

**Chairman**

Jeffery Schielke  
Mayor  
City of Batavia

**Vice Chairman**

John Skillman  
President  
Village of Carpentersville

**CMAP Committee**

**Representatives**

Corinne Pierog  
Kane County Board Chair  
MPO Policy Committee

Matt Kellogg  
Kendall County Chairman  
MPO Policy Committee

Jeffery Schielke  
Council of Mayors  
Executive Committee Chair  
MPO Policy Committee

Matthew Brolley  
CMAP Board  
MPO Policy Committee

**Municipal Members**

- City of Aurora
- Village of Big Rock
- Village of Burlington
- Village of Campton Hills
- Village of East Dundee
- Village of Elburn
- City of Elgin
- City of Geneva
- Village of Gilberts
- Village of Hampshire
- Village of Kaneville
- Village of Lily Lake
- Village of Lisbon
- Village of Maple Park
- Village of Millbrook
- Village of Millington
- Village of Montgomery
- Village of Newark
- Village of North Aurora
- Village of Oswego
- Village of Pingree Grove
- City of Plano
- Village of Plattville
- City of Sandwich
- Village of Sleepy Hollow
- Village of South Elgin
- City of St. Charles
- Village of Sugar Grove
- Village of Virgil
- Village of West Dundee
- City of Yorkville

**County Members**

Kane County  
Kendall County



# KANE KENDALL COUNCIL OF MAYORS



**COUNCIL STAFF**

Jacqueline L. Forbes  
Executive Director

Heidi E. Lichtenberger  
Council Director

## KKCOM Full Council Meeting Agenda

Thursday, October 26, 2023  
9:30 a.m.

Zoom Conference: [Join](#)

Call-in information: +1 (312) 626-6799

Meeting ID: 842 0277 8890

Passcode: 381023

*In-Person Option:* City of Batavia Council Chambers  
100 N. Island Avenue

- I. Opening of Meeting, Roll Call** ..... Chairman Schielke
- II. Approval of April 27, 2023 Meeting Minutes** ..... Chairman Schielke
- III. Public Comments**
- IV. Action Items**
  - A. CMAP Redistribution Fund (*information only*)..... Council Staff
  - B. Cost Increase Request – Geneva and St. Charles, Kautz Road ..... Council Staff
  - C. Cost Increase Request – Elgin, US 20/Reinking Road ..... Council Staff
  - D. Adoption of the FY2023-2027 Council STP Active and Contingency Program .....Mike Millette
  - E. Adoption STP-L Methodology and Programming Policies and Procedures ..... Council Staff
- VI. General Business**
  - A. Council Director’s Report.....Heidi Lichtenberger
  - B. Council of Mayors Executive Committee Report ..... Chairman Schielke
  - C. IDOT Local Roads Update ..... Marilyn Solomon, Steve Chery
  - D. CMAP Report .....CMAP Staff
  - E. Transportation Improvement Program Update
    - IDOT Program Report District 1 .....Katie Herdus
    - IDOT Program Report District 3 .....Ryan Lindenmier
    - Illinois State Toll Highway Authority Report ..... Kelsey Passi
    - RTA Report ..... Anthony Cefali
    - Metra Report..... Demetri Skoufis
    - Pace Report..... Chris Rose
    - Kane County Report ..... Carl Schoedel/Mike Zakosek
    - Kendall County Report..... Fran Klaas
    - Municipal Reports ..... Council Members
- VII. Other Business**
- VIII. Next meeting**  
TBD
- IX. Adjournment**

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Village of Elburn  
City of Elgin  
City of Geneva  
Village of Gilberts  
Village of Hampshire  
Village of Huntley  
Village of Kaneville  
Village of Lily Lake  
Village of Lisbon  
Village of Maple Park  
Village of Millbrook  
Village of Millington  
Village of Montgomery  
Village of Newark  
Village of North Aurora  
Village of Oswego  
Village of Pingree Grove  
City of Plano  
Village of Plattville  
City of Sandwich  
Village of Sleepy Hollow  
Village of South Elgin  
City of St. Charles  
Village of Sugar Grove  
Village of Virgil  
Village of Wayne  
Village of West Dundee  
City of Yorkville

## County Members

Kane County  
Kendall County



# KANE KENDALL COUNCIL OF MAYORS



## COUNCIL STAFF

Jacqueline L. Forbes  
Executive Director

Heidi E. Lichtenberger  
Council Director

Kaci N. Crowley  
Planning Liaison

## Kane Kendall Council of Mayors FULL COUNCIL

April 27, 2023 – 9:30am  
Hybrid – Batavia City Council Chambers & online via Zoom  
**Meeting Minutes**

### VOTING MEMBERS IN ATTENDANCE

Mayor Jeffery Schielke	Mayor, Chairman	City of Batavia, KKCOM
President John Skillman	President, Vice-Chairman	Village of Carpentersville, KKCOM
Madam Chair Corinne Pierog	County Board Chair	Kane County
Mike Zakosek	Assistant County Engineer	Kane County
Matt Kellogg	County Board Chair	Kendall County
Fran Klaas	County Engineer	Kendall County
Tim Weidner	Engineering Coordinator	City of Aurora
Scott Marquardt	Project Manager	Village of Campton Hills
David Kaptain	Mayor	City of Elgin
Mike Pubentz	Director of Public Works	City of Elgin
Jennifer Hughes	Public Works Director	Village of Oswego
Todd Latham	Mayor	City of Sandwich
Stephan Pickett	President	Village of Sleepy Hollow
Mike Millette	Public Works Director	Village of South Elgin
Jennifer Konen	President	Village of Sugar Grove

### OTHERS IN ATTENDANCE

Erin Aleman	Executive Director	CMAP
Jane Grover	Principal, Public Engagement	CMAP
Jennie Vana	Deputy, Communications & Engagement	CMAP
Leanne Redden	Executive Director	RTA
Peter Kersten	Program Manager	RTA
Carl Schoedel	County Engineer	KDOT
Tom Rickert	Deputy Director of Transportation	Kane County
Steve Coffinbargar	Assist. Director of Transportation	Kane County
Jackie Forbes	Executive Director	KKCOM
Heidi Lichtenberger	Council Director	KKCOM
Kaci Crowley	Planning Liaison	KKCOM
Marilin Solomon	Field Engineer	IDOT
Chris Lirot	Construction Engineer	HR Green
Anthony Cefali	Principal, Government Affairs	RTA
Martin Sandoval	Community and Government Relations	Pace Suburban Bus
Demetri Skoufis	Legislative Affairs Administrator	Metra
Brad Merkel	Director of Public Works	Village of Sugar Grove
Tim Gustafson	Project Manager	Epstein
Brian Schiber	Village Engineer	Village of Sugar Grove
Jon Vama	Engineer	Civiltech

Attendance continued:

Kendra Johnson	Intergovernmental Policy Associate	RTA
Alex Nugent	PE	City of Aurora
Rahat Bari	City Engineer	City of Batavia
Kevin Gadzala	Community Affairs	Nicor
Ron Rudd	City Engineer	City of Elgin
Tom Gill	President	Thomas Engineering

**I. Opening of Meeting, Roll Call**

Chairman Jeffery Schielke called the meeting to order at 9:31am and Kaci Crowley called the roll.

**II. Approval of December 2, 2022 Meeting Minutes**

President Skillman made a motion to approve the meeting minutes, Mayor Latham seconded, and the motion passed. Campton Hills and Sleepy Hollow abstained.

**III. Public Comments**

No public comments were received.

**IV. Presentations**

**A. CMAP 2023 State of the Region**

Executive Director Erin Aleman delivered CMAP's 2023 State of the Region address. Erin gave a brief overview of CMAP and pointed out current focus areas such as road safety, ADA compliance, regional greenhouse gas emissions falling short of 2050 goals, and EV charging infrastructure. Erin summarized CMAP's STAR program and how it can improve road safety in Kane and Kendall Counties. Lastly, she recognized the 2023 Regional Excellence Award winners.

**B. RTA Strategic Plan: Transit is the Answer**

Executive Director Leanne Redden delivered RTA's Transit is the Answer presentation which focuses on how transit has significantly changed in the past few years and how to address the changes while running on a \$3.5 billion annual operating budget with the imminent \$730 million fiscal cliff in 2026. Peter Kersten of RTA presented the plan in greater detail. It is projected that the service boards; CTA, Pace, and Metra, will have expended all remaining covid relief funds, producing a \$730 million annual operating budget gap. Historically when transit agencies have faced such short-falls, they either raise fares and/or cut service, which won't work anymore. This is a national crisis. RTA is exploring different revenue options and moving forward with an agenda for advocacy and action that includes; secure increased funding for transit operations, develop a funding structure that is less reliant on rider fares, build a coalition, support communities efforts, engage with communities, secure increased funding for transit infrastructure, and partner with roadway agencies to build more transit-friendly streets and advance bus rapid transit.

**C. Bicycle and Pedestrian Plan Update**

Tim Gustafson of Epstein delivered KKCOM/KDOT's current Bicycle and Pedestrian Plan that is in-progress and about to commence the public comment period. "The vision of the Kane County Bicycle and Pedestrian Plan is to expand an interconnected network of facilities linking key designations to accommodate people of all abilities." He reviewed the timeline and pointed out that this plan will assist when applying for federal funding for bike/ped projects. The scope of work entailed the following; meeting and coordination, stakeholder engagement and communications, data validation and analysis, design guidelines, capital plan, and draft and final plan document. Key takeaways from the survey include; trail connectivity, technical assistance, wayfinding signage, e-bikes are the most popular bike, creating trail connections to the county's western communities, and two-way bike lanes was the most popular answer for expansion of innovative facility types. Other topics covered by Tim were stakeholder interviews, proposed facilities, recommended development, equity assessment, funding and implementation, design guidance, policy proposals, and templates.

**V. Action Items**

**A. Election of Officers**

Heidi Lichtenberger briefly explained KKCOM's process in electing a Chair and Vice Chair for

KKCOM. A nominating committee was formed and that committee agreed on a slate of Mayor Schielke to remain as Chairman and President Skillman to remain Vice Chairman. Mike Millette made a motion that was seconded by Stephen Picket and the motion was approved.

- B. Appointment of Transportation Policy Committee Chair  
Kaci Crowley briefly explained KKCOM's process in nominating KKCOM's Transportation Policy Committee Chairman. Chairman Schielke appointed Mike Millette as the Kane Kendall Council of Mayors Transportation Policy Committee Chairman for a second term.
- C. City of Aurora Functional Class Change Requests  
Jackie Forbes presented two Functional Classification Revision Requests from the City of Aurora; Bilter Road from Farnsworth Avenue to Eola Road and Eola Road from US 30 to Keating Drive. Tim Weidner made a motion to approve, Mike Millette seconded and the motion was approved unanimously.
- D. Annual Planning Liaison Resolution  
Kaci Crowley presented the Annual PL Resolution. It is anticipated that the Kane Kendall Council of Mayors will receive \$185,862.37 in federal funding with the local match paid by Kane County Division of Transportation in the amount of \$46,465.59. Stephan Pickett made a motion to pass the PL Resolution, seconded by John Skillman, and the motion passed unanimously.
- E. KKCOM STP Shared Fund Sub-regional Priority Points  
Jackie Forbes explained how KKCOM staff scored the projects using a combination of KKCOM's and CMAP's methodology.

