway (Interstate 88) runs through central DeKalb County and provides access to Annie Glidden and Peace Roads at the City of DeKalb's southern end. The close proximity of DeKalb County and the DeKalb-Sycamore metropolitan area's close proximity to Chicago provides short driving times to O'Hare and Midway International Airports, downtown Chicago, major sporting events, and museums. DeKalb County is approximately two hours drive from Milwaukee, Madison, the Quad Cities, Peoria, Bloomington-Normal, and Galena. Exhibit II.1 shows DeKalb County's major highways and communities.

POPULATION

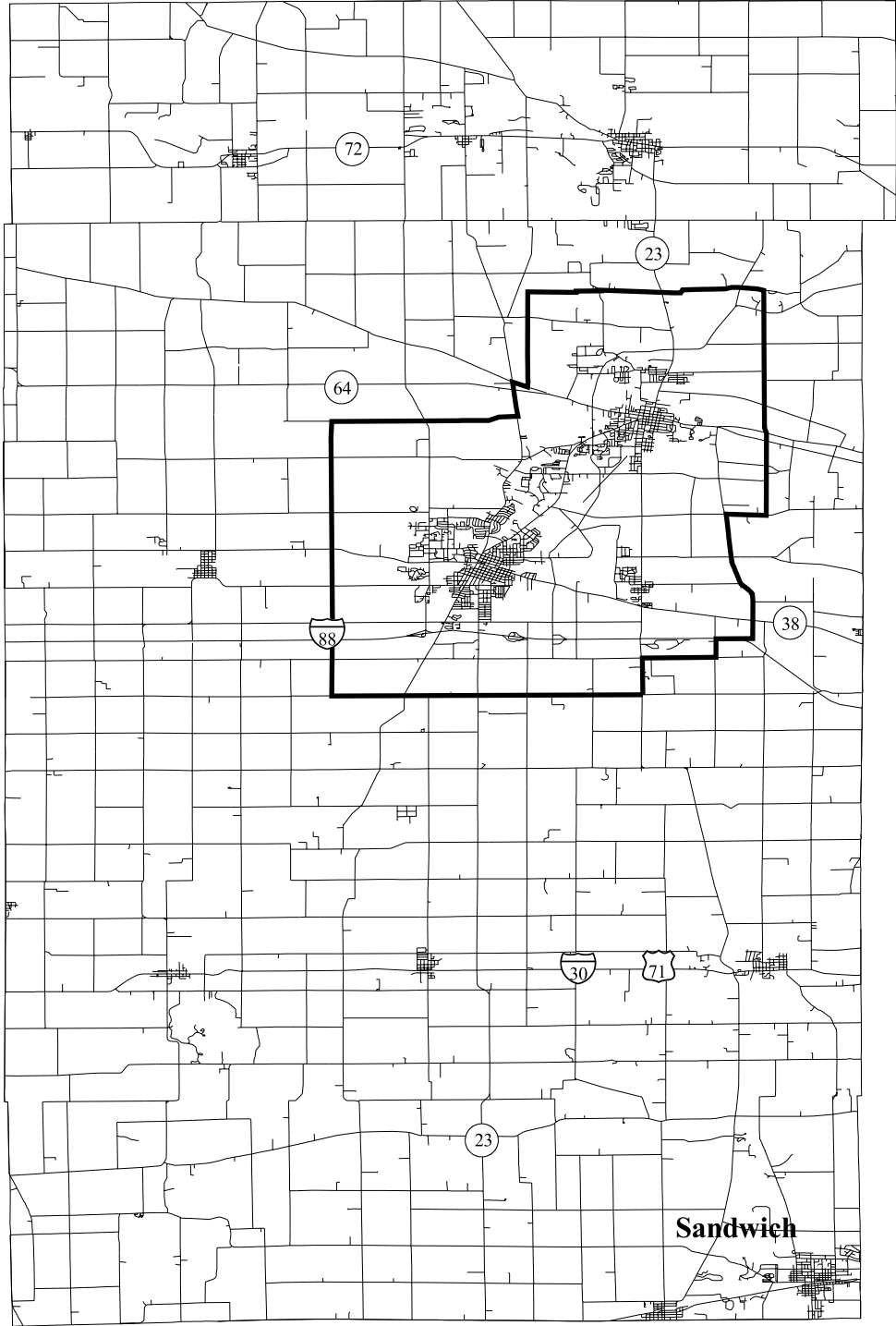
DeKalb County's population has grown continuously since 1920 with its largest growth occurring in the 1950s and 1960s. This growth slowed after the 1960s, until it began increasing dramatically between 1990 and 2000, when its population increased by nearly twelve percent. From 2000 to 2002, DeKalb County's population increased approximately three percent to 91,561 people. Exhibit II.2 illustrates these population trends.

Population





Exhibit II.2: County Population Trend, 1900-2000



Source: DeKalb County Clerk Office, and the U.S. Census Bureau



Legend

-  State Routes
-  Interstate Routes
-  US Highways
-  MPO Boundary



Prepared By:
RLS & Associates, Inc.

**Exhibit II-1
Location Map**

**DeKalb-Sycamore
Urban Transit Plan**

Population

Nineteen townships comprise DeKalb County's 634 square miles. It has an overall population density of 140 people per square mile and fourteen towns, villages, and cities. The City of DeKalb has the largest population within the county, according to the 2000 U.S. Census. Exhibit II.3 shows the county's population by township and each of the townships' villages, towns, or cities.

Exhibit II.3: Population of DeKalb County Municipalities

Name	1970	1980	1990	2000
Afton Twp	708	605	665	640
Clinton Twp	1591	1451	1521	1,663
Village of Waterman	990	943	1074	1,224
Cortland Twp	3037	4297	4637	6,986
Town of Cortland	541	1010	963	2,066
Village of Maple Park	---	124	641	765
DeKalb Twp	35,976	36,375	38,710	42,189
City of DeKalb	32,949	33,099	34,925	39,018
Franklin Twp	1950	1891	1879	2,026
Village of Kirkland	1,138	1,155	1,011	1,116
Genoa Twp	3,797	4,195	4,210	5,342
City of Genoa	3,003	3,276	3,083	4,169
Kingston Twp	1,347	1,809	1,955	2,577
Village of Kingston	481	618	562	980
Malta Twp	1,532	1,484	1,335	1,402
Village of Malta	961	995	865	969
Mayfield Twp	461	413	373	810
Milan Twp	461	413	373	364
Paw Paw Twp	481	398	384	306
Pierce Twp	622	512	506	473
Sandwich Twp	5250	5,743	5,990	6,920
City of Sandwich	5,046	5,241	5,567	6,059
Shabbona Twp	1,354	1,372	1,379	1,454
Village of Lee	121	145	319	319
Village of Shabbona	730	851	897	929
Somonauk Twp	1,448	1,610	1,543	1,805
Village of Somonauk	1,012	1,107	1,263	1,295
South Grove Twp	605	532	461	535
Squaw Grove Twp	1,770	2,175	2,387	2,712
Village of Hinckley	1,053	1,447	1,682	1,994
Sycamore Twp	8,522	8,549	8,843	10,401
City of Sycamore	7843	9,219	9,708	12,020
Victor Twp	437	448	413	364

Source: U.S. Census, 2000

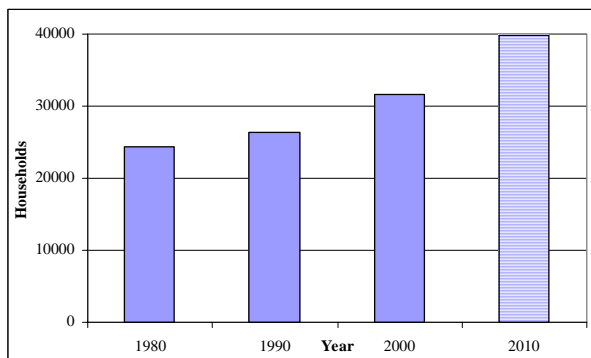
The 71,838 persons living in the five (5) largest townships constitute about eighty-one (81) percent of the DeKalb County population. DeKalb is the largest Township in the county, and Sycamore Township is the second largest. Recent population growth in the town of Cortland (within

Population

Cortland Township) made it the third largest Township over Sandwich. In the most populous Townships, seventy-eight (78) to ninety-two (92) percent of the population lives within a town, village or city. Approximately seventy-seven (77) percent of the County’s population lives within an incorporated area. DeKalb and Sycamore are the largest cities, and together have fifty-seven (57) percent of the county’s population.

There were 31,674 households in DeKalb County in 2000. The number of people per household has been steady since 1990, and is projected to remain stable. The overall average number of people per household in 2000 was 2.56.

Exhibit II.4: DeKalb County Households, 1980-2010

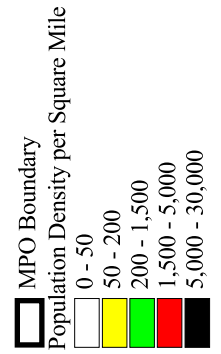
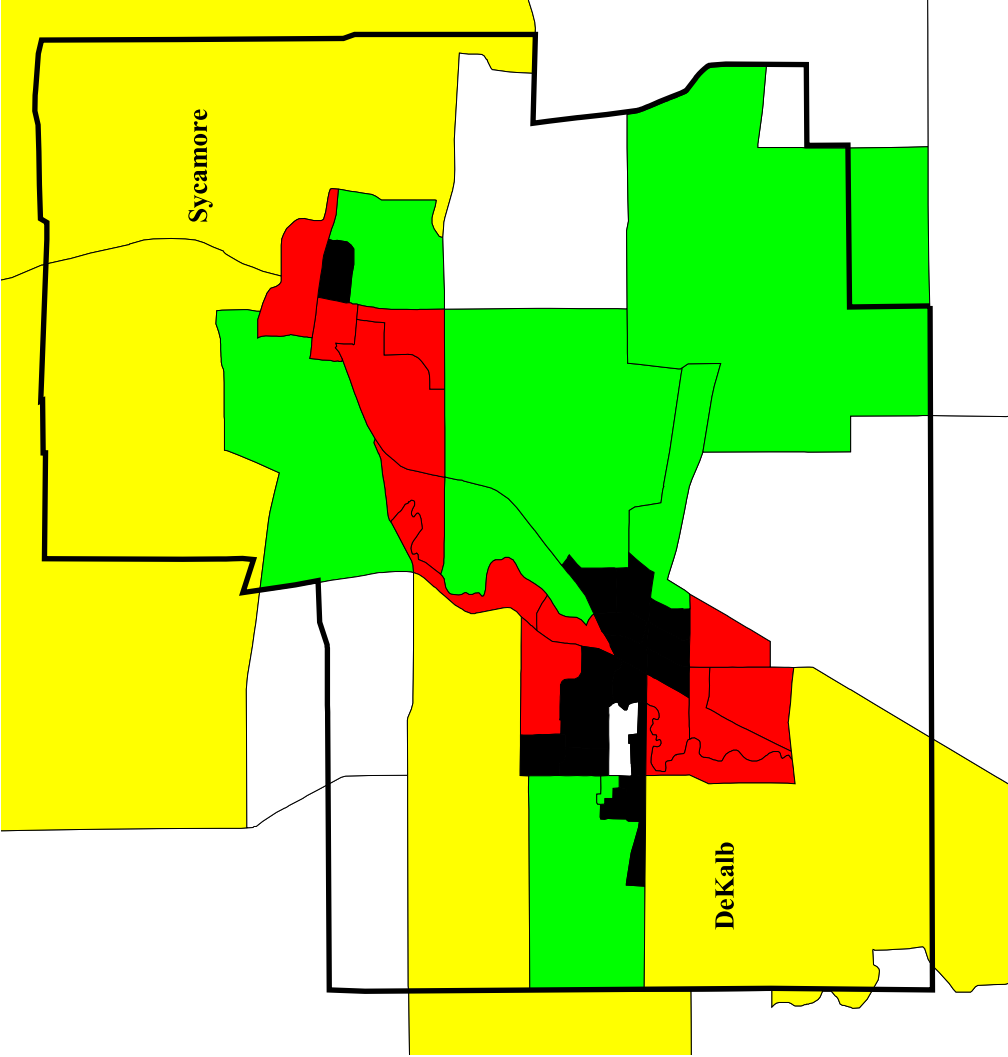
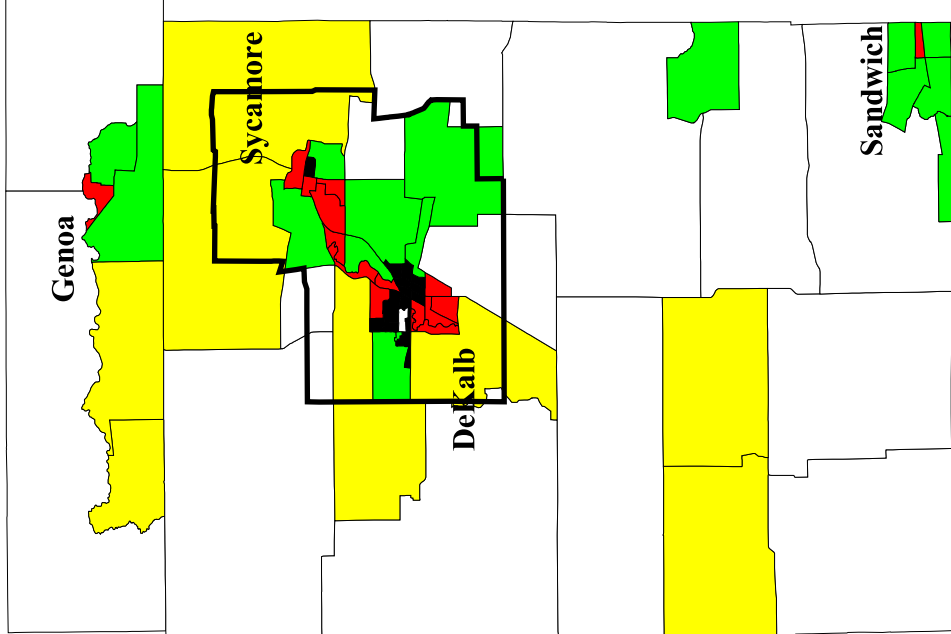