**Projects receiving Priority Points:**

	<u>Points</u>
• <b>East New York Street – City of Aurora</b>	<b>5</b>
• <b>Wolf's Crossing – Village of Oswego</b>	<b>4</b>
• <b>Sullivan Road – City of Aurora</b>	<b>3</b>
• <b>Randall at Hopps – Kane County</b>	<b>2</b>
• <b>Ridge Road – Kendall County</b>	<b>1</b>

Mike Pubentz made a motion to approve, Jennifer Hughes seconded, and the motion passed unanimously.

- F. Adoption of the FFY2023-2027 Council STP Active and Contingency Program  
Mike Millette presented the current active and contingency program, made a motion to approve, seconded by John Skillman and motion passed unanimously.

**VI. General Business**

- A. Council Director's Report  
Heidi Lichtenberger delivered a condensed version of the Council Director's Report:

**Upcoming Meetings**

KKCOM Bike Ped Committee: **May 11, 2023**  
KKCOM Transportation Policy: **July 20, 2023**

**Funding Opportunities/Announcements**

**2023-2024 Federal Charging and Fueling Infrastructure Discretionary Grant**

The U.S. DOT published a [Notice of Funding Opportunity \(NOFO\)](#) as part of the Bipartisan Infrastructure Law to strategically deploy electric vehicle (EV) charging infrastructure and other alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities. The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles.

This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program). [Additional resources](#) and an [informational webinar](#) are available. Applications are due **May 30**.

#### **Safe Streets and Roads for All (SS4A) Discretionary Grant Program**

Under the [Bipartisan Infrastructure Law \(BIL\)](#), the USDOT announced that the [\(SS4A\) Program](#) will appropriate \$5 billion over five years to assist with ensuring safe streets and roads for all, and to address the national roadway safety crisis. This program provides two funding categories of grants: (1) Planning and Demonstration Grants; and (2) Implementation Grants. Last year Illinois was awarded six planning grants. There will be [three webinars](#) available on three different topics. Applications are due **July 10**.

#### **IDOT Invites Applications for \$2.5 Million in Transit Grants**

IDOT is now accepting applications for a competitive grant program that aims to expand safe, equitable access to public transportation throughout the state. Selected projects will feature transit opportunities while furthering the goals of [IDOT's Illinois Long-Range Transportation Plan](#). The grants will fund studies on planning and preliminary engineering issues regarding public multimodal, intermodal and non-motorized transportation. Governmental entities such as counties, metropolitan planning agencies, municipalities, state agencies, public transit agencies and state universities are urged to apply. An informational webinar to explain the grant program and provide assistance to prospective applicants will be held on April 18 at 10 a.m. via [WebEx](#). For additional details, visit [2023 IDOT Transit Planning NOFO.pdf \(illinois.gov\)](#). Applications are due by 5 pm on **May 24**.

#### **Surface Transportation Program**

##### **Revised Active Program Management Policies**

On February 9, 2023, the CMAP STP Project Selection Committee adopted [revised Active Program Management Policies](#) for projects funded with the STP Shared Fund and/or STP-Local funds, effective immediately. Appendix A (page 38) is a summary of the major policy changes including policies for obligation deadline extensions and policies clarifying requirements and actions for cost changes.

##### **IDOT Updates**

##### **Fiscal Year 2024 Federal Funding Allotments**

[Circular Letter 2023-02](#) announced the Fiscal Year 2024 funding allotments for the following programs; STP-Rural, STP-Urban, Local Bridge Formula Program (LBFP-formally STP-Br), and State Matching Assistance. Allotment amounts are listed in the Circular Letter.

##### **Salary Cap Increase for Engineering Agreements**

The salary cap for Engineering Agreements has increased from \$78/hour to \$86/ hour, according to [Circular Letter 2023-06](#); effective February 7, 2023, with updates to the BLR 05513 and BLR 05514, both used in conjunction with the BLR 05530. For agreements not fully executed by the February 7, 2023 effective date, the new salary cap of \$86/hour will be in effect.

##### **Electronic Signatures – BLR Forms**

On January 23rd, IDOT published [Circular Letter 2023-03](#), stating that all BLR Forms have the capability for electronic signatures. Electronic signatures are optional, not a requirement. As always, it is important to utilize IDOT's website, within the Local Roads "tab" to access the latest version of forms each time a new form is needed. A full list of revised forms can be found within the Circular Letter.

##### **Streamlined Environmental Survey Screening Process**

The purpose of this [Circular Letter](#) is to announce and inform our Local Public Agency (LPA) and industry partners of significant improvements and changes that are now established to streamline the process of environmental surveys to improve review time. Importantly, this process is structured so the Department remains in full compliance with all Federal and State of Illinois regulations related to natural and cultural resource requirements. Recent Bureau of Design and Environment (BDE) policy changes allow local projects to now be screened for natural and cultural resources by certain qualified and trained Central Office Bureau of Local Roads and Streets (CBLRS) Staff. The intent of the screening process is to also determine which projects must be submitted for more detailed surveys via the BDE Environmental Survey Request (ESR) process efficiently.

##### **2023 Special Programs Assistance Conference (SPAC) Announcement**

IDOT and the Special Programs Unit in the Bureau of Programming will be holding informational conferences in each IDOT District this Spring to present 3 (three) grant programs; Economic Development Program (EDP), Illinois Transportation Enhancement Program (ITEP), and Safe Routes to School Program (SRTS). IDOT staff

will be available each day to offer general information about each program and answer your specific questions one-on-one to help you take advantage of the funding opportunities available from these programs. Additional information, registrations, and appointments are available on the [ITEP](#) and [SRTS](#) websites.

## **Kane County Updates**

### **ITEP Awards**

Governor JB Pritzker and the Illinois Department of Transportation (IDOT) announced that \$127.9 million has been awarded through the Illinois Transportation Enhancement Program (ITEP) to expand travel options and enhance quality of life in communities throughout the state. This year's program is the largest ever due to Gov. Pritzker's historic, bipartisan Rebuild Illinois and dedicates resources to communities that exhibit the greatest need. Congratulations to the following municipalities:

- City of Batavia – Illinois 31 Road Diet: \$1,003,770
- Village of Montgomery – U.S. 30 Ped Bridge Shared-Use Path: \$2,540,528

### **Kane County Bicycle and Pedestrian Plan Update**

The Draft Plan is currently under review by staff and the consultant. Staff encourages residents, municipal leaders, and advocates to submit public comments on the plan. The submitted public comments will help inform the project team of its recommendations before the draft is finalized and brought before the Kane County Board for approval. The public comment period opens on April 27, 2023, and will remain open until May 15, 2023. To submit a public comment, visit the project website ([kanecountybikeplan.com](http://kanecountybikeplan.com)) or email [planningstaff@co.kane.il.us](mailto:planningstaff@co.kane.il.us). Public comments can also be mailed to KDOT offices (41W011 Burlington Rd, Campton Hills, IL 60175).

### **Fox Valley Bike Share**

The Bike Share launched for the 2023 season the week of April 17<sup>th</sup>. Please visit the Koloni app for locations and to start a rental.

#### **B. Council of Mayors Executive Committee Report**

Mayor Schielke delivered this report. The Council of Mayors Executive Committee met on January 17<sup>th</sup> and April 18<sup>th</sup> and were presented with CMAP's FFY 2024-2028 program marks. The committee was presented with an overview of the recent CMAQ, TAP-L, and STP-SF CFP. RTA delivered an overview of their strategic plan agenda. Lastly, the committee received a presentation on air quality work and research. The next meeting will be in-person on July 18<sup>th</sup>.

#### **C. IDOT Local Roads Update**

Marilin Solomon presented the status sheets for Local Roads & Streets. She noted project #7 in Aurora that is still awaiting DA. A portion of this project is on a state route, requiring coordination with IDOT on DA. IDOT is working on the reevaluation of three projects; #12, #13, and #24.

#### **D. CMAP Report**

In the interest of time, Jane Grover gave a brief update on CMAP's summer program, update on the recent CFP, and information on a federal funding opportunity for wildlife crossings.

#### **E. Transportation Improvement Program Update**

- IDOT Program Report District 1: no report
- IDOT Program Report District 3: no report
- Illinois State Toll Highway Authority Report: no audio report but a status sheet is in the packet
- RTA Report: no report
- Metra Report: Demetri Skoufis updated the group on ridership which is at about 50% system-wide. Metra hit 60 – 70% in ridership in certain areas. Service was reduced and they are slowly bringing it back. They are currently adding platform numbering signs and ticket vending machines.
- Pace Report: Martin Sandoval presented a few updates; ridership increased, electric charging stations are being added to their park-and-rides along I-90, and there is a big initiative for hiring with classes being held at Elgin Community College. The Pace board recently gave the green light for a pilot program for on-demand services from Naperville to Aurora, they are expanding this service. Lastly, they have a new program called Van Gough, leaving vehicles on Pace property for riders to use.

- Kane County Report: Mike Zakosek presented a few project updates; Bliss/Main/Fabyan is underway and to be completed this fall, Longmeadow Parkway continues soil remediation with a target to open in fall of 2024, Orchard at US 30 will wrap this summer, Dauberman Road extension is underway and will be completed next fall, and there are five P1/P2's underway for the Randall Road corridor.
- Kendall County Report: Fran Klaas was very pleased to announce that the opening of the Eldamain Road Bridge and the connection of roadways will take place on May 31.
- Municipal Reports: Jackie Forbes thanked Kaci Crowley for her service on the council.

**VII. Other Business**

None reported

**VIII. Next Meeting**

TBD – fall

**IX. Adjournment**

Stephan Picket made a motion to adjourn, seconded by Mayor Latham, and Mayor Schielke declared the meeting adjourned at **11:40 AM**.

## Chairman

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Mayor  
City of Batavia

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Village of Millbrook

Village of Millington

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Kendall County



# KANE KENDALL COUNCIL OF MAYORS



## COUNCIL STAFF

Jacqueline L. Forbes  
Executive Director

Heidi E. Lichtenberger  
Council Director

DATE: October 26, 2023

TO: KKCOM Full Council

FROM: Council Staff

RE: CMAP STP-L Programming and Redistribution Guidance

- Programming strategy to utilize the region's redistribution funds for cost increases or projects that are ready in 2024
- Currently available for FFY 2024 only; can not program for out years
- Regional redistribution balance = \$184,761,134
- The availability of redistribution is never guaranteed and the total planned use of redistribution in the region, including the Shared Fund, can never exceed the actual redistribution balance for the region. The redistribution balance is included in all regional accounting reports and CMAP staff will alert the councils and CDOT if it appears at any time that there is going to be a lack of available funding for project phases that are planning to use redistribution.
- It does not matter when a council programmed the planned use of redistribution, redistribution will be used by all councils and the shared fund on a first ready, first funded basis and **no council nor the shared fund will be permitted to use redistribution until they have obligated 100% of their mark**. The only exception is if a project phase planning to use redistribution is scheduled for authorization at the same time (for example on the same letting) as the last phase in that program that is not using redistribution.