Source: 1980, 1990, 2000 U.S. Census, and Center for Governmental Studies

Exhibit II.5 illustrates the number of persons per square mile, by block group in DeKalb County. The block groups with the greatest population densities are located in the DeKalb-Sycamore urban area. There are several block groups in DeKalb that have over 5,000 persons per square mile.

Age

According to the 2000 U.S. Census, the largest age cohort was between age 20 and 24, constituting more than fifteen (15) percent of the county’s population (see Exhibit II.6). A significant portion of the 20 to 24 age cohort is most likely made up of the Northern Illinois University (NIU) students who may or may not live in DeKalb County year round. The next largest age groups were in the 25 to 29, 35 to 39, and 40 to 44 cohorts, each making up approximately seven (7) percent of the population. Approximately twenty-one (21) percent of the population was under age 18, while less than ten (10) percent is age 60 or older. The distribution indicates that, given stability in county migration rates, as the working age

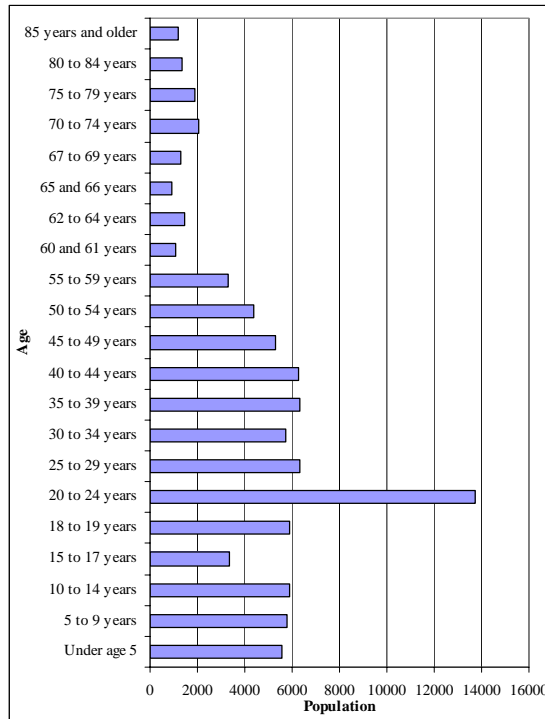


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**Exhibit II-5
Population Density
DeKalb-Sycamore
Urban Transit Plan**

group enters retirement, the younger age group will be entering the workforce.

Exhibit II.6: County Population by Age Cohort, 2000



Source: U.S. Census, 2000

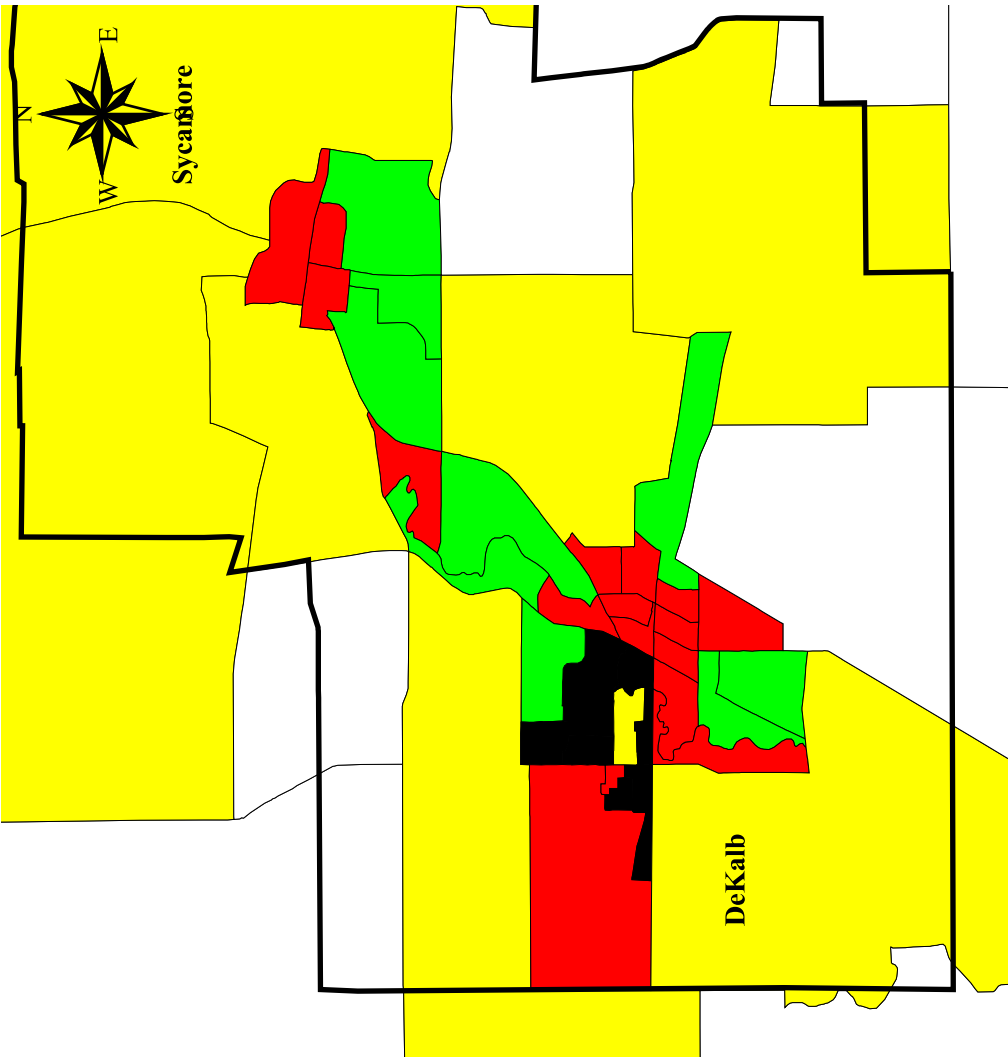
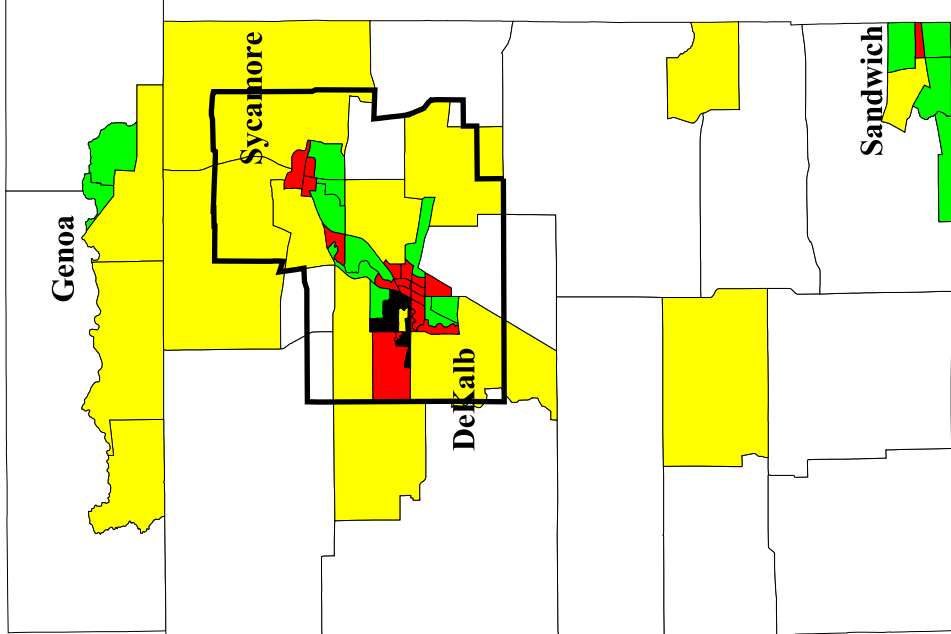
Exhibit II.7 illustrates the population density of people age 18 to 24, per square mile, by Census block group. The block groups with the highest density of this age group are in the City of DeKalb surrounding Northern Illinois University. In this area there are several block groups with more than 3,500 persons between 18 and 24 years old per square mile.

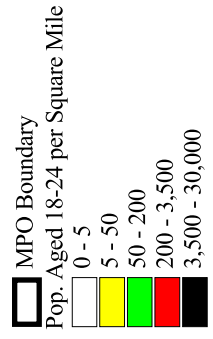
Exhibit II.8 illustrates the population density of people age 65 and older per square mile, by Census block group. The highest concentrations of senior citizens are in DeKalb, Sycamore and in Sandwich where there are block groups with more than 400 persons per square mile over 65 years. This can be attributed to, in part, to the location within these block groups of the Golden Years Plaza and Barb City Manor in DeKalb and Oakcrest Retirement Center in Sycamore.

Persons with Disabilities

Exhibit II.9 illustrates the number of people in the county who report some type of disability.¹ The data represents a total count of disabilities by age

¹ Disabilities include sensory, physical, mental, self-care, and go outside the home limitations.

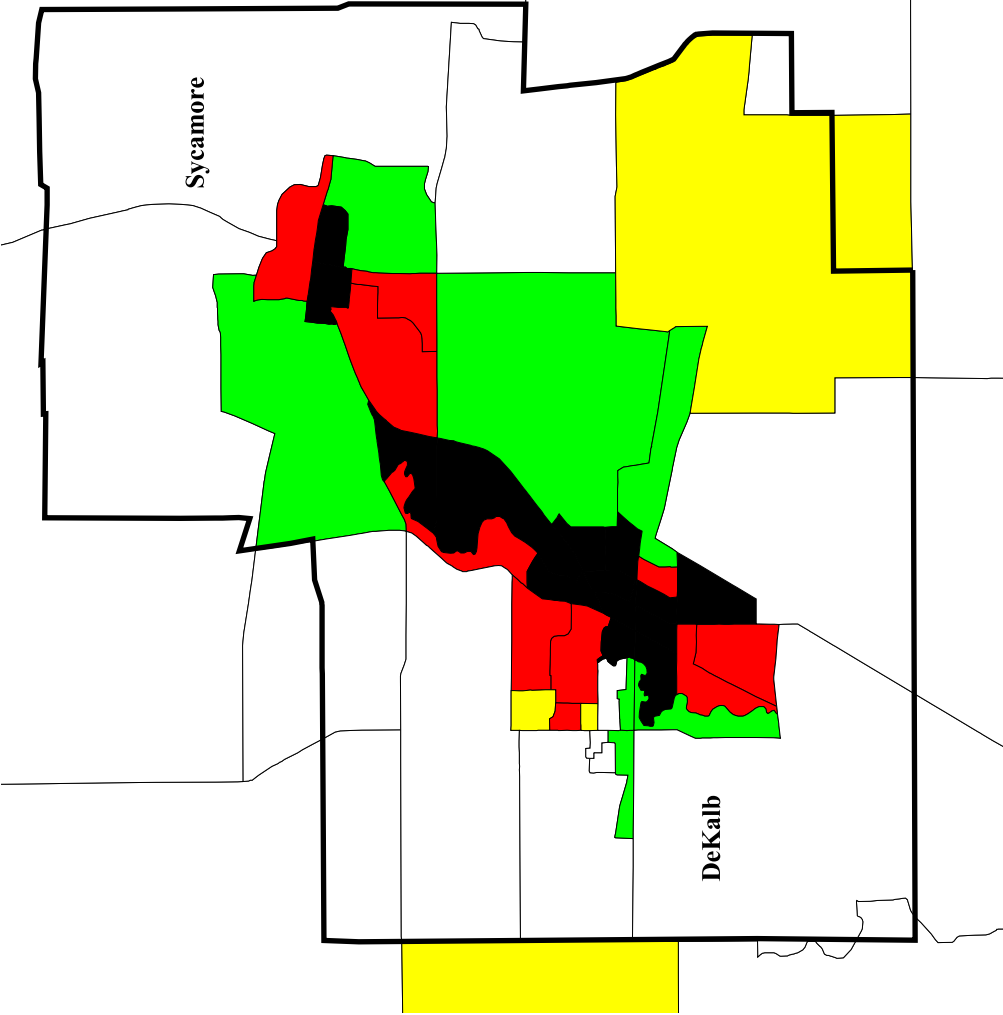
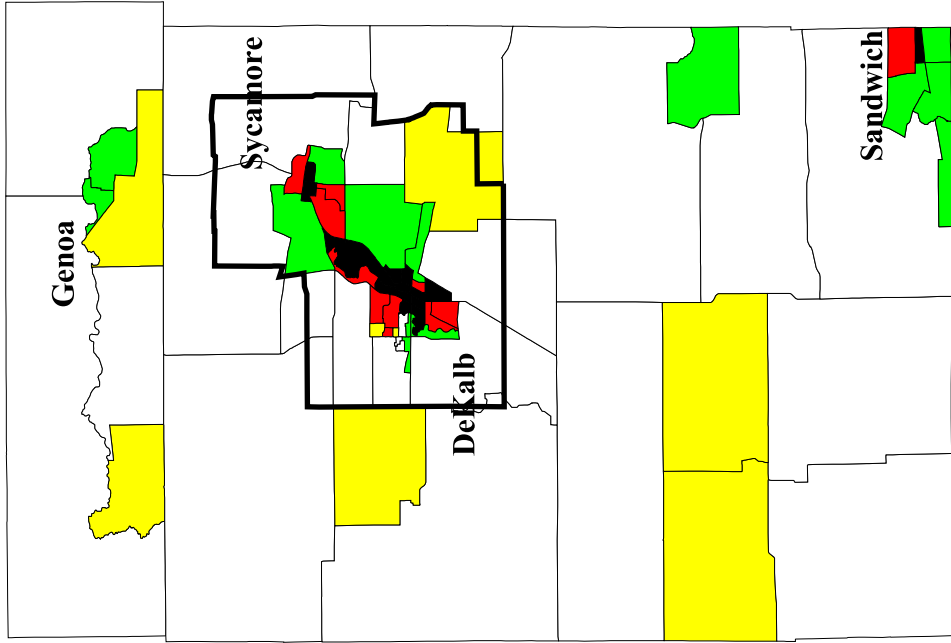



 MPO Boundary
 Pop. Aged 18-24 per Square Mile
 0 - 5
 5 - 50
 50 - 200
 200 - 3,500
 3,500 - 30,000



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Exhibit II-7
Population Aged 18-24
DeKalb-Sycamore
Urban Transit Plan



MPO Boundary
 Pop. Aged 65+ per Square Mile
 0 - 10
 10 - 25
 25 - 200
 200 - 400
 400 - 1200



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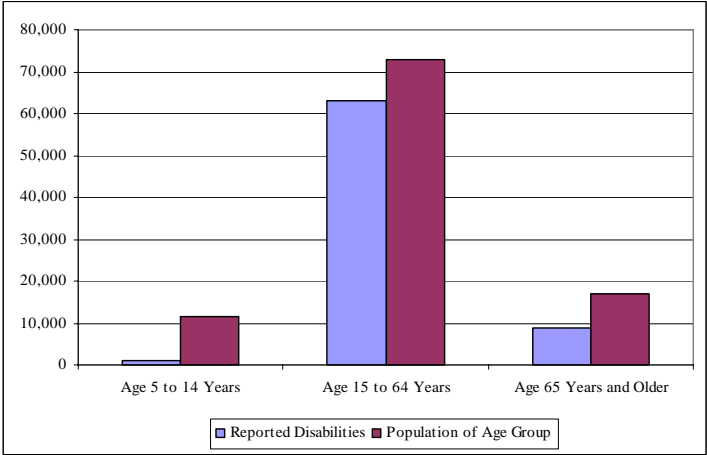
**Exhibit II-8
Population Aged 65+**

**DeKalb-Sycamore
Urban Transit Plan**

Population

group. In some cases, individuals may have reported multiple disabilities and is therefore counted more than one time for his or her age group.

Exhibit II.9: Reported Disabilities by Age Group, 2000



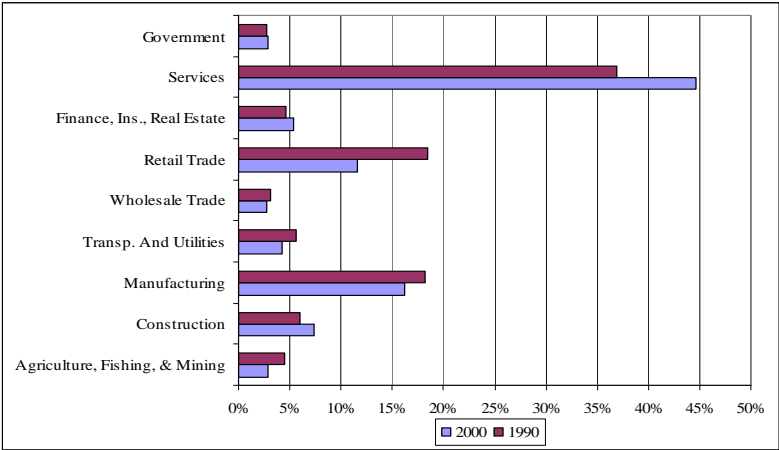
Source: U.S. Census, 2000

The ratio of disabilities to total population is twenty-one (21) percent. Likewise, the DeKalb city ratio is twenty (20) percent. It should be noted that because the U.S. Census does not discount for people who report multiple disabilities, it does not report the number of disabled persons.

Labor Force

DeKalb County’s 2000 labor force consisted of 44,733 workers, up from 40,120 workers in 1990. Exhibit II.10 compares the number of employees by industry for 1990 and 2000. In 2000, the service industry comprised over forty-four (44) percent of the workforce. Retail trade surpassed manufacturing in 2000, making it the second largest employment sector. Manufacturing, however, was second highest in 1990.

Exhibit II.10: Employment by Industry, DeKalb County



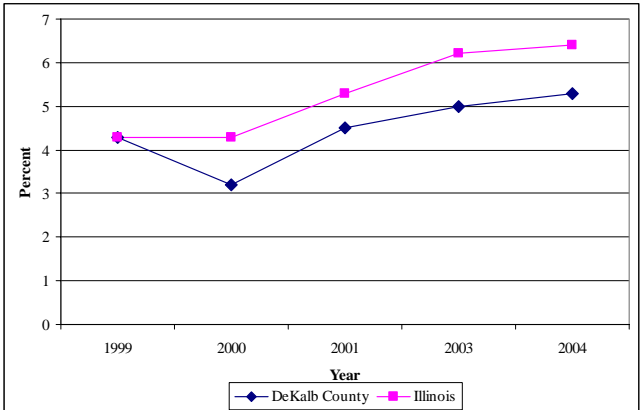
Source: Center for Government Studies

Population

The mining industry employed the fewest number of people, but it had the highest annual payroll per employee (\$54,617). Wholesale trade had the second highest annual payroll per employee (\$41,094). Retail trade averaged \$17,770 per employee in 1999.²

The unemployment rate in DeKalb County is consistently lower than the state as a whole. The rates were nearly equal in July 1999, and the county rates have been lower ever since. The May 2004 unemployment rate for DeKalb County was 5.3 percent, which is lower than the statewide rate of 6.4 percent. In May 2003, DeKalb County had the 67th highest county unemployment rate in Illinois. In May 2004, it ranked 59th. Exhibit II.11 illustrates the unemployment rates for the state and county.

Exhibit II.11: Unemployment Rates, 1999 – 2004



Source: Center for Government Studies, and U.S. Department of Labor

Housing Units without a Vehicle

There are 1,833 occupied housing units in DeKalb County that have no available vehicles. Exhibit II.12 depicts the density of zero-vehicle housing units in DeKalb County and in the DeKalb-Sycamore metropolitan area. The block groups with the highest density of zero-vehicle housing units are located in DeKalb and Sycamore.

MAJOR TRIP GENERATORS

The term “trip generators” is used to indicate places where a large number of trips originate or end. These trip generators include residences, employment centers, commercial business centers, colleges, medical facilities, and other important trip destinations. A series of trip generator

² Source: County Business Patterns.