October 4, 2023

Heidi Lichtenberger  
Kane County Division of Transportation/KKCOM  
41W011 Burlington Road  
St. Charles, IL 60175

Re: Kautz Road Widening and Reconstruction Project  
Section Number: 19-00117-00-PV  
TIP ID: 09-20-0110

Dear Ms. Lichtenberger

The Cities of Geneva and St. Charles appreciate the continued support from the Kane Kendall Council of Mayors for the Kautz Road Widening and Reconstruction project. The project will be moving forward on the March 2024 letting.

A recent revision of the construction cost estimate for the project has resulted in a cost estimate higher than the currently programmed \$5,333,600. The current engineer's estimate is \$6,350,000 and the cost increase is due to higher than anticipated labor and materials costs brought on by the current economic climate and the schedule delay due to a longer than anticipated timeline for ROW acquisition. For construction funding, the project currently has programmed \$3,109,762 in STP funds from KKCOM, \$779,985 in ITEP funds from IDOT, and \$320,600 in TARP funds from IDOT, with the balance of funding being local funds from the Cities of Geneva and St. Charles.

Due to the higher than anticipated cost estimate, the City of Geneva is requesting from KKCOM an increase in STP funds in the amount of \$762,300. This would result in a new total STP funding amount of \$3,872,062. The local cost participation from the Cities is currently projected to be 40% of the overall construction cost and the additional funding request, if approved, would help reduce the local share to 28%.

The Cities appreciate KKCOM's consideration of this request and look forward to the construction of this important project. If you have any questions or need any additional information, please contact me at 630-232-1501 or via email at [rbabica@geneva.il.us](mailto:rbabica@geneva.il.us)

Sincerely,

Very truly yours,

A handwritten signature in blue ink, appearing to read "Richard Babica", is written over a blue circular stamp.

Richard Babica  
Director of Public Works

Cc: Chris Gottlieb, Public Works Manager, City of St. Charles  
File



**Mayor**  
David J. Kaptain

**City Council**  
Corey D. Dixon  
Dustin R. Good  
Rosamaria Martinez  
Anthony Ortiz  
Tish S. Powell  
Carol Rauschenberger  
F. John Steffen  
Steven F. Thoren

**City Manager**  
Richard G. Kozal

October 10, 2023

Ms. Heidi Lichtenberger  
Council Director  
Kane Kendall Council of Mayors  
41W011 Burlington Road  
St. Charles, Illinois 60175

Via email to: [LichtenbergerHeidi@co.kane.il.us](mailto:LichtenbergerHeidi@co.kane.il.us)

RE: U.S. Route 20 and Reinking Road Roundabout (19-00187-00-CH)  
Funding Increase Request

Dear Ms. Lichtenberger,

The City of Elgin is completing the design for its U.S. Route 20 and Reinking Road Roundabout project (Section No. 19-00187-00-CH / TIP 09-20-0056). The project includes reconstruction of the existing U.S. Route 20 and Reinking Road intersection into a 3-legged roundabout and is targeting IDOT's April 26, 2024 letting.

To this point, the City has secured Federal STU funding for construction and construction engineering in the amount of \$2,039,453. We are respectfully requesting a funding increase of \$460,547 to be allocated to our project to help the City provide a much needed safety improvement project to the surrounding community.

We appreciate the Council's consideration and support. Please contact me by phone at 847-931-5968 or via email at [pubentz\\_m@cityofelgin.org](mailto:pubentz_m@cityofelgin.org) if any further information is needed in support of this request.

Sincerely,

Mike Pubentz, P.E.  
Public Services Director

Cc: Marc Mylott, City of Elgin  
Terry Heitkamp, Trotter and Associates  
Reid Magner, Bravo Company Engineering



# FFY 2023 - 2027 STP-L Active Program Status Report: October 2023

	Roadways & Intersections
	Asset Management
	Planned use of regional redistribution

## FFY 2024

TIP ID	Project	Sponsor	Fund Source	Other Source(s)	STP-L Programmed	Planned Use of Redistribution	STP-L Match Source(s)	STP-L Local Match	Phase Total	Max STP-L	Current STP %	Eff. Max STP-L %	Project Total	Target Letting	Authorization Deadline	Phase	STP-L Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
09-20-0083	Indian Trail Traffic Signal Modernization from Edgelawn Drive to Highland Avenue	Aurora	STP-L	CMAQ	\$ 2,500,000		Local Funds	\$ 927,000	\$ 4,502,000	\$ 2,500,000	75%	75%	\$ 6,828,000	1/2024	9/30/2024	CON	\$ -	\$ 2,500,000	Pre-finals submitted 6/9/2023	10/19/2023	Pre-finals submitted 6/9/2023	7/20/2023
09-20-0079	Illinois Avenue Resurfacing from Highland Avenue to Bridge over Fox River	Aurora	STP-L		\$ 500,000		Local Funds	\$ 476,000	\$ 976,000	\$ 500,000	51%	51%	\$ 1,143,000	3/2024	9/30/2024	CON	\$ -	\$ 500,000	PDR submitted 9/13/2023	10/19/2023	P1/P2 KO meeting held 6/9/2023	7/20/2023
09-22-0007	Hale Street Rehabilitation (US 34 to Larsen)	Plano	STP-L		\$ 797,600		Local Funds, MFT-Local	\$ 200,783	\$ 998,383	\$ 798,706	80%	80%	\$ 1,131,883	3/2024	9/30/2026	CON/CE	\$ -	\$ 797,600	PDR Submitted 08/11/2023	10/19/2023	ESR submitted 6/23/2022	7/20/2023
09-22-0033	Hankes Road and Galena Blvd Resurfacing	Aurora	STP-L	IL Funds	\$ 506,250		Local Funds	\$ 168,750	\$ 950,000	\$ 712,500	53%	75%	\$ 1,008,000	3/8/2024	3/31/2024	CON/CE	\$ -	\$ 506,250	Pre-final comments received 2/28/2023	10/19/2023	Pre-final comments received 2/28/2023	7/20/2023
09-20-0110	Kautz Road from Swenson Avenue to Geneva Drive	Geneva, St. Charles	STP-L	IL Funds, ITEP, TARP	\$ 3,872,062		Local Funds	\$ 1,036,588	\$ 6,095,900	\$ 3,872,062	64%	58%	\$ 6,778,297	3/8/2024	3/31/2024	CON	\$ -	\$ 3,872,062	Pre-final comments received 9/16/2022	10/19/2023	Pre-final plans submitted 8/12/2022	7/20/2023
09-22-0034	Church Road and Sheffer Road Resurfacing	Aurora	STP-L		\$ 444,000		Local Funds	\$ 148,000	\$ 592,000	\$ 444,000	75%	75%	\$ 640,000	3/2024	9/30/2024	CON/CE	\$ -	\$ 444,000	PDR submitted 9/13/2023	10/19/2023	P1/P2 KO meeting held 6/9/2023	7/20/2023
09-20-0059	Sleepy Hollow Road Improvements from IL Route 72 to Huntley Road	West Dundee	STP-L		\$ 961,525		Local Funds	\$ 538,475	\$ 1,500,000	\$ 1,200,000	64%	80%	\$ 1,745,000	4/2024	9/30/2024	CON/CE	\$ -	\$ 961,525	PDR Submitted 04/05/2022	10/19/2023	PDR Submitted 04/05/2022	7/20/2023
09-22-0051	Baseline Road Resurfacing - US 30 to IL 31	Montgomery	STP-L		\$ 394,425		Local Funds	\$ 131,475	\$ 525,900	\$ 394,425	75%	75%	\$ 572,900	4/2024	9/30/2024	CON/CE	\$ -	\$ 394,425	P1/P2 KO meeting held 8/18/2023	10/19/2023	P1/P2 consultant selected 6/12/2023	7/20/2023
09-22-0031	Main Street Resurfacing - Cross St. to IL 47	Sugar Grove	STP-L		\$ 345,023		Local Funds	\$ 115,008	\$ 460,031	\$ 345,023	75%	75%	\$ 500,391	4/2024	9/30/2024	CON/CE	\$ -	\$ 345,023	P1/P2 KO meeting held 8/18/2023	10/19/2023	P1/P2 consultant selected 6/6/2023	7/20/2023
09-20-0056	US Route 20 Roundabout at Reinking Road	Elgin	STP-L		\$ 2,500,000		Local Funds	\$ 1,815,847	\$ 3,855,300	\$ 2,500,000	75%	75%	\$ 4,508,456	4/26/2024	3/31/2024	CON/CE	\$ -	\$ 2,500,000	Final PS&E submitted 6/12/2023	10/19/2023	Final PS&E submitted 6/12/2023	7/20/2023
09-22-0023	Lillian, South, and Walnut Resurfacing	Elgin	STP-L		\$ 500,000		MFT Local	\$ 1,060,000	\$ 1,560,000	\$ 500,000	32%	32%	\$ 1,770,000	6/2024	9/30/2024	CON	\$ -	\$ 500,000	Project scoping	10/19/2023	Project scoping	7/20/2023
09-20-0089	Dundee Avenue Reconstruction from Plum Court to Page Avenue	Elgin	STP-L		\$ 2,500,000		Local Funds	\$ 5,948,000	\$ 8,448,000	\$ 2,500,000	30%	30%	\$ 10,650,658	8/2024	9/30/2024	CON	\$ -	\$ 2,500,000	P2 KO meeting held 3/15/2023	10/19/2023	ROW initiated 3/2023	7/20/2023
09-22-0009	Campton Hills Road - Anderson Road to Town Hall Road	Campton Hills, Campton Township	STP-L		\$ 750,000		Local Funds	\$ 256,000	\$ 1,006,000	\$ 750,000	75%	75%	\$ 1,177,000	8/2024	9/30/2024	CON	\$ -	\$ 750,000	P1/P2 consultant selected 12/20/2022	10/19/2023	P1/P2 consultant selected 12/20/2022	7/20/2023
09-20-0098	Orchard Gateway Resurfacing and Traffic Signal Installation from Orchard Road to Hansen Boulevard	North Aurora	STP-L		\$ 1,488,206	\$ 579,851	Local Funds	\$ 1,638,454	\$ 3,706,511	\$ 2,500,000	40%	67%	\$ 4,918,911	8/2024	9/30/2024	CON	\$ -	\$ 1,488,206	P2 KO meeting held 5/25/2023	10/19/2023	ROW initiated 4/2023	7/20/2023
09-20-0082	Sullivan Road Widening/Resurfacing and Traffic Signal Modernization, Edgelawn to Golden Oaks Parkway	Aurora	STP-L	STP-SF	\$ -	\$ 1,062,838	Local Funds	\$ 354,279	\$ 4,162,601	\$ 2,500,000	0%	60%	\$ 5,770,787	9/2024	9/30/2024	CON	\$ -	\$ -	P2 KO meeting held 9/21/2023	10/19/2023	P2 QBS complete 6/13/2023	7/20/2023
FFY24 Allotment					\$ 12,393,002																	
Carryover from FFY23 (expires 3/31/2024)					\$ 5,665,777																	
Carryover from FFY23 (expires 9/30/2024)					\$ 312																	
FFY24 Mark					\$ 18,059,091																	
FFY24 Program					\$ 18,059,091																	
FFY24 Balance					\$ -																	
Planned Use of Redistributon					\$ 1,642,689																	
<b>Total FFY 2024 Obligations</b>					\$ -																	

**FFY 2025**

TIP ID	Project	Sponsor	Fund Source	Other Source(s)	STP-L Programmed	Planned Use of Redistribution	STP-L Match Source(s)	STP-L Local Match	Phase Total	Max STP-L	Current STP %	Eff. Max STP-L %	Project Total	Target Letting	Authorization Deadline	Phase	STP-L Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date	
09-20-0111	LW Besinger Drive Reconstruction from Lake Marion Road to Illinois Route 25	Carpentersville	STP-L		\$ 1,792,000		Local Funds	\$ 768,000	\$ 2,560,000	\$ 2,048,000	70%	80%	\$ 2,670,000	11/2024	9/30/2025	CON/CE	\$ -	\$ 1,792,000	ESR Submitted 6/1/2022	10/19/2023	ESR Submitted 6/1/2022	7/20/2023	
09-22-0019	Minkler Road over Morgan Creek	Oswego	STP-L	HSIP	\$ 500,000		Local Funds	\$ 241,052	\$ 3,276,568	\$ 2,500,000	15%	76%	\$ 3,975,160	11/2024	9/30/2025	CON	\$ -	\$ 500,000	DA received 6/30/2022	10/19/2023	DA received 6/30/2022	7/20/2023	
09-20-0084	Galena Boulevard Traffic Signal Modernization from Constitution Drive to Locust Street	Aurora	STP-L	STP-SF	\$ 2,500,000		Local Funds	\$ 1,071,000	\$ 8,669,300	\$ 2,500,000	29%	29%	\$ 10,940,987	1/2025	9/30/2025	CON	\$ -	\$ 2,500,000	Received STP-SF 10/11/2023	10/19/2023	FHWA coordination meeting held 3/14/2023	7/20/2023	
09-20-0078	Indian Trail Resurfacing from Stonebridge Boulevard to Eola Road	Aurora	STP-L		\$ 750,000		Local Funds	\$ 519,000	\$ 1,269,000	\$ 750,000	59%	59%	\$ 1,467,000	1/2025	9/30/2025	CON	\$ -	\$ 750,000	Project scoping	10/19/2023	Project scoping	7/20/2023	
09-20-0060	N State Street Resurfacing from Unnamed Creek to Allen Road	Hampshire	STP-L		\$ 313,073		Local Funds	\$ 104,358	\$ 417,431	\$ 313,073	75%	75%	\$ 455,391	1/2025	9/30/2025	CON/CE	\$ -	\$ 313,073	Project scoping	10/19/2023	Project scoping	7/20/2023	
09-20-0086	Main Street Reconstruction from Randall Road to Van Nortwick Avenue	Batavia	STP-L		\$ 2,340,000		Local Funds	\$ 780,000	\$ 3,120,000	\$ 2,496,000	75%	80%	\$ 3,970,000	1/2025	9/30/2025	CON/CE	\$ -	\$ 2,340,000	FHWA coordination meeting held 4/1/2023	10/19/2023	FHWA coordination meeting held 4/1/2023	7/20/2023	
09-16-0013	Wolfs Crossing Road and Douglas Road Intersection Improvement - Segment 4	Oswego	STP-L		\$ 2,500,000		Local Funds	\$ 4,100,000	\$ 6,600,000	\$ 2,500,000	38%	38%	\$ 7,590,000	1/2025	9/30/2025	CON	\$ -	\$ 2,500,000	ROW Certified 11/18/2022	10/19/2023	ROW Certified 11/18/2022	7/20/2023	
09-20-0072	Prairie Street Resurfacing from Randall Road to Fox River	St. Charles	STP-L		\$ 500,000		Local Funds	\$ 166,667	\$ 666,667	\$ 500,000	75%	75%	\$ 701,667	1/2025	9/30/2025	CON	\$ -	\$ 500,000	Initial PPI submittal 10/11/2023	10/19/2023	Project scoping	7/20/2023	
09-22-0028	N Main Street from Pleasant Avenue to Center Street Reconstruction	Sandwich	STP-L		\$ 872,111		MFT-Local	\$ 2,997,889	\$ 3,870,000	\$ 2,500,000	23%	65%	\$ 4,680,000	9/2025	9/30/2025	CON	\$ -	\$ 872,111	P2 KO meeting held 9/1/2023	10/19/2023	Project scoping	7/20/2023	
Programming Mark					\$ 12,067,184																		
FFY25 Program					\$ 12,067,184																		
Unprogrammed Balance					\$ -																		
<b>Total FFY 2025 Obligations</b>					\$ -																		
Unobligated Balance FFY25					\$ 12,067,184																		

**FFY 2026**

TIP ID	Project	Sponsor	Fund Source	Other Source(s)	STP-L Programmed	Planned Use of Redistribution	STP-L Match Source(s)	STP-L Local Match	Phase Total	Max STP-L	Current STP %	Eff. Max STP-L %	Project Total	Target Letting	Authorization Deadline	Phase	STP-L Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date	
09-02-0007	Randall Rd at Hopps	Kane County	STP-L	TAP-L	\$ 1,869,094		Local Funds	\$ 467,274	\$ 48,211,220	\$ 2,500,000	4%	5%	\$ 60,621,230	1/2025	9/30/2026	CON	\$ -	\$ 1,869,094	P2 consultant selected 8/21/2023	10/19/2023	DA received 3/14/2023	7/20/2023	
09-22-0037	Galena Blvd, East NY St., & Ohio St. Resurfacing	Aurora	STP-L		\$ 750,000		Local Funds	\$ 672,000	\$ 1,422,000	\$ 750,000	53%	53%	\$ 1,647,000	1/2026	9/30/2026	CON	\$ -	\$ 750,000	Project scoping	10/19/2023	Project scoping	7/20/2023	
09-22-0042	Liberty St. Reconstruction/Resurfacing (Crane to County Line)	Aurora	STP-L		\$ 885,920		Local Funds	\$ 221,480	\$ 1,107,400	\$ 885,920	80%	80%	\$ 1,523,400	1/2026	9/30/2026	CON/CE	\$ -	\$ 885,920	P1 KO meeting held 6/16/2023	10/19/2023	P1 Engineering Agreement approved 2/28/2023	7/20/2023	
09-22-0022	Highland Ave & Lyle Ave Roundabout	Elgin	STP-L		\$ 629,600		Local Funds, MFT-Local	\$ 157,400	\$ 787,000	\$ 629,600	80%	80%	\$ 957,000	1/2026	9/30/2026	CON/CE	\$ -	\$ 629,600	Project scoping	10/19/2023	Project scoping	7/20/2023	
09-22-0043	Indian Trail Traffic Signal Modernization / Resurfacing (Ohio to Pennsbury)	Aurora	STP-L		\$ 2,500,000		Local Funds	\$ 909,000	\$ 3,409,000	\$ 2,500,000	73%	73%	\$ 4,051,000	1/2026	9/30/2026	CON/CE	\$ -	\$ 2,500,000	ESR submitted 8/25/2023	10/19/2023	P1 KO meeting 5/12/2023	7/20/2023	
09-22-0008	Ridge Road Reconstruction	Kendall County	STP-L		\$ 2,500,000		Local Funds	\$ 19,500,000	\$ 22,000,000	\$ 2,500,000	11%	11%	\$ 27,000,000	3/2026	9/30/2026	CON	\$ -	\$ 2,500,000	2nd FHWA meeting held 2/21/2023	10/19/2023	2nd FHWA meeting held 2/21/2023	7/20/2023	
09-22-0025	Reinking Road and Damisch Road Intersection Improvements	Pingree Grove	STP-L		\$ 2,500,000		Local Funds, MFT-Local	\$ 625,000	\$ 3,125,000	\$ 2,500,000	80%	80%	\$ 3,765,870	3/2026	9/30/2026	CON/CE	\$ -	\$ 2,500,000	Public meeting held 8/1/2023	10/19/2023	ESR submitted 3/13/2023	7/20/2023	
09-22-0058	Douglas Road Reconstruction (Raddant to Kirk)	Batavia	STP-L		\$ 20,000		Local Funds	\$ 20,000	\$ 40,000	\$ 20,000	50%	50%	\$ 3,040,000	1/2027	9/30/2026	ROW	\$ -	\$ 20,000	Project scoping	10/19/2023	Project scoping	7/20/2023	
Programming Mark					\$ 12,273,046																		
FFY26 Program					\$ 11,654,614																		
Unprogrammed Balance					\$ 618,432																		
<b>Total FFY 2026 Obligations</b>					\$ -																		
Unobligated Balance FFY26					\$ 12,273,046																		