**Major Trip
Generators**

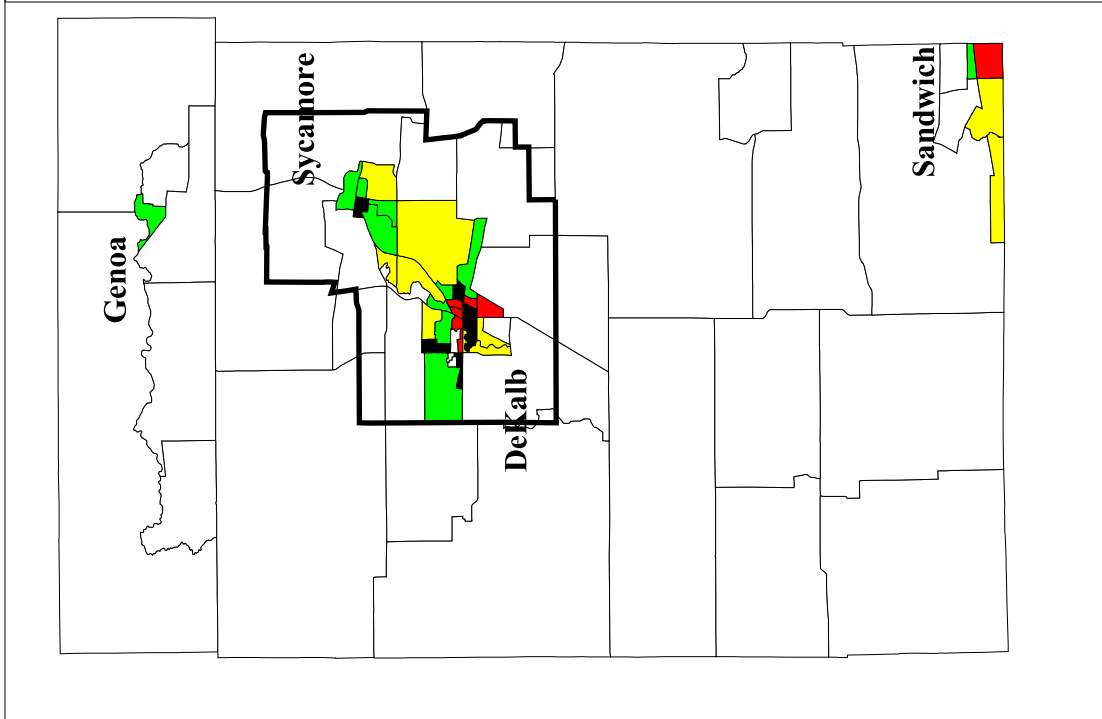
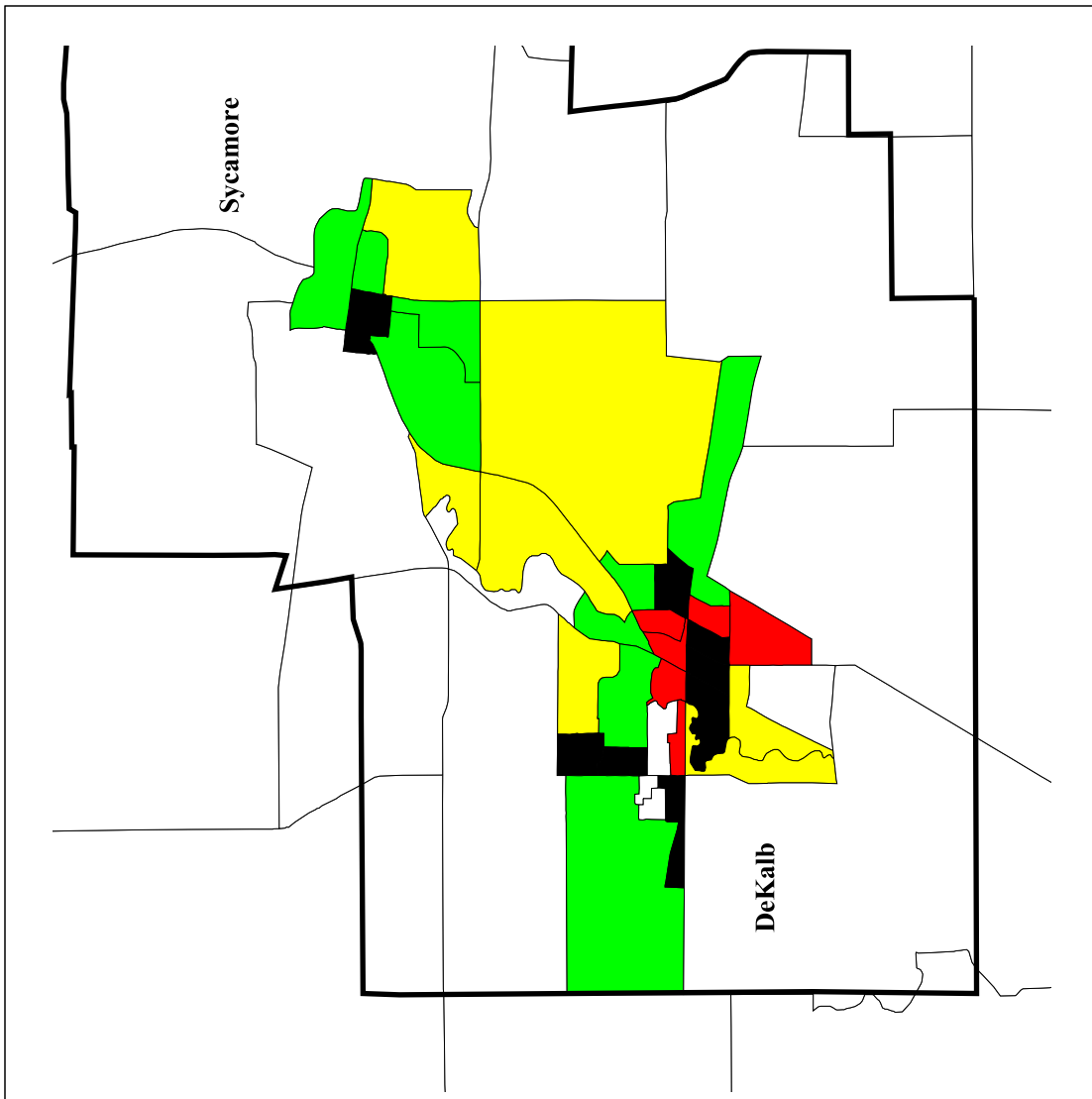
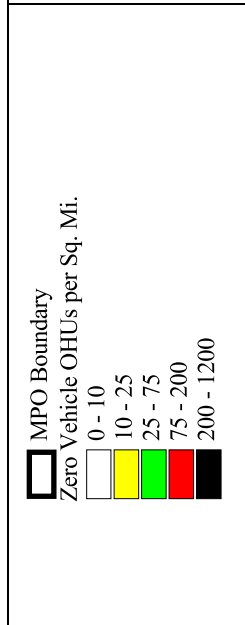


Exhibit II-12
Zero-Vehicle Occupied Housing Units
DeKalb-Sycamore
Urban Transit Plan



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**Major Trip
Generators**

categories were compiled, geocoded and appear on the following pages. The categories chosen represent trip generators that VAC serves or transportation systems similar to VAC serve. The categories include childcare facilities, medical centers, shopping centers, social service agencies, nursing homes, and assisted living complexes. These are shown in Exhibits II.13 through II.17. The following general observations can be made from this information:

- ◆ While trip generators tend to be concentrated in the communities of DeKalb and Sycamore, there are a significant number of trip generators in Sandwich and other parts of the county.
- ◆ The City of DeKalb has the most trip generators of any location in the county.
- ◆ The southwestern portion of the county has few trip generators.

PEER COMPARISON

**Peer
Comparison**

The consultant team selected five different counties in Illinois to form a peer group to compare different transportation systems in settings similar to DeKalb County. Exhibit II.18 below shows socioeconomic characteristics of Champaign, Madison, McLean, Kane, and McDonough Counties along with the same characteristics for DeKalb County.

Exhibit II.18: Peer Group 2000 Socioeconomic Characteristics

	Champaign	Madison	McLean	Kane	McDonough	DeKalb
Population	179,669	258,941	150,433	404,119	32,913	88,969
Unempl. Rate	3.7%	3.4%	4.4%	3.3%	3.2%	4.3%
Employment by Sector						
Agriculture	1.4%	0.9%	1.4%	0.6%	5.1%	2.9%
Construction	3.9%	5.8%	4.9%	7.4%	5.3%	7.3%
Manufacturing	8.7%	16.1%	8.8%	20.8%	11.1%	16.2%
Trans./Utilities	4.0%	6.4%	3.6%	4.9%	3.1%	4.2%
Wholesale Trade	2.7%	3.1%	2.4%	4.8%	1.4%	2.7%
Retail Trade	11.3%	11.8%	10.6%	11.4%	12.7%	11.6%
Fin., Real.Est.	4.8%	6.7%	20.7%	6.8%	3.7%	5.3%
Services	48.3%	43.5%	42.0%	46.7%	54.3%	44.6%
Government	3.6%	3.6%	2.9%	2.6%	3.3%	2.9%

Although these counties vary in size and population, they have similar employment characteristics. However, DeKalb and neighboring Kane Counties have the highest percentage of manufacturing and construction employment among the peer group members. Other differences include a higher rate of finance and real estate employment in McLean County and a higher rate of agricultural employment in McDonough County.

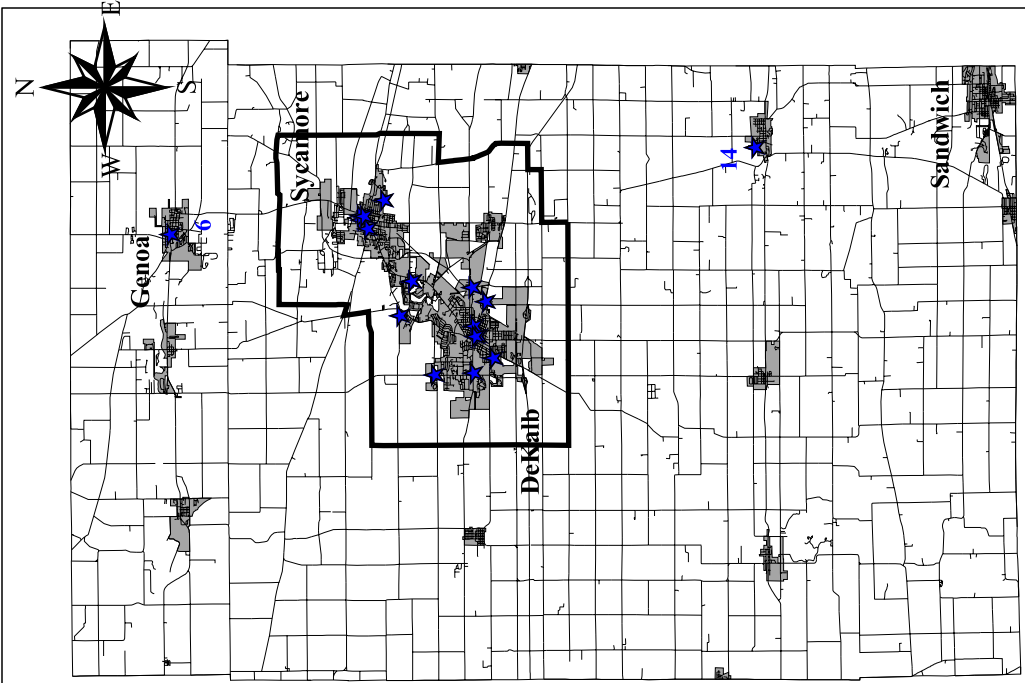
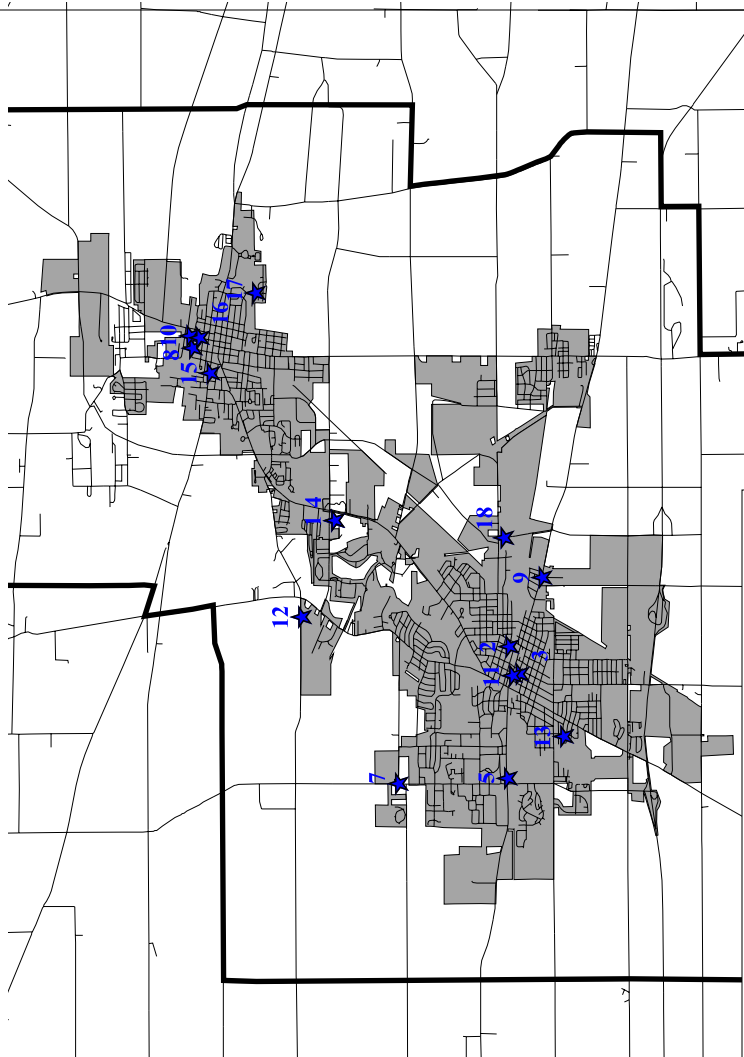