**FFY 2027**

TIP ID	Project	Sponsor	Fund Source	Other Source(s)	STP-L Programmed	Planned Use of Redistribution	STP-L Match Source(s)	STP-L Local Match	Phase Total	Max STP-L	Current STP %	Eff. Max STP-L %	Project Total	Target Letting	Authorization Deadline	Phase	STP-L Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date	
09-22-0027	Dundee Ave, Center St., & Villa St. Corridor Improvements	Elgin	STP-L		\$ 2,500,000		MFT-Local	\$ 625,000	\$ 5,743,305	\$ 2,500,000	44%	44%	\$ 7,050,305	9/2025	9/30/2027	CON	\$ -	\$ 2,500,000	P1 KO meeting held 5/19/2023	10/19/2023	P1 KO meeting held 5/19/2023	7/20/2023	
09-21-0005	Randall Rd at Big Timber	Kane County	STP-L		\$ 1,397,988		Local Funds	\$ 6,266,865	\$ 7,664,853	\$ 2,500,000	18%	33%	\$ 9,373,312	1/2027	9/30/2027	CON	\$ -	\$ 1,397,988	Received STP-SF 10/11/2023	10/19/2023	P2 KO meeting held 7/12/2023	7/20/2023	
09-21-0019	Randall at IL 72	Kane County	STP-L		\$ 1,400,000		Local Funds	\$ 4,000,000	\$ 5,400,000	\$ 4,320,000	26%	80%	\$ 7,484,756	1/2027	9/30/2027	CON	\$ -	\$ 1,400,000	Received STP-SF 10/11/2023	10/19/2023	P2 KO meeting held 4/27/2023	7/20/2023	
09-22-0044	Farnsworth Ave Traffic Signal Modernization / Resurfacing (Bilster to Sheffer)	Aurora	STP-L		\$ 2,500,000		Local Funds	\$ 1,851,000	\$ 4,351,000	\$ 3,480,800	57%	57%	\$ 6,028,000	1/2027	9/30/2027	CON	\$ -	\$ 2,500,000	P1 Engineering Agreement approved 2/28/2023	10/19/2023	P1 Engineering Agreement approved 2/28/2023	7/20/2023	
09-22-0057	IL RT 38 & Anderson Road Intersection Improvements	Elburn	STP-L		\$ 1,631,775		Local Funds	\$ 1,422,425	\$ 3,054,200	\$ 2,443,360	53%	80%	\$ 4,086,300	1/2027	9/30/2027	CON	\$ -	\$ 1,631,775	P1 QBS advertised 6/15/2023	10/19/2023	P1 QBS advertised 6/15/2023	7/20/2023	
09-22-0045	Mitchell Road at Sullivan Road	Aurora	STP-L		\$ 1,520,000		Local Funds	\$ 380,000	\$ 1,900,000	\$ 1,520,000	80%	80%	\$ 2,658,500	1/2027	9/30/2027	CON	\$ -	\$ 1,520,000	P1 Engineering Agreement approved 2/28/2023	10/19/2023	P1 Engineering Agreement approved 2/28/2023	7/20/2023	
09-22-0024	Division St. Resurfacing	Geneva & St. Charles	STP-L		\$ 585,676		Local Funds	\$ 195,225	\$ 780,901	\$ 585,676	75%	75%	\$ 900,901	3/2027	9/30/2027	CON	\$ -	\$ 585,676	Project scoping	10/19/2023	Project scoping	7/20/2023	
09-22-0006	Oak St. Resurfacing	North Aurora	STP-L		\$ 500,000		Local Funds	\$ 700,322	\$ 1,200,322	\$ 500,000	42%	42%	\$ 1,404,377	3/2027	9/30/2027	CON	\$ -	\$ 500,000	Project scoping	10/19/2023	Project scoping	7/20/2023	
09-22-0053	Douglas Ave Resurfacing (Ashland to US 30)	Montgomery & Aurora	STP-L		\$ 633,444		Local Funds	\$ 692,686	\$ 1,326,130	\$ 750,000	48%	57%	\$ 1,564,840	4/2027	9/30/2027	CON	\$ -	\$ 633,444	Project scoping	10/19/2023	Project scoping	7/20/2023	
Programming Mark					\$ 12,483,025																		
FFY27 Program					\$ 12,668,883																		
Unprogrammed Balance					\$ (185,858)																		
<b>Total FFY 2027 Obligations</b>					\$ -																		
Unobligated Balance FFY27					\$ 12,483,025																		

**Roadways and Intersections**

PROJECT INFORMATION					REQUESTED FUNDING							TARGET AUTH / LET.	CURRENT STATUS		PRIOR STATUS		
Rank	Score	TIP ID	Project	Sponsor	Phases	2023	2024	2025	2026	2027	Phase Total	Project Total	Date	Status	Status Date	Status	Status Date
1	22.1	CFP09-22-0058	Douglas Road Reconstruction from Raddant Rd to Kirk Rd	Batavia	Eng 2			\$ 150,000			\$ 300,000	\$ 3,040,000	1/2026	Project Scoping	10/19/2023	Project Scoping	7/20/2023
2		CFP09-22-0058	Douglas Road Reconstruction from Raddant Rd to Kirk Rd	Batavia	Const./E3					\$ 1,680,000	\$ 2,400,000	\$ 3,040,000	1/2026	Project Scoping	10/19/2023	Project Scoping	7/20/2023
3	19.9	CFP09-22-0056	Hubbard Avenue Reconstruction from Kirk Road to Pearson Avenue	Batavia	Eng 2			\$ 89,500			\$ 380,000	\$ 3,834,000	3/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
		CFP09-22-0056	Hubbard Avenue Reconstruction from Kirk Road to Pearson Avenue	Batavia	Const./E3					\$ 2,275,500	\$ 3,034,000	\$ 3,834,000	3/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
4	17.2	CFP09-22-0021	Spring Street/Cleveland Avenue Roadway Improvements	Carpentersville	Const./E3					\$ 1,760,000	\$ 2,200,000	\$ 2,345,000	Q1/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
5	15.5	CFP09-22-0028	Main Street between Center Street and Knights Road	Sandwich	Const.			\$ 1,627,889			\$ 3,870,000	\$ 4,680,000	Q3/2025	P2 KO meeting held 9/1/2023	10/19/2023	Project Scoping	7/20/2023
6	14.3	CFP09-22-0055	McKee Road Reconstruction- Rt 31 to Van Nortwick Avenue	Batavia	Eng 2			\$ 186,200			\$ 266,000	\$ 2,747,000	3/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
	14.3	CFP09-22-0055	McKee Road Reconstruction- Rt 31 to Van Nortwick Avenue	Batavia	Const./E3					\$ 1,522,500	\$ 2,175,000	\$ 2,747,000	3/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023

**Asset Management**

PROJECT INFORMATION					REQUESTED FUNDING							TARGET AUTH / LET.	CURRENT STATUS		PRIOR STATUS		
Rank	Score	CFP ID	Project	Sponsor	Phases	2023	2024	2025	2026	2027	Phase Total	Project Total	Date	Status	Status Date	Status	Status Date
1	46	CFP09-22-0035	Indian Trail Resurfacing (Highland Av to IL Route 31)	Aurora	Const./E3			\$ 723,750			\$ 965,000	\$ 1,133,000	Q1/2025	P1/P2 KO held 6/13/2023	10/19/2023	P1/P2 KO held 6/13/2023	7/20/2023
2	36.3	CFP09-22-0041	Liberty Street Resurfacing (Eola Rd to Commons Dr)	Aurora	Const./E3				\$ 607,500		\$ 810,000	\$ 865,000	Q1/2026	Project Scoping	10/19/2023	Project Scoping	7/20/2023
3	35.1	CFP09-22-0040	Sullivan Road Resurfacing (Highland Av to Mitchell Rd)	Aurora	Const./E3					\$ 651,750	\$ 869,000	\$ 927,000	Q1/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
4	32.5	CFP09-22-0036	Ashland Avenue Resurfacing (IL Route 25 to Union St)	Aurora	Const./E3			\$ 750,000			\$ 1,044,000	\$ 1,111,000	Q1/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
5	31.1	CFP09-22-0048	E. Van Emmon Street Resurfacing (IL Route 47 to City Limits)	Yorkville	Const./E3			\$ 387,578			\$ 516,771	\$ 562,911	Q2/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
6	30.5	CFP09-22-0026	National Street Concrete Reconstruction	Elgin	Const./E3			\$ 471,200			\$ 589,000	\$ 691,000	Q3/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
7	30.4	CFP09-22-0054	Gordon Road Resurfacing (US Route 30 to Concord Drive)	Montgomery	Const./E3				\$ 694,575		\$ 926,100	\$ 992,850	Q1/2026	Project Scoping	10/19/2023	Project Scoping	7/20/2023
8	30.1	CFP09-22-0011	Washington Street Resurfacing	Carpentersville	Const.					\$ 750,000	\$ 1,100,000	\$ 1,170,000	Q1/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
9	28.3	CFP09-22-0020	Barrington Avenue Resurfacing	East Dundee	Const./E3			\$ 371,250			\$ 495,000	\$ 549,000	4/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
10	28.2	CFP09-22-0060	Van Nortwick Resurfacing from Fabyan Parkway and Main Street	Batavia	Const./E3			\$ 417,000			\$ 556,000	\$ 556,000	1/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
11	27.7	CFP09-22-0039	Prairie Street Resurfacing (West City Limits to Randall Rd)	Aurora	Const.				\$ 750,000		\$ 1,446,000	\$ 1,535,000	Q1/2026	Project Scoping	10/19/2023	Project Scoping	7/20/2023
12	27.2	CFP09-22-0014	East Main Street Improvements - Gilbert Street to IL Route 25	South Elgin	Const./E3			\$ 704,178			\$ 938,904	\$ 1,066,944	3/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
13	26.1	CFP09-22-0032	Merrill Road Resurfacing (Village Limits to Bliss Road)	Sugar Grove	Const./E3				\$ 456,825		\$ 609,100	\$ 663,500	Q1/2026	Project Scoping	10/19/2023	Project Scoping	7/20/2023
14	25.6	CFP09-22-0059	Pine Street Resurfacing from Kirk Road to Raddant Road	Batavia	Const./E3			\$ 248,250			\$ 331,000	\$ 331,000	1/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
15	24.4	CFP09-22-0050	E. Pleasant Avenue Resurfacing (N. Main Street to Latham Street)	Sandwich	Const./E3					\$ 292,800	\$ 390,400	\$ 431,200	Q1/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
16	24.1	CFP09-22-0030	Hankes Road Resurfacing (Village Limits to Village Limits)	Sugar Grove	Const./E3					\$ 504,600	\$ 672,800	\$ 721,300	Q1/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
17	23.6	CFP09-22-0015	South Elgin Boulevard Improvements - East Main Street to Village Limits	South Elgin	Const.			\$ 750,000			\$ 1,541,287	\$ 1,751,477	3/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
18	21.1	CFP09-22-0047	Wheeler Road Resurfacing (Dugan Road to Esker Drive)	Sugar Grove	Const./E3			\$ 383,250			\$ 511,000	\$ 556,700	Q1 / 2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
19	21	CFP09-22-0010	Campton Hills Road - Town Hall Road to LaFox Road	Campton Hills	Const./E3				\$ 682,125		\$ 910,000	\$ 977,000	1/2026	Project Scoping	10/19/2023	Project Scoping	7/20/2023
20	20	CFP09-22-0049	State Street Resurfacing (Unnamed Creek to Duchess Lane)	Hampshire	Const./E3					\$ 500,000	\$ 905,080	\$ 985,890	Q1/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023
21	16.2	CFP09-22-0012	1st Street Roadway Improvements - IL Route 72 to Dunning Avenue	West Dundee	Const./E3			\$ 596,595			\$ 795,460	\$ 881,460	3/2025	Project Scoping	10/19/2023	Project Scoping	7/20/2023
22	11.9	CFP09-22-0029	E. Prairie Street Resurfacing (IL Route 47 to Gordon Road)	Sugar Grove	Const./E3					\$ 688,350	\$ 917,800	\$ 984,000	Q1/2027	Project Scoping	10/19/2023	Project Scoping	7/20/2023

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Kane County

Kendall County



# KANE KENDALL COUNCIL OF MAYORS



## COUNCIL STAFF

Jacqueline L. Forbes  
Executive Director

Heidi E. Lichtenberger  
Council Director

DATE: October 26, 2023

TO: KKKOM Full Council

FROM: Council Staff

RE: STP-L Methodology Review & Programming Policies and Procedures revisions

### KKCOM's STP-L Methodology changes since last call:

- A. 8. Local Commitment / Project Readiness
  - Added language for D3
  - Added "Projects in Contingency Program" receive +5 points
- A. 9. Inclusive Growth
  - No longer weighted
  - Using different data source, KKKOM's Inclusive Growth Facility Planning Tool instead of CMAP's Inclusive Growth Map
- B. 1. Road Condition
  - Utilizing IDOT's CRS Data instead of CMAP 2018 data
- B. 3. Traffic Volumes
  - Decreased weight of Traffic Volume from 20% to 10%
- B. 4. ADA Transition Plans
  - Added "*The webpage link must be provided to earn points. See 17 – 21 in the KKKOM Application Supplement Form.*"
- B. 5. Prior Year Funding
  - Changed from "time without receiving FHWA authorization" to "year of the Call for Projects when last received funding"
- B. 6. Project Readiness
  - New category with language added for D3

### Programming Policies and Procedures revisions:

- 15. Obligation Deadlines/Extensions
  - Revised to match CMAP's Active Program Management Revisions from February 2023
- 16. Asset Management projects
  - Changed from PCI to IDOT's CRS Data



## Surface Transportation Program (STP) Performance-Based Methodology *Adopted November 16, 2021* *Revised October 19, 2023*

The Kane Kendall Council of Mayors Surface Transportation Program (STP) funds three types of projects:

- A) ROADWAYS AND INTERSECTIONS**
- B) ASSET MANAGEMENT PROJECTS**
- C) TRANSPORTATION CONTROL MEASURE INFRASTRUCTURE**

<b>Legend</b>	Project applications are considered for funding and weighted against other projects according to their project type. The specific project priority methodology for each project type is described below.
<b>Functional Class</b>	Prior to commencing your project application, please verify on <a href="#">IDOT’s Roadway Functional Class website</a> that the project limits are on a STP eligible route. To use this website, zoom in to your project location and check against the Legend. Local Roads and Streets are <u>not</u> eligible. <b>Other Principal Arterial</b> , <b>Minor Arterial</b> , <b>Major Collector</b> , and <b>Minor Collectors</b> are eligible.
— Interstate	
— Freeway or Expressway	
— Other Principal Arterial	
— Minor Arterial	
— Major Collector	
— Minor Collector	
Local Road or Street	

### A. ROADWAYS AND INTERSECTIONS

The project types covered in this section are as follows:

- Intersection Improvement/Channelization
- Roadway Widening
- Traffic Signals, Modifications and/or Modernization
- New Roadway Construction
- Roadway Reconstruction/Modernization
- Modern Roundabout

Each Surface Transportation Program (STP) highway project shall be evaluated using nine categories. Each category is assigned a weighted value. The assumption is that the higher the weight of a category, the greater the significance of the category in terms of benefit from the project. In addition, the Council should place emphasis on highway projects that have benefit over more than a local area. The nine categories are:

1. Regional Impact Routes	5%
2. Relative Crash Prevalence	10%
3. Crash Reduction Factors	10%
4. Traffic Volume	25%
5. Level of Traffic Flow Improvement	10%
6. Multimodal Components	15%
7. Project Sponsor Complete Streets Policy	5%
8. Local Commitment	15%
9. Inclusive Growth	5%



### 1. Regional Impact Routes: (0 or 5 points)

Regional Impact Routes can be described as roadways that provide a regional benefit above and beyond general traffic volume accommodation. 5 points will be awarded to improvements within the following route classifications:

Regional Impact Route	Description	Source
Truck Route	State Designated or <a href="#">Locally Designated</a> (scroll to BLR 03210) Class II Truck Routes.	Getting Around Illinois Truck Routes <a href="#">Map</a>
National Highway System	Highways functionally classed as freeways and expressways, other principal arterials, roads important to national defense, plus intermodal corridors as agreed upon by the USDOT, IDOT, CMAP and Counties.	Chicago Region National Highway System <a href="#">Map</a> (September 2018)
Strategic Regional Arterial	Roads intended to carry larger volumes of traffic at higher speeds as a complement to the regional expressway system, as determined by <a href="#">IDOT</a> and <a href="#">CMAP</a> . Improvement projects on the SRA system should ideally include reductions in access points and increased distance between signals.	CMAP Strategic Regional Arterial System <a href="#">Map</a>
Critical Urban Freight Corridor	Critical Urban (CMAP designated) or Critical Rural (State designated) roads which provide critical connectivity to the <a href="#">National Highway Freight Network</a> as designated by IDOT and the CMAP MPO Policy Committee.	CMAP Region National Highway Freight Network <a href="#">Map</a>

### 2. Relative Crash Prevalence: (maximum of 10 points)

Project applications shall provide the most recent three years of IDOT-published crash data available, reporting only those fatal and A-type injury crashes occurring within the proposed limits. Projects will be evaluated against one another on a scale of 10 points using the following formula:

**H** = Highest number of fatal/A-type crashes in application series

**A** = Application number of fatal/A-type crashes

**S** = Relative crash prevalence score

$$S = A/H * 10$$

### 3. Crash Reduction Factors (maximum of 10 points)

This category assigns a point value based on an expected planning level safety improvement (reduction of crashes). KKCOM has access to a list compiled by CMAP of common improvement types (countermeasures) and the accompanying planning level Crash Reduction Factors (CRFs) using information from IDOT, the Crash Modification Clearinghouse and the Highway Safety Manual. KKCOM staff will review project details to determine the relevant countermeasure and the assigned planning level CRF for that countermeasure. If multiple countermeasures are part of the project, staff will use the maximum planning level CRF for the project. The maximum CRF will be multiplied by the number of fatal and serious injury crashes occurring within the project limits as provided in the previous section. Projects will then be evaluated against one another on a scale of 10 points using the following formula:

**R** = CRF\*H (highest reduction value in application series)

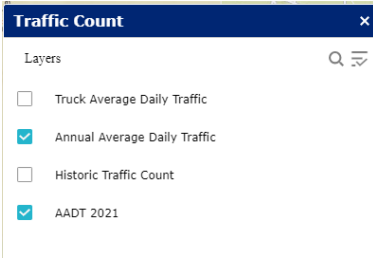
**A** = Application reduction value

**S** = Relative crash reduction score

$$S = A/R * 10$$

#### 4. Traffic Volume: (maximum of 25 points)

This category assigns a point value based on existing Average Annual Daily Traffic (AADT) volumes. Volumes will be derived from the Getting Around Illinois (GAI) traffic counts [portal](#), using the “Annual Average Daily Traffic” and “AADT 2021” data or locally for locations for which data is not available.



Due to significant changes in travel behavior, *no 2020 counts shall be used until they are available for all counties within the KKCOM programming area.* For road segment projects with limits extending into two differing AADT segments, the AADT shall be calculated as a length-weighted average of the GAI segments. For intersection projects, the AADT shall be calculated as one half of the total AADT of the connecting segments. New road segments should either contact CMAP for AADT projections or use information gathered during preliminary engineering. For segments with two or more

through lanes in either direction and for intersections containing such a segment, the resulting AADT value shall be halved to create a relative score. All resultant values will be indexed to a 25-point scale.

#### 5. Level of Traffic Flow Improvement Countermeasures: (maximum of 10 points)

This category analyzes how well the proposed project improves traffic flow. A project will either fall into the High, Medium or Low categories.

High – 10 points	Medium – 5 points	Low – 0 points
<ul style="list-style-type: none"> <li>• Signal Interconnects</li> <li>• New traffic signals (warranted)</li> <li>• Roundabout</li> <li>• Full channelization improvement</li> <li>• Add-lane projects</li> </ul>	<ul style="list-style-type: none"> <li>• Improving existing traffic signals</li> <li>• Bottleneck elimination</li> <li>• Auxiliary lane additions</li> <li>• Realignment of offset intersections</li> <li>• Consolidation of access</li> <li>• Minor channelization improvement (1 or 2 leg additions)</li> </ul>	<ul style="list-style-type: none"> <li>• Resurfacing</li> <li>• Widening and resurfacing</li> <li>• Shoulder improvements</li> <li>• Curb and gutter installation/repair</li> <li>• Drainage</li> <li>• Lighting</li> </ul>

If the project has other traffic flow improvements not listed, the sponsor may submit their own traffic flow improvement with a memo explaining the justification for point consideration. The number of points awarded will be determined by KKCOM Staff, subject to review by the Transportation Policy Committee.

#### 6. Multimodal Infrastructure Components: (maximum of 15 points)

If a highway project includes a scope component which exceeds the usual benefit to single occupancy vehicles and promotes the use of other alternative transportation modes, the project is eligible to earn a maximum of fifteen points in this category. Points can only be received for new multimodal infrastructure that is planned as part of the proposed project. Points cannot be earned for existing infrastructure.

Bicycle and Pedestrian Infrastructure	
Action	Cumulative Points
Project includes multiuse path*	+ 7
Project includes on-street bike facility*	+ 5
Project includes sidewalk*	+ 5
<p><i>*Must extend majority of the length of the project. Where the length of the facility is not a majority of the project length, the percentage of the total project length shall be used as a multiplier for the appropriate cumulative points above. For intersections providing new connections, the crosswalk shall be considered new pedestrian infrastructure and shall be scored according to the adjacent facilities.</i></p>	

Regional and Local Connectivity	
Action	Cumulative Points
Project extends regional trail network**	+ 5
Project connects two existing trails	+ 5
Project connects to existing regional trail**	+ 4
Project connects to one existing trail	+ 3
Project closes a sidewalk gap	+ 5
**Refer to <a href="#">Kane County Bike Plan</a> and <a href="#">CMAP Regional Greenways and Trails Plan for Regional Trail Corridors</a> .	

Transit Connectivity	
Action	Cumulative Points
Project connects to Train Station or Bus Stop	+ 5
Project adds new Bus Shelters	+ 5

If the project has other multimodal infrastructure components not listed above, the sponsor may submit a memo explaining the justification for point consideration. The number of points awarded will be determined by the KKCOM Staff, subject to review by the Transportation Policy Committee.

### 7. Project Sponsor Complete Streets Policy (0 to 5 Points)

Project sponsors can receive points for pursuing complete streets initiatives through a number of mediums. Points shall be awarded as follows:

Council adopted complete streets policy	5 points
Complete streets policy directive or recommendation in an adopted plan, municipal code OR staff-driven complete streets policy	2.5 points

Smart Growth America provides guidance for what can constitute a complete streets policy in whole or in part:

1. **Vision and Intent-** includes an equitable vision for how and why the community wants to complete its streets. Specifies the need to create a complete and connected network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse Users-** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases-** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations-** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notices prior to exceptions being granted.
5. **Jurisdiction-** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design-** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity-** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures-** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria-** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps-** Includes specific next steps for implementation of the policy.