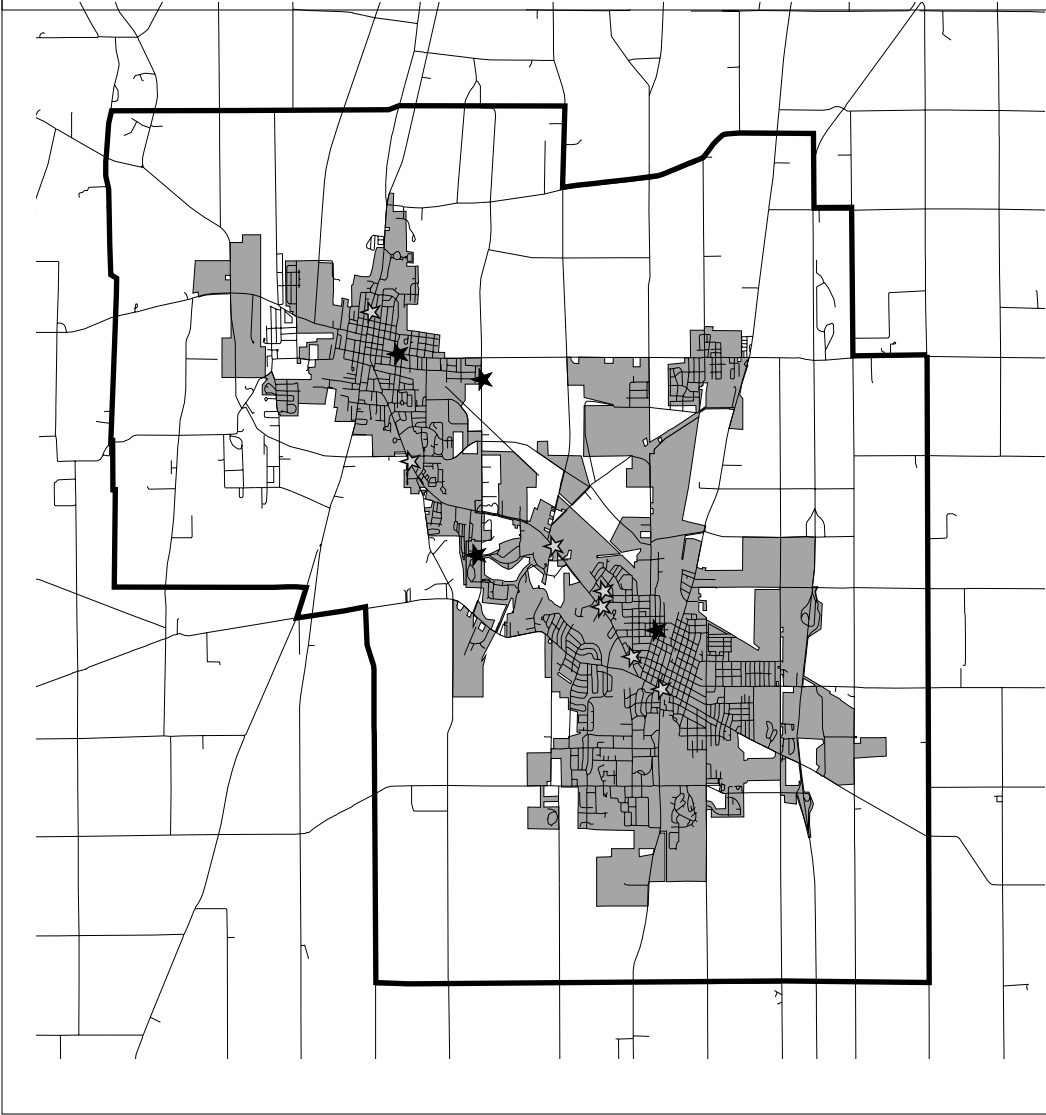
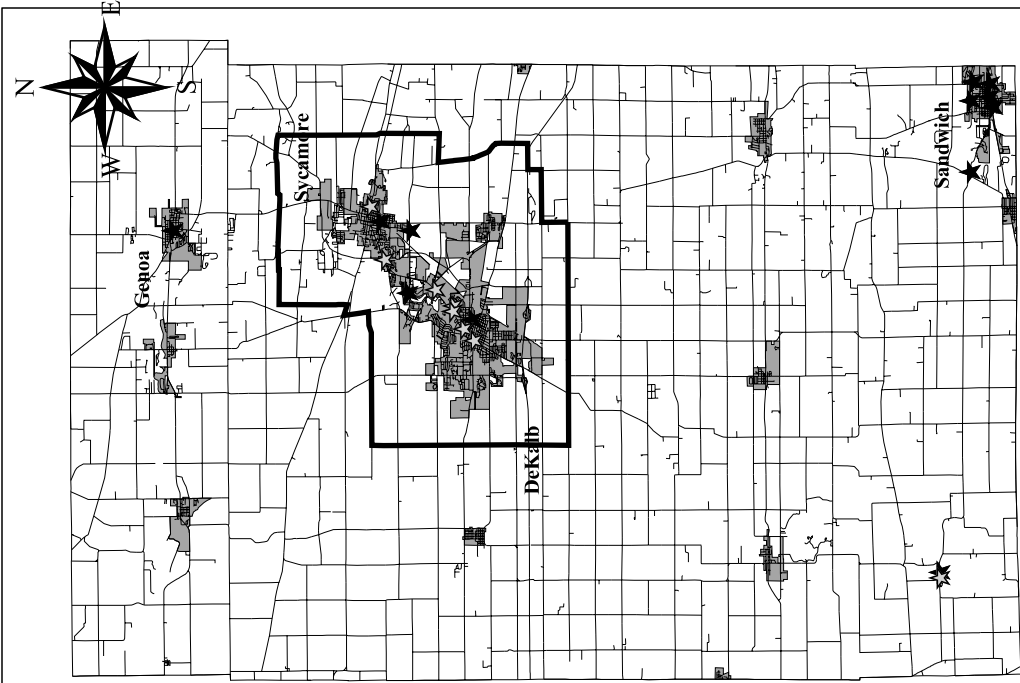
Exhibit II-13
Social Service Agencies
DeKalb-Sycamore
Urban Transit Plan



- Legend**
- 1 Ben Gordon Center
 - 2 DeKalb County Housing Authority
 - 3 DeKalb County Youth Services Bureau
 - 4 Family Service Agency
 - 5 RAMP, Inc.
 - 6 RAMP, Inc.
 - 7 DeKalb County Community Services
 - 8 DeKalb County Economic Development
 - 9 Illinois Employment & Training Ct.
 - 10 Opportunity House
 - 11 Opportunity House
 - 12 Opportunity House
 - 13 Opportunity House
 - 14 Opportunity House
 - 15 Opportunity House
 - 16 Opportunity House
 - 17 Genesis Works
 - 18 Department of Human Services



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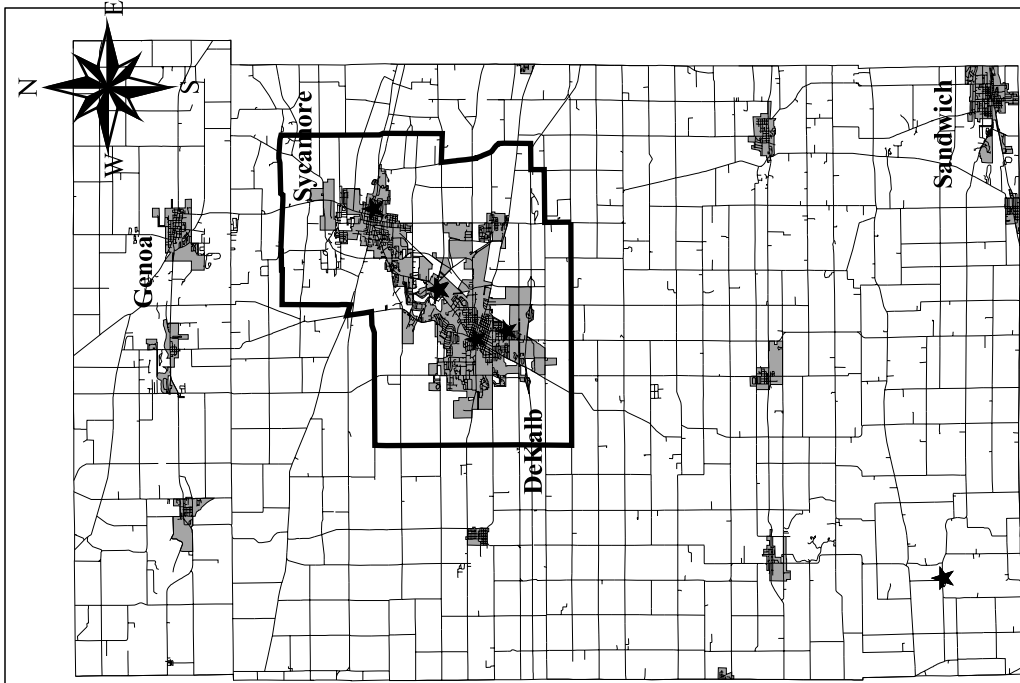


**Exhibit II-14
Medical Facilities
DeKalb-Sycamore
Urban Transit Plan**

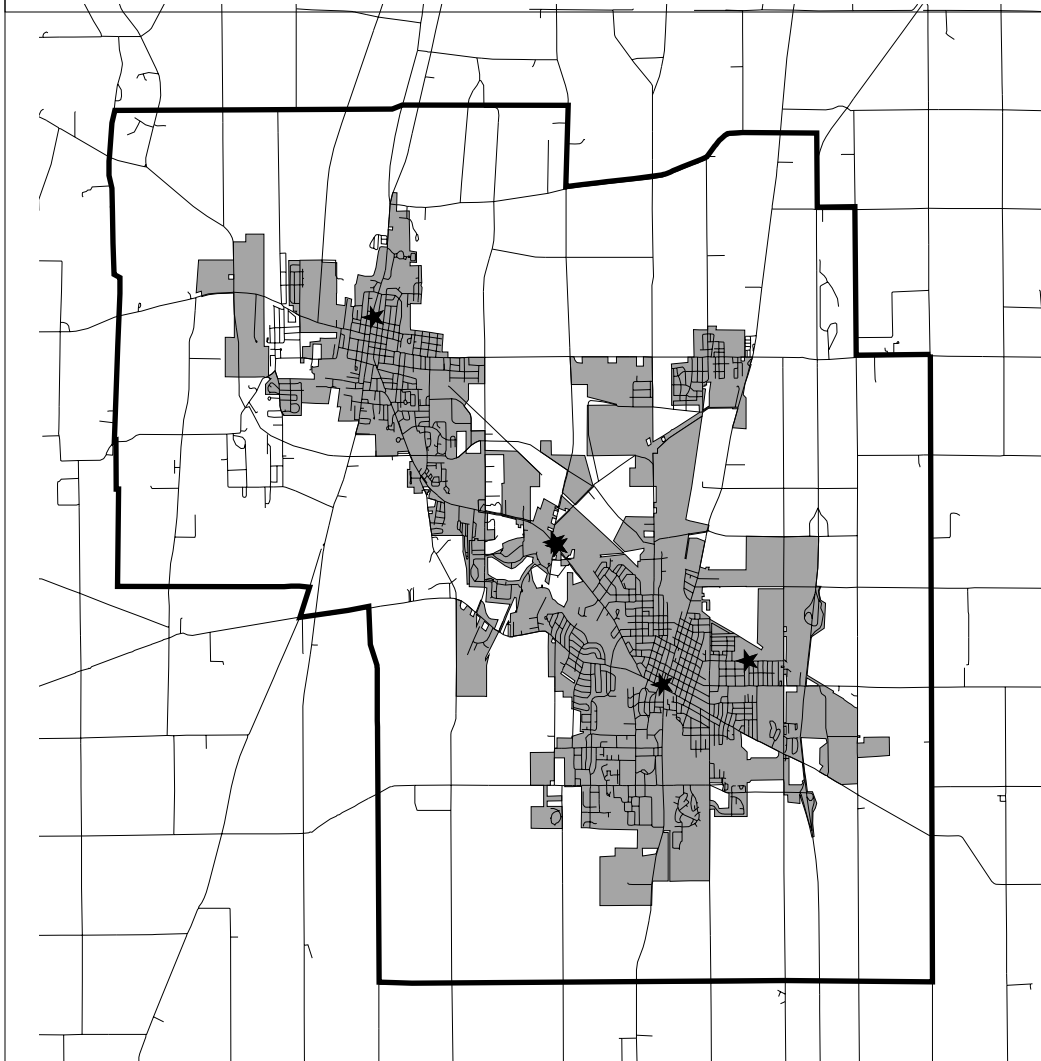


Legend

- ★ Hospitals and Clinics
- ☆ Pharmacies
- ▭ MPO Boundary
- ▭ Cities and Towns



**Exhibit II-15
Shopping Centers
DeKalb-Sycamore
Urban Transit Plan**



- Legend**
- ★ Shopping Centers
 - ▭ MPO Boundary
 - ▭ Cities and Towns

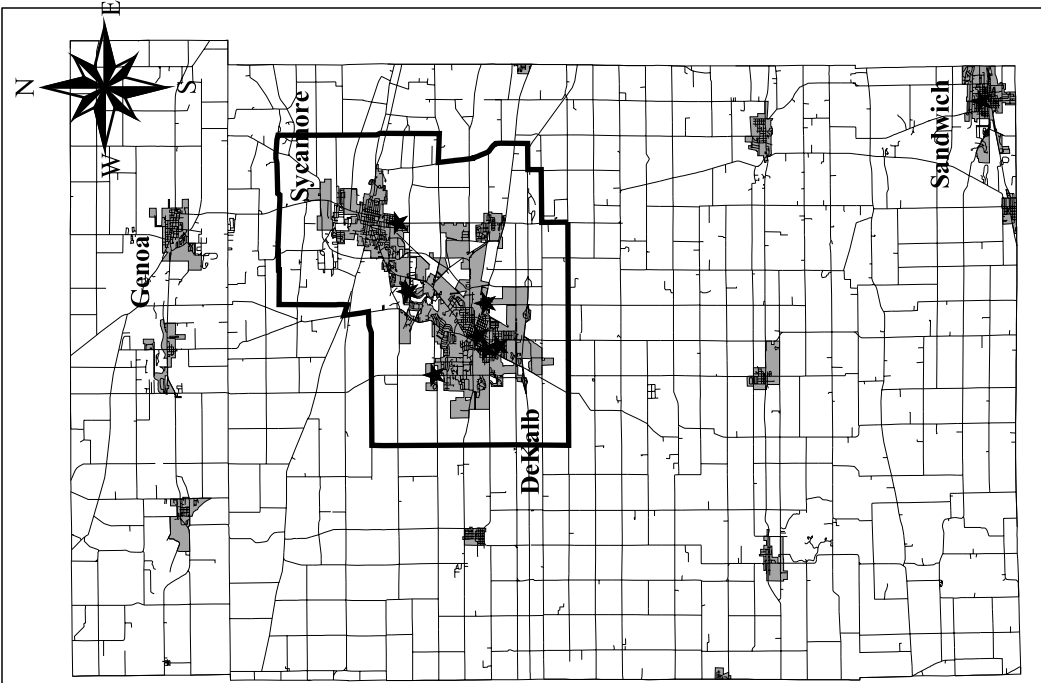
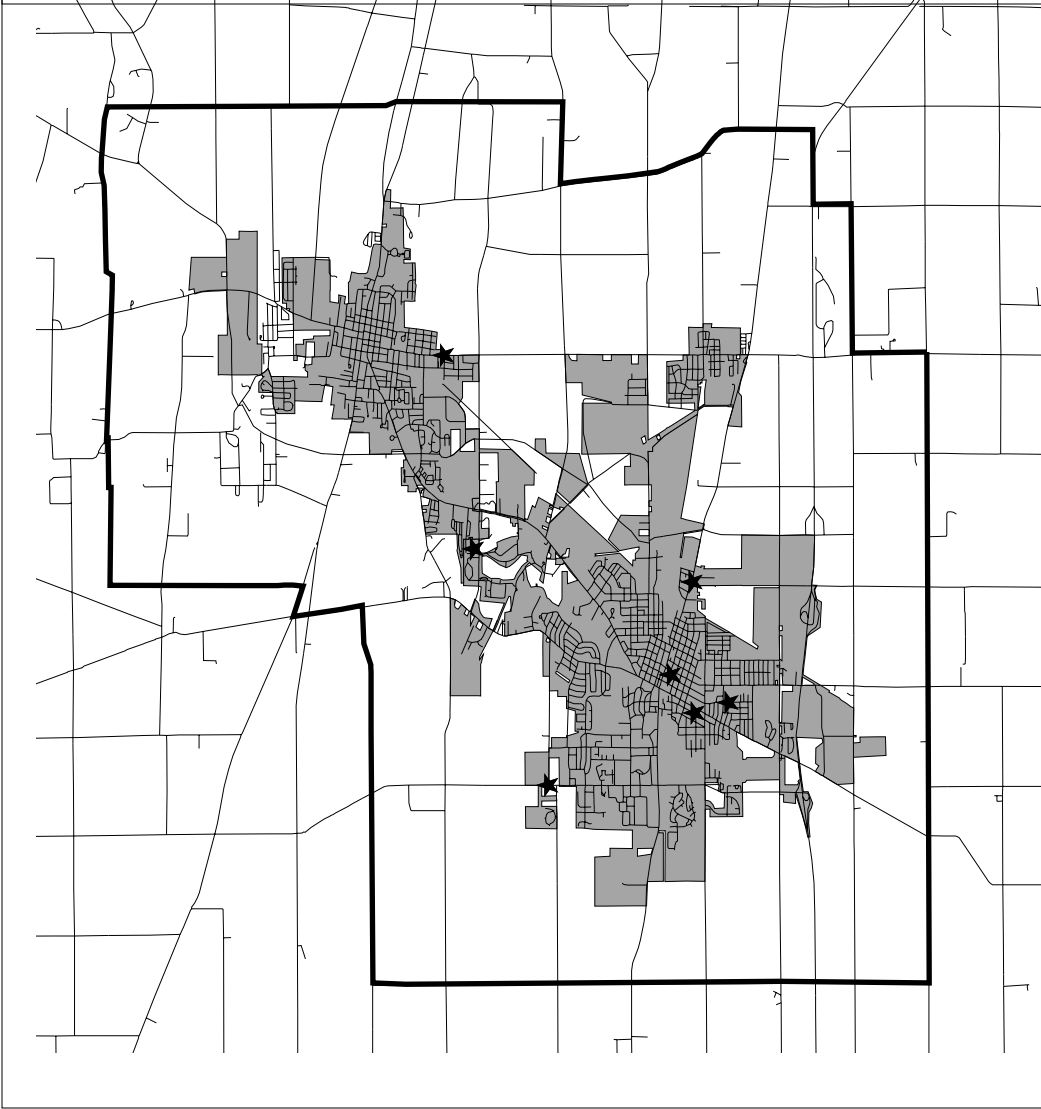


Exhibit II-16
Nursing Homes and
Assisted Living Centers
DeKalb-Sycamore
Urban Transit Plan



Legend

- ★ Nursing Homes and Assisted Living Centers
- ▭ MPO Boundary
- ▭ Cities and Towns