Project sponsors must have complete streets policies in place and approved by council staff at the time of the project application in order to receive points in this category. Examples of Complete Streets policies from around the region are available on the [Active Transportation Alliance website](#).

**8. Local Commitment / Project Readiness: (maximum of 15 points)**

The point value assigned in this category is based on additional sponsorship, demonstration of financial commitment and project readiness. The point value ranges are as follows:

Action	Cumulative Points
Local commitment to fund Phase II	+ 5
Local commitment to fund ROW	+ 5
Multi-Jurisdictional Sponsorship <i>Sponsors are considered financial partners in the project.</i>	+5
<b>Project Readiness</b>	
Phase 1 Design Approval	+10
Phase 1 Draft PDR or BLR 46300 Submitted to IDOT	+5
Phase 1 KO Meeting (or confirmation from IDOT that a KO Meeting is not required)	+5
Project is in Contingency Program	+5

Please upload corresponding documents to eTIP (KO meeting minutes, transmittal letters, emails, etc.).

**9. Inclusive Growth: (maximum of 5 points)**

The point value assigned in this category is based on the percentage of facility users who are non-white and under the poverty line. They are based on [KKCOM’s Inclusive Growth Facility Planning Tool](#), and are as follows: Points shall be calculated as follows:

Percent of facility users that are people of color and under the poverty line	Points
25% or more	5
20% to < 24.9%	4
15% to < 19.9%	3
10% to < 14.9%	2
5% to < 9.9%	1
Less than 5%	0

**B. ASSET MANAGEMENT PROJECTS**

Each asset management project under consideration for funding in the STP program will be evaluated using seven categories. (Resurfacing projects that do not score competitively in the Road Projects section will be evaluated under Asset Management, for example) Each category is assigned a weighted value. The assumption is that the higher the weight of a category, the greater the significance of the category in terms of benefit from the project. In addition, the Council should place emphasis on projects that will have benefit over more than a local area. The seven categories are:

- 1. Road Condition 30%
- 2. Consideration of Regional Need 20%
- 3. Traffic Volume 10%
- 4. ADA Transition Plans 10%
- 5. Prior Year Funding 10%
- 6. Project Readiness 10%
- 7. Multi-Jurisdictional Sponsorship 10%

### 1. Road Condition: (maximum of 30 points)

Four condition levels comprise this category. The range refers to the [IDOT’s Condition Rating Survey \(CRS\) Summary Report from FY 2022](#). Roads traversing segments with two different CRS values will be scored by length-weighted average. The CRS range and point values are as follows:

Condition	Range	Point Value
Excellent	9.0 – 7.6	0
Good	7.5 – 6.1	10
Fair	6.0 – 4.6	20
Poor	4.5 – 1.0	30

KKCOM staff will score the projects using IDOT’s CRS data in a GIS layer created for Kane and Kendall Counties. To access the GIS Kane and Kendall layer, look for “IDOT 2022 CRS Data – Kane and Kendall” on [KKCOM’s STP Program webpage](#). Layer created in ArcGIS Pro. Another option is downloading this zip file. [IDOT 2022 CRS Data.zip](#). Please note that the file will only work with ArcGIS Pro 3.1.2.

In the event the CRS data is not available, agencies can submit their own scoring to be verified by KKCOM staff. Visual scoring may be necessary.

### 2. Consideration of Regional Need (maximum of 20 points)

This category rates the regional impact of the proposed project. Scoring is based on the functional classification of the route and the impact of the route to regional movement using the designation of truck route, strategic regional arterial (SRA), critical urban freight corridor (CUFC) and whether the project is on the national highway system (NHS).

Classification	Points
Other Principal Arterial	15
Minor Arterial	10
Major Collector	5
Minor Collector	0
Regional Impact Route*	5 Additional Points

\*Truck Route, National Highway System, Strategic Regional Arterial or Critical Urban Freight Corridor

### 3. Traffic Volumes: (maximum of 10 points)

This category assigns a point value based on existing Average Annual Daily Traffic (AADT) volumes. Volumes will be derived from the Getting Around Illinois (GAI) traffic counts [portal](#), using the “Annual Average Daily Traffic” and “AADT 2021” data or locally for locations for which data is not available.

**Traffic Count**
✕

Layers 🔍 ☰

- Truck Average Daily Traffic
- Annual Average Daily Traffic
- Historic Traffic Count
- AADT 2021

Due to significant changes in travel behavior, *no 2020 counts shall be used until they are available for all counties within the KKCOM programming area*. For road segment projects with limits extending into two differing AADT segments, the AADT shall be calculated as a length-weighted average of the GAI segments. For intersection projects, the AADT shall be calculated as one half of the total AADT of the connecting segments. New road segments should either contact CMAP for AADT projections or use information gathered during preliminary engineering. For segments with two or more through lanes in either direction and for intersections containing such a segment, the resulting AADT value shall be halved to create a relative score. All resultant values will be indexed to a 10-point scale.

#### 4. ADA Transition Plans: (0 to 10 points)

Due to the overlapping nature of resurfacing programs and transition planning, project sponsors will be able to receive cumulative points for having certain elements of ADA transition plans satisfied. Those elements and subsequent point values are as follows:

Action	Requirement	Points
Appoint an ADA Coordinator	Project sponsor has identified an ADA Coordinator (publicly posted on their website) who oversees <i>non-employment</i> obligations.	2
Provide Public Notice	Project sponsor has provided a notice on their website, social media, facilities or local news about the ADA and how it applies to the public entity.	2
Adopt a Grievance Procedure	Project sponsor has provided and made public a grievance procedure which provides a means for submission and resolution of the grievance.	2
Conduct a Self-Evaluation	Project sponsor has an inventory of pedestrian transportation system assets identifying barriers to access.	2
Action Plan	Project sponsor has identified a prioritization scheme or schedule for improvements to accessibility in the public ROW.	2

***The webpage link must be provided to earn points. See 17 – 21 in the KKOM Application Supplement Form.***

Project sponsors can consult the US Department of Justice’s [ADA Toolkit for State and Local Government](#) for examples of the implementation steps above.

#### 5. Prior Year Funding: (0 to 10 points)

In order to maintain a focus on performance measures without outright exclusion of communities within the KKOM programming area, projects within sponsor jurisdictions which have gone significant periods of time without receiving STP-L funding for a project shall receive points. ***Use the year of the Call for Projects when last received funding.***

Years since last project received STP-L funding	Points
10 +	10
5-9	5
< 5	0

#### 6. Project Readiness : (0 to 10 points)

**District 1:** A project will receive 5 points if currently in the Contingency Program, an IDOT KO meeting has been held, or draft PDR has been submitted. If any of the following milestones are complete, the project will receive 10 points; Design Approval or Pre-Final Plans submitted.

**District 3:** A project will receive 5 points if currently in the Contingency Program, an IDOT KO Meeting has been held, confirmation from IDOT that a KO Meeting is not required, or draft PDR/BLR 46300 submitted. If any of the following milestones are complete, the project will receive 10 points; Design Approval or Pre-Final Plans submitted.

*Please upload corresponding documents to eTIP (KO meeting minutes, transmittal letters, emails, etc.).*

## **7. Multi-Jurisdictional Sponsorship: (0 or 10 points)**

10 points will be awarded to project applications with more than one financial sponsor. Municipalities should remain the *primary* project sponsor.

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### **C. TRANSPORTATION CONTROL MEASURE INFRASTRUCTURE**

Other types of transportation control measure infrastructure projects are eligible for STP funding. These projects shall have a minimum of two Council members as sponsors and should be submitted to KKCOM Staff on a project application with a supplemental memo explaining the project. Effort will be made to rank these projects against other STP projects submitted; however, the Council shall give strong consideration to transportation control measure infrastructure that:

1. Has a regional transportation impact
2. Includes participation of more than one transportation agency
3. Has a significant safety benefit to pedestrian, bicyclists, transit users or vehicles
4. Has a significant impact on congestion reduction

Mayor Jeffery Schielke  
Council Chairman

President John Skillman  
Council Vice-Chairman



Jackie Forbes  
Executive Director

Heidi Lichtenberger  
Council Director

### **Programming Policies and Procedures**

**Adopted November 16<sup>th</sup>, 2021**  
**Revised October 19<sup>th</sup>, 2023**

1. **CMAP Active Program Management Policies:** All sponsors participating in the STP federal funding process through the Kane Kendall Council of Mayors will be subject to the policies and procedures detailed in the Chicago Metropolitan Agency for Planning’s Active Program Management Policies.<sup>1</sup>
2. **Adoption of Program:** The Transportation Policy Committee at each meeting shall vote on and approve an updated 5-year fiscally constrained STP Program. Each updated program shall include updated prioritization of projects, updated project costs, full schedule changes, and letting dates. The first year of the program will be referred to as the “current year” and will be subject to obligation deadlines. The deadline is such that any phases programmed within the current federal fiscal year must fully obligate funds (Project Status will show as AC or ACC in the TIP) by the end of that federal fiscal year (Sept. 30). The next 2-5 years of the program will be referred to as “out years”, in which case phases can be reprogrammed, subject to fiscal constraint within the targeted federal fiscal year.
3. **Project Submittals:** Submittals for STP Roadway/Intersection and Asset Management projects may be submitted only in response to a specific call for projects announced by the Council. Council calls will be held in even numbered years beginning in 2020 and project types accepted may be limited by the Transportation Policy Committee.
4. **Contingency Programs:** Projects that were not funded in the most recent call cycle will be included in a contingency list. This contingency list will include projects ranked based on score, which must apply for funding in the next call for projects; otherwise, they will be removed from the contingency list and will need to re-apply for funding in subsequent calls for projects. Active projects may also be reprogrammed into the contingency list, either voluntarily or due to missing an obligation deadline. In such a case, those projects must apply in the next call for projects. The ranking of each project on the contingency list shall be fluid, and may change if the project status changes in a way that impacts scoring per the STP Methodology. Project sponsors that are seeking a change to their project on the contingency list shall notify Council Staff of their intention as a part of the quarterly updates (see #6).
5. **Designated Project Managers:** Upon inclusion in either the Active or Contingency Programs, each project sponsor shall designate a *Technical Project Manager* as well as a *Financial Project Manager* for communication. *This is in addition to the Planning Liaison.* Stipulations for designated project managers can be found in CMAP’s Active Program Management Policies.
6. **Quarterly Updates:** Quarterly updates must be submitted by one of the designated project managers. These updates are required to be submitted any day within each month of December, March, June, and September. *Updates cannot be submitted early or late and still be considered official. Status updates must be sent even if there was no change to the project status.* Consequences for not providing quarterly updates in a timely manner are as follows:

Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program. Funds programmed in the CMAP TIP for these phases will be moved to “MYB”, and a formal TIP amendment will be required to reinstate these phases.
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<sup>1</sup> <https://www.cmap.illinois.gov/documents/10180/931110/STP+APM+Policies+-+approved+02-09-2023.pdf/9f751522-021c-a029-ca8f-c75ba9d13e41?t=1675974395151>



Projects with any phase(s) programmed in an out year (years 2-5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will <i>not</i> be placed in the contingency program, and must re-apply for funding during the next Call for Projects.
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next Call for Projects.