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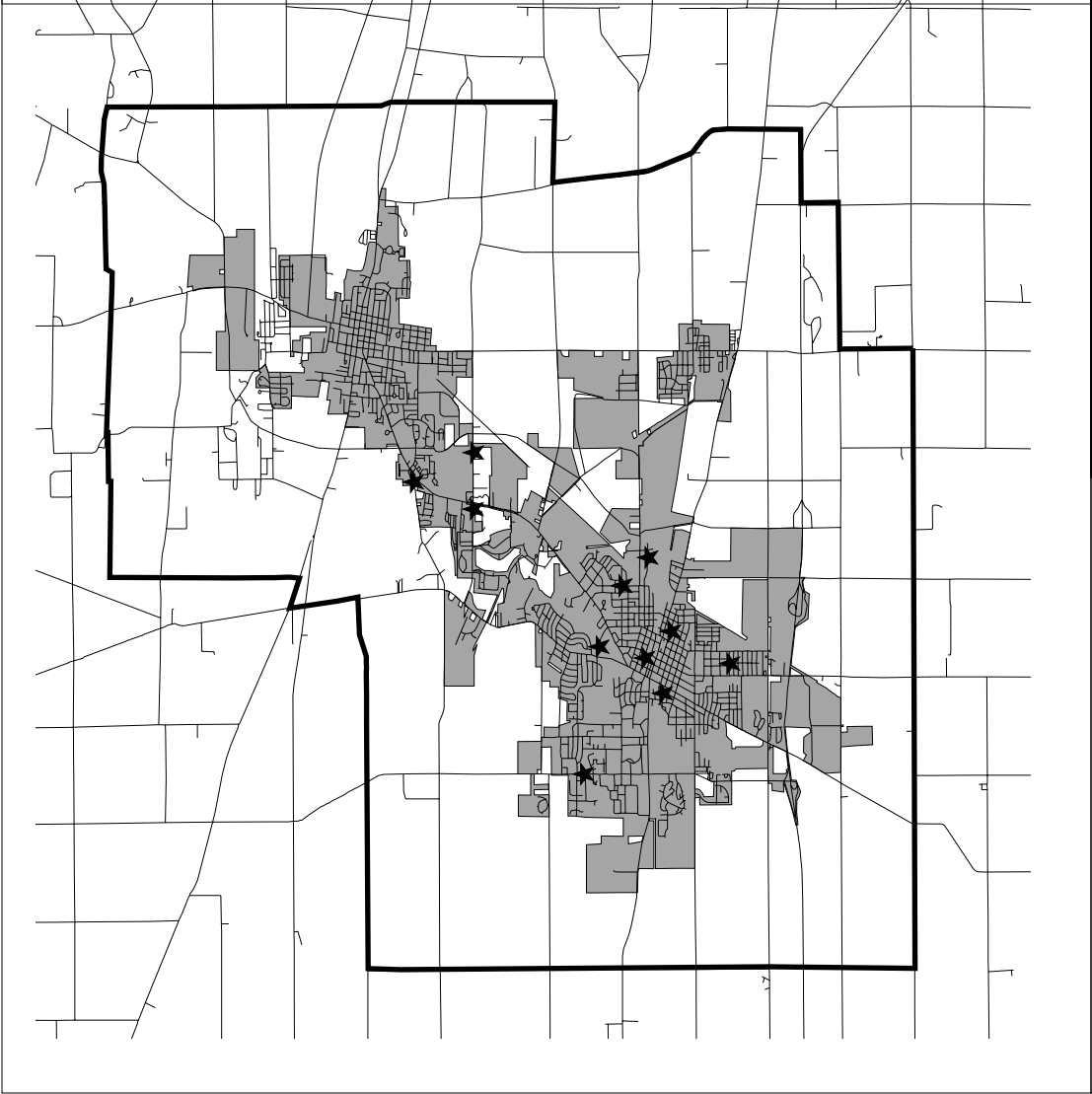
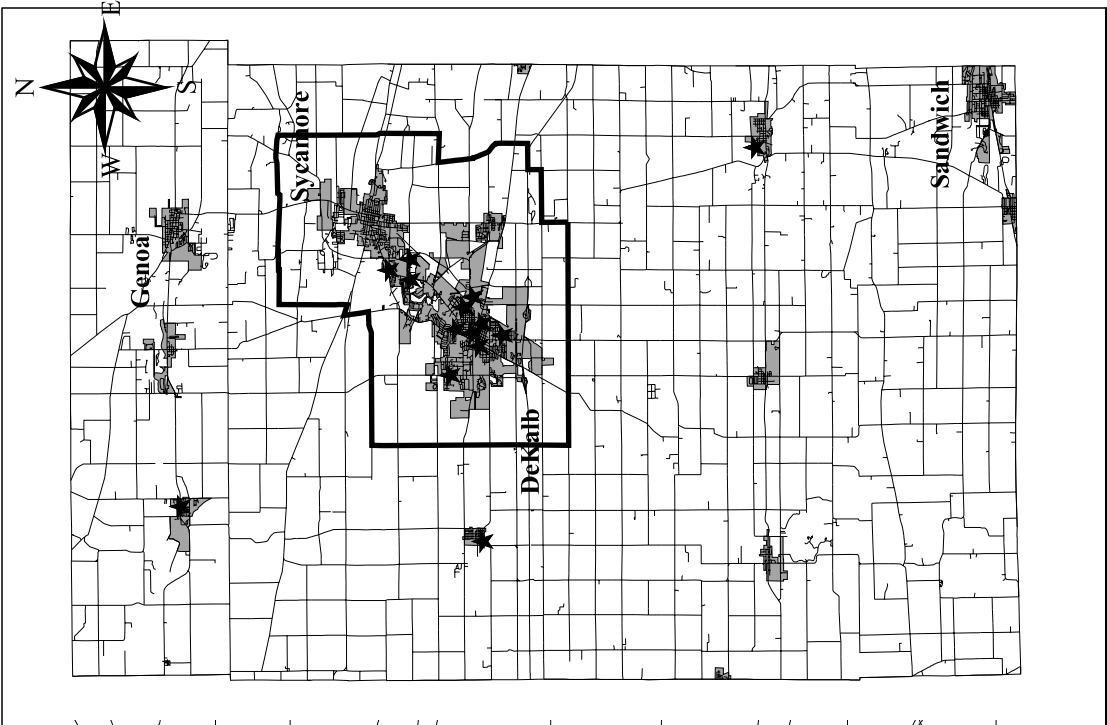


Exhibit II-17
Childcare Facilities
DeKalb-Sycamore
Urban Transit Plan



Legend

- ★ Childcare Facilities
- ▭ MPO Boundary
- ▭ Cities and Towns

III. CURRENT TRANSPORTATION SERVICES

VOLUNTARY ACTION CENTER TRANSPORTATION PROGRAM – TRANSVAC

TransVAC

A board of seventeen individuals who represent a cross-section of DeKalb County's private businesses, public organizations, and senior citizens governs the Voluntary Action Center of DeKalb County. Board members are assigned to Transportation, Public Relations, Finance, and Nutrition Committees within the Voluntary Action Center. The Voluntary Action Center operates a transportation service called TransVAC.

The Voluntary Action Center provides deviated route and paratransit services throughout DeKalb County using a fleet of forty-six (46) vehicles. It owns twenty-two of these vehicles and leases the remainder. It acquired its most recent vehicle in February 2004 with a replacement vehicle from the Illinois Department of Transportation. The vehicle inventory as of December 31, 2003 is provided on the following page as Exhibit III.1. Eighty-nine percent of this fleet is lift-equipped and has two to six wheelchair tie-downs per vehicle.

TransVAC Routes

Green Line Bus Route

TransVAC operates the Green Line Bus Route in DeKalb from 7:00 a.m. to 9:00 p.m., Monday through Friday. Vehicles on this route travel east on Bethany Road from Health Services Drive, then south on Sycamore Road. It travels west on Hillcrest to North First Street, where it heads south to downtown DeKalb. It winds through Third, Locust, and Tenth Streets to Taylor Street. It stops near the High School, then heads north to Annie Glidden Road, stops at NIU, and proceeds north to the DeKalb County Health Department. The route continues east on Dresser Road and eventually north on Sycamore Road ending at the Oak Crest Retirement Center. The route takes one (1) hour.

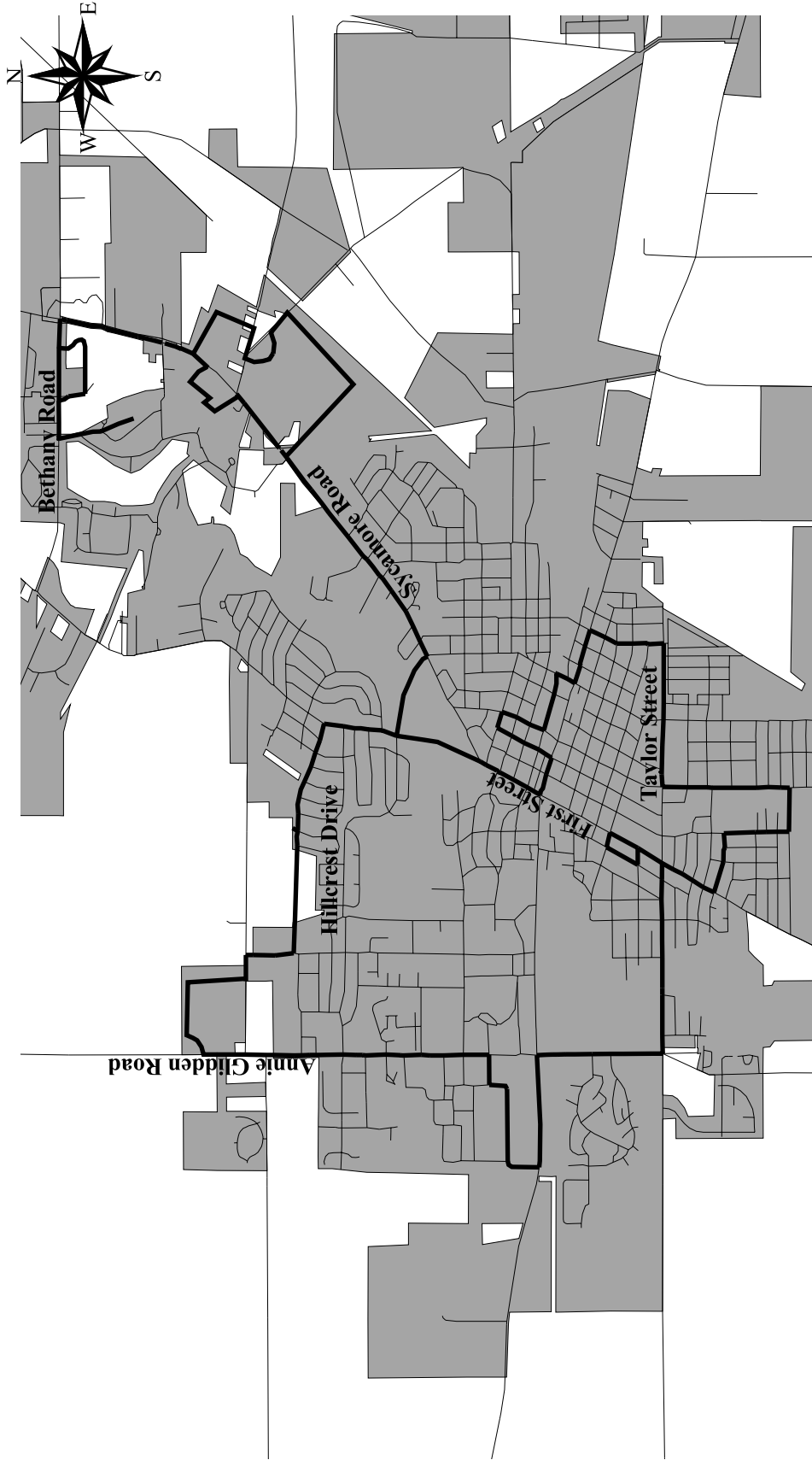
The Green Line serves DeKalb County Health Department, apartment complexes, churches, social service agencies, NIU, and multiple department and grocery stores. Exhibit III.2 shows its alignment.