7. Local Match Ratio:

Phase	Ratio (Federal Funding/Local Match)
Phase 1 (E1)	No funding
Phase 2 (E2)	50/50
ROW	50/50
Construction & Construction Engineering (CE/E3)	70/30; 75/25 if no E2 funding is used, 80/20 if no E2 or ROW funding is used
*Asset Management	75/25, no E1 or E2 funding

\*Funds for projects covered under the Asset Management section are only available for the construction phase.

8. Active Reprogramming: If a project sponsor can demonstrate timely implementation of a project; that project sponsor may request unobligated Council funds below the threshold of fiscal constraint for that Federal Fiscal Year. Active Reprogramming can be used for:
- Cost changes for current FFY phases that are expected to meet the obligation deadline
  - Accelerating phases programmed in out years of the active program that are ready to obligate in the current FFY
  - Accelerating phases included in the contingency program that are ready to obligate in the current FFY
  - Cost changes for already obligated phases
- In the case of moving a project from the contingency list to the active program, a request must be made by the project sponsor to the Transportation Policy Committee in-person, or via e-mail if the Transportation Policy Committee meeting is cancelled.
9. Funding Increases: Cost changes less than or equal to 5% of the original approved funding level will require the project sponsor to submit a request for KKCOM staff approval. Project cost increases greater than 5% will require the project sponsor to submit a request for approval from the Transportation Policy Committee. Project cost increases greater than 20% of the cost estimate developed at the time of Phase I Engineering approval will be the sole responsibility of the project sponsor. Funding increase requests for the construction phase of STP projects shall not be considered until Phase I Engineering has been approved.
10. Obligation Cap: The maximum funding obligated for any specific project shall be no more than 50% of that year's total federal allotment, with a maximum obligation limit of \$2,500,000 in federal funding, inclusive of all phases. The maximum percentage and cap may be increased upon approval of the Transportation Policy Committee.
11. Budget Integrity: The annual and multi-year budgetary constraints shall be maintained at all times, based on the projected available funding levels provided by CMAP.
12. STP Projects on State Routes: The policy of the Council shall be to discourage the use of Council STP funds on State jurisdiction routes. The Council shall strictly enforce its policy that municipalities sponsoring projects on State routes must provide one half the local match for all phases that are being funded--50/50 for E2, ROW, Construction Engineering and Construction. Only projects involving an intersection improvement with State routes would be subject to STP funding eligibility. The Council's focus is on its municipal and County projects; however, it is still the joint responsibility of the Council and the State to move projects forward. The State should be a participant in the project.
13. Flexibility: the Transportation Policy Committee and the Council should at all times remain flexible when approving projects for STP funding. Allowance for non-technical decisions must be maintained. Variances to these rules will be allowed if a majority of the Transportation Policy Committee's members present vote to make an exception for a specific project.
14. KKCOM Staff Approval: If a quarterly KKCOM Transportation Policy Committee meeting is not held and a project needs a minor cost or scope change to stay on schedule, KKCOM staff will review the request. If it recommends the change, an email will be sent out to all voting members of the KKCOM Transportation Policy Committee with

one week to respond. If any member replies with disapproval, the project sponsor must wait until the next KKKOM Transportation Policy Committee to bring the change request forward.

15. Obligation Deadlines/Extensions:

Any project phases(s) programmed in the current Federal Fiscal Year (FFY) on or after the first day (October 1) of that FFY is required to fully obligate the programmed federal funds prior to the end of that FFY. (Sept. 30). For the purposes of obligation deadlines, a project phase is considered to be “obligated” if federal funds have been authorized as “current” or “Advance Construction (AC)” in FHWA’s FMIS Database. The entire phase must be obligated, up to the programmed amount of the final engineer’s estimate, whichever is less, to be considered fully funded. “Staged” construction, or “combined” engineering phases are not considered fully obligated until all stages/phases under a single State Job or Federal Project Number are fully obligated. The table below describes the actions necessary to obligate each federally funded phase, and the milestone deadlines that should be met to meet the obligation deadlines. Milestones for Obligation:

Federally Funded Phase	Federal Obligation Action	Milestone(s)	Milestone Deadline
Phase 2 Engineering	Execution of Local Agency Agreement and Engineering Agreement	Phase 2 QBS Completed	Before submitting draft agreements (may be completed with Phase 1 QBS: may begin before Design Approval received)
		Phase 1 Design Approval Received	Before submitting draft agreements
		Draft agreements submitted to IDOT district (3-6 month review)	April 30 <sup>th</sup> (Approx.)
ROW	Execution of Local Agency Agreement	Phase 1 Design Approval Received	Before submitting documents and draft agreement
		Approved plats and legals, cost estimates, and documentation of use of approved firms	Before submitting draft agreement
		Draft Agreements submitted to IDOT district	April 30 <sup>th</sup> (Approx.)
Construction (State let)	Execution of Local Agency Agreement	Phase 2 pre-final plans submitted	On or before the date specified on the IDOT D1 Letting Schedule for the November State letting
		Draft Phase 3/ Construction Agreements to IDOT	
		(If applicable) Final ROW documents to D1 Bureau of Land Acquisition	

After the March status update, if project milestones are not anticipated to be achieved, the project sponsor may request an Obligation Deadline Extension. Project phases programmed in the current year that have demonstrated via quarterly status updates that they have met the minimum requirements, will be eligible for a one-time six-month extension of the obligation deadline and the funding programmed for the phase.

Minimum requirements for consideration of an obligation extension for projects processed through IDOT:

- a. Preliminary (Phase 1) Engineering: QBS is complete.
- b. Design (Phase 2) Engineering: Phase 1 Design Approval has been granted and Phase 2 QBS is complete.
- c. Land Acquisition: Phase 1 Design Approval has been granted, and plats and legal descriptions have been completed.
- d. Construction / Construction Engineering: Phase 2 engineering and land acquisition (if needed) are in progress and the targeted pre-final plans submittal and ROW certification dates are before the dates listed on the IDOT letting schedule for the April state letting.

Requesting an obligation deadline extension:

- a. Sponsors must request an extension in writing (via US mail or email).
- b. Requests must be submitted no sooner than April 1 and no later than July 31.
- c. Sponsors may submit an updated status update form demonstrating that the minimum requirements for consideration of an obligation deadline extension have been met. The prior quarter’s status update will be utilized for determining qualification if an updated status update is not submitted with the request.

- a. Request a six month extension of the phase obligation deadline.
  - i. For Phase 1 Engineering, Phase 2 Engineering, and Right-Of-Way, the extended deadline will be March 30 of the following calendar year.
  - ii. For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.
- b. Request the current phase and all subsequent phases be immediately removed from the active program and placed in the contingency program to make the phase available for active reprogramming. If not moved back into the active program for the next call for projects, the sponsor must reapply for funding consideration.
- c. Proceed at your own risk. If the programmed funds are not obligated as of September 30, the programmed phase and all subsequent phases will be removed from the active program, and will not be added to the contingency program. Programmed funds will not be carried over or available for reprogramming, and will be permanently removed from the Council's programming mark. The sponsor would then need to reapply.

Following the March status update, and other requests for extensions, sponsors of project phases included in the contingency program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be encouraged to take necessary actions to prepare for obligation of funds between June and October. Program changes to move project phases from the contingency program to the active program will occur no later than June 30.

In the event that a project included in the Active Program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if:

- a. The project is for pavement preservation techniques that were selected and programmed in out years to align with sponsor/sub-regional/regional pavement management system recommendations; or
- b. STP-funded phase 1 engineering was programmed in an out year during a prior CFP.

16. Asset Management projects: Asset Management projects are not the primary focus of the Council and funding should be used to complete projects that would be completed with or without STP funding. It shall be the goal of the Council to fund a minimum of 5% of the FY allotment each Council call toward Asset Management projects; however, if there exist too few projects to satisfy this amount, the minimum shall be made null. The maximum federal participation shall vary by anticipated need. Anticipated need shall be based on the CRS score of the roadway. Those caps are as follows:

Condition Category	Description from <a href="#">IDOT Condition Rating Survey (CRS)</a>	CRS Range	Max. STP Participation
Good	Pavements in the <i>good</i> category, CRS range 7.5 to 6.1, are in a very good to good condition. These pavements generally exhibit low to medium levels of distress and are not in need of an immediate improvement based on surface condition. Visible tight transverse and longitudinal cracking may be present. Maintenance such as crack sealing may have occurred. Pavements in the good category are commonly prime candidates for preventative maintenance or preservation treatments.	7.5 – 6.1	\$500,000

<b>Fair</b>	Pavements in the <i>fair</i> category, CRS range 6.0 to 4.6, will likely need improvement over the short term. Fair pavements can exhibit moderate rutting, a rougher ride along with more frequent and severe cracking. Pavements rated at the upper end of the fair category, a CRS rating at or above a 5.5 on interstates and 5.0 on all other roads, may be eligible for preservation treatments which are a cost-effective option to maximize the pavement life.	6.0 – 4.6	\$750,000
<b>Poor</b>	Pavements in the <i>poor</i> category, CRS range 4.5 to 1.0, are generally in need of improvement. These pavements will exhibit higher levels of distress over larger areas of the pavement surface. High levels of cracking lead to material loss, patch deterioration and loss of structural integrity. Major rehabilitation or reconstruction is generally the only option for pavement in the poor category.	4.5 – 1.0	\$1,000,000

17. KKCOM member municipalities within the Cohort 4 category per CMAP's Local Technical Assistance guidelines are permitted to apply for Transportation Development Credits for Highways (TDCHs) for assistance in funding Phase 1 engineering. Details on policy and procedures can be found in IDOT's TDCH policy as well as CMAP's TDCH policy.

**Chairman**

Jeffery Schielke  
Mayor  
City of Batavia

**Vice Chairman**

John Skillman  
President  
Village of Carpentersville

**CMAP Committee**

**Representatives**

Corinne Pierog  
Kane County Board Chair  
MPO Policy Committee

Matt Kellogg  
Kendall County Chairman  
MPO Policy Committee

Jeffery Schielke  
Council of Mayors  
Executive Committee Chair

MPO Policy Committee

Matthew Brolley  
CMAP Board  
MPO Policy Committee

**Municipal Members**

- Village of Algonquin
- City of Aurora
- Village of Big Rock
- Village of