Kishwaukee College-DeKalb Area Bus Route

TransVAC operates the Kishwaukee College-DeKalb Area Bus Route, as shown in Exhibit III.3. The route schedule is designed so that students may arrive for 8:00 or 9:00 a.m. classes. The run with arrival for 8:00 a.m. classes begins at 7:07 a.m. at Taylor-Riverside Apartments. It travels

**Exhibit III.1
Vehicle Inventory**

Year	Make	Date Acquired	Type	VAC #	Odometer Reading	Seats/Lift/Tie Downs	Owned/Leased	Funding Source	IDOT Replacement Vehicle
1992	Ford/Braun	Mar-93	R.R. Van	5	198,953	10/Yes/2	Owned	5310	No
1992	Ford/Braun	Mar-93	R.R. Van	7	160,323	10/Yes/2	Owned	5310	No
1991	Eldorado	May-91	Heavy Duty	20	137,485	18/Yes/2	Owned	5310	No
1991	Eldorado	May-91	Heavy Duty	21	205,781	18/Yes/2	Owned	5310	No
1991	Ford/Braun	Jun-91	R.R. Van	22	195,292	10/Yes/2	Owned	5310	No
1991	Ford/Braun	Jun-91	R.R. Van	23	171,218	10/Yes/2	Owned	5310	No
1991	Ford/Braun	Jun-91	R.R. Van	x	146,594	10/Yes/2	Owned	5310	No
1991	Ford/Braun	Jun-91	R.R. Van	x	182,094	10/Yes/2	Owned	5310	No
1991	Ford/Braun	Jun-91	R.R. Van	x	199,676	10/Yes/2	Owned	5310	No
1994	Ford/Eldorado	Apr-94	Medium Duty	27	216,106	16/No	Owned	5310	No
1994	Ford/Eldorado	Apr-94	Medium Duty	28	147,401	14/Yes/2	Owned	5310	No
1993	Ford/Braun	Apr-94	R.R. Van	29	153,257	10/Yes/2	Owned	5310	Yes
1996	Ford/Eldorado	Dec-96	Medium Duty	39	161,504	14/Yes/2	Owned	5310	Yes
1994	Dodge Caravan	Jun-94	Mini Van	x	110,140	7/yes/2	Owned	5310	Yes
1996	Dodge Caravan	Oct-96	Mini Van	11	156,032	7/yes/2	Owned	5310	Yes
1996	Dodge Caravan	Oct-96	Mini Van	12	157,990	7/yes/2	Owned	5310	No
1988	Ford Taurus		Auto	3	238,381	5/No	Owned	Private	Yes
1989	Pontiac Wagon		Auto	2	187,311	6/No	Owned	Private	No
1997	Dodge Caravan	Mar-97	Mini Van	14	199,099	7/yes/2	Owned	5310	No
1985	Pontiac Wagon	Jan-97	A.Uto	1	328,899	6/No	Owned	Private	No
1998	Pontiac Transport	Jan-04	Mini Van		143,546	7/No	Owned	Private	No
1998	Blue Bird	Jul-04	Heavy Duty	25a	151,875	31/Yes/2	Owned	CVP	No
1991	Orion Bus	Oct-04	Heavy Duty		500,000	36/Yes/2	Owned		No
1994	Dodge Caravan	Jun-94	Mini Van	x	143,671	7/Yes/2	Leased from City	State	No
1994	Ford/Eldorado	Dec-94	Medium Duty	31	146,966	14/Yes/2	Leased from City	State	Yes
1994	Ford/Eldorado	Dec-94	Medium Duty	32	179,152	14/Yes/2	Leased from City	State	Yes
1997	Ford/Eldorado	Sep-97	Medium Duty	33	154,027	14/Yes/2	Leased from City	State	Yes
1994	Ford/Braun	Dec-94	R.R. Van	34	155,586	14/Yes/2	Leased from City	State	Yes
1994	Ford/Braun	Dec-94	R.R. Van	35	156,775	10/Yes/2	Leased from City	State	Yes
1994	Ford/Braun	Dec-94	R.R. Van	36	157,649	10/Yes/2	Leased from City	State	Yes
1994	Eldorado/MST	Feb-95	Heavy Duty	37	199,130	10/Yes/2	Leased from City	State	Yes
1994	Blue Bird	Nov-97	Heavy Duty	38	138,768	19/Yes/2	Leased from City	State	Yes
1998	Blue Bird	Nov-97	Heavy Duty	40	99,032	31/Yes/2	Leased from City	State	Yes
1998	Blue Bird	Nov-97	Heavy Duty	41	104,764	31/Yes/2	Leased from City	State	Yes
1998	Dodge/Natl. Mob.	Oct-98	Raised Roof Van	42	102,781	31/Yes/2	Leased from City	State	Yes
1998	Dodge/Natl. Mob.	Oct-98	Raised Roof Van	43	154,911	10/Yes/2	Leased from City	State	Yes
1998	Dodge/Natl. Mob.	Oct-98	Raised Roof Van	44	157,580	10/Yes/2	Leased from City	State	Yes
1998	Dodge/Natl. Mob.	Oct-98	Raised Roof Van	45	162,578	10/Yes/2	Leased from City	State	Yes
1998	Dodge/Natl. Mob.	Oct-98	Raised Roof Van	46	138,294	10/Yes/2	Leased from City	State	Yes
1998	Dodge/Natl. Mob.	Jun-99	Raised Roof Van	47	145,555	10/Yes/2	Leased from City	State	Yes
1999	Dodge/Natl. Mob.	Jun-99	Raised Roof Van	48	135,970	10/Yes/2	Leased from City	State	Yes
1999	Dodge/Natl. Mob.	Sep-99	Raised Roof Van	49	114,289	10/Yes/2	Leased from City	State	Yes
1993	Eldorado/MST	Dec-04	Medium Duty	50	108,943	18/Yes/2	Leased from City	State	Yes
2002	Ford/Eldorado	Dec-04	Light Duty	22a	28,751	11/Yes/2	Leased from City	State	Yes
2002	Ford/Eldorado	Jun-04	Medium Duty	23a	24,800	15/Yes/2	Leased from City	State	Yes
2003	IHC/MID Bus	Jun-04	Super Medium Duty	24a	10,715	22/Yes/6	Leased from City	State	Yes
2004	IHC/MID Bus	Feb-04	Super Medium Duty			22/Yes/6	Leased from City	CAP	Yes



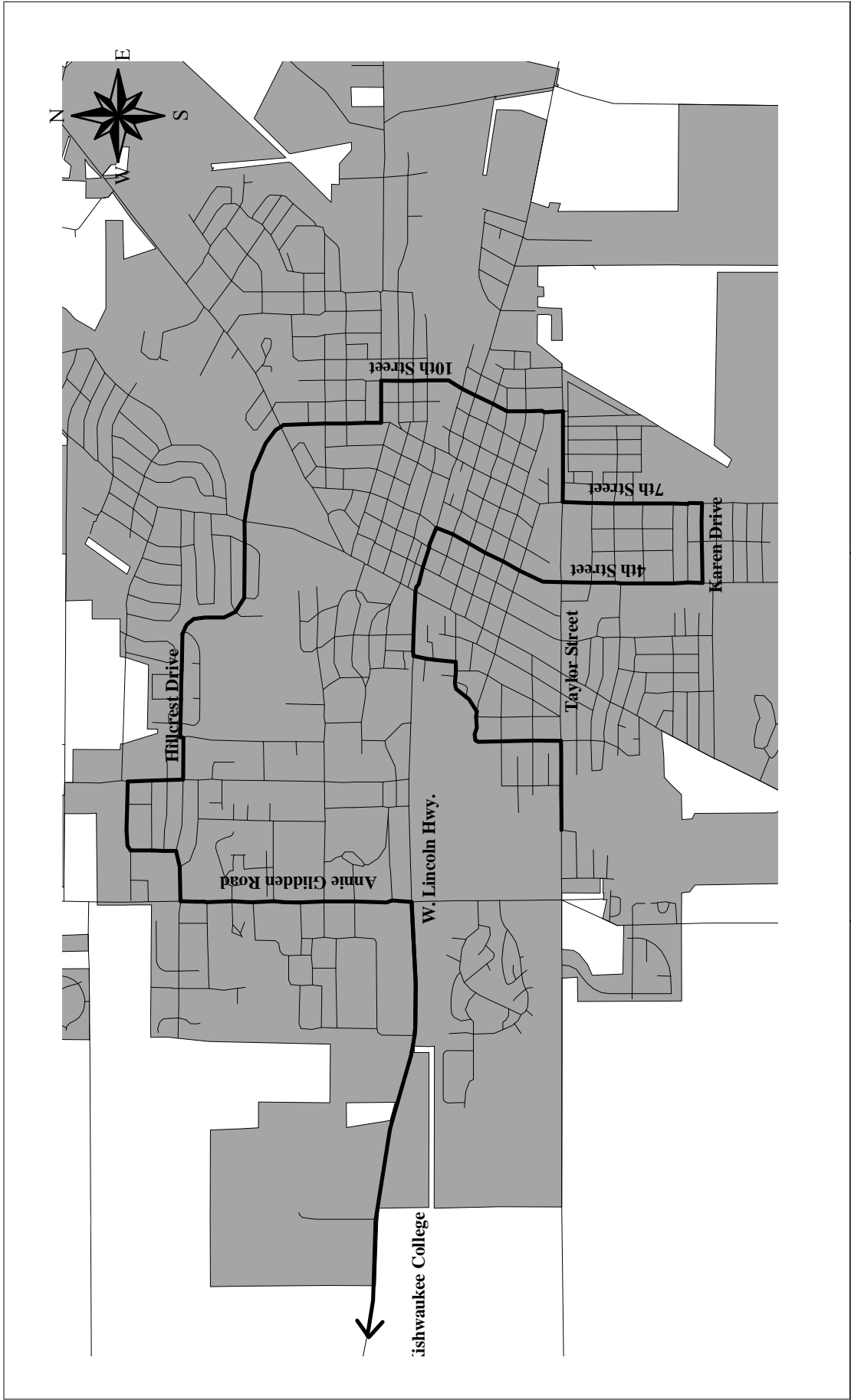
Legend

-  Route Alignment
-  Cities and Towns



RLS & Associates, Inc.

**Exhibit III-2
Green Line Route
DeKalb-Sycamore
Urban Transit Plan**



<p>Exhibit III-3 Kishwaukee College Route</p>	 <p>RLS & Associates, Inc.</p>
<p>DeKalb-Sycamore Urban Transit Plan</p>	

TransVAC

north to Lincoln Highway, then south on Fourth Street to Karen Drive. Then the vehicle travels north along South Seventh Street and Tenth Street, to Ridge Drive. Finally, it heads south on Annie Glidden Road to Gideon Court Apartments on Lincoln Highway. The later run, scheduled so students arrive at NIU for 9:00 a.m. classes, begins at 8:07 a.m. TransVAC vehicles leave Kishwaukee College at 1:00, 2:00, or 3:30 p.m. from the main entrance. The fare is \$120 for sixteen (16) weeks of round trip service. TransVAC contracts with Kishwaukee College for \$30,000 to offset the cost of this service.

Paratransit Routes

The majority of TransVAC service is demand response paratransit service that is provided throughout DeKalb County. As part of this, TransVAC operates eight regular routes. Because they are paratransit routes, they are flexible in nature and change in response to who is riding on them. Exhibits III.4 through III.11 shows where these routes operate and the current location of passenger pick-ups and drop-offs. As can be seen, all of these routes operate in DeKalb and Sycamore.

Operating Statistics

TransVAC provided 121,261 passenger trips between July 1, 2002 and June 30, 2003. Fifty-five (55) percent of these trips were for the general public, twenty-six (26) percent were for disabled individuals, and nineteen (19) percent were for seniors. One-half of the trips were for general purposes including Green Line, Kishwaukee College Bus Route, and YMCA after school program that transports students from schools in DeKalb and Sycamore. The other half of the trips was for medical, employment, nutrition, recreation, education, or shopping.

TransVAC tracks trips by geographic location, or community. About seventy-one (71) percent of the annual trips were within DeKalb, and thirteen (13) percent were in Sycamore. The percentage of trips provided by geographic location is illustrated in Exhibit III.12.

Exhibit III.12: TransVAC Trips by Location, FY 2002-2003

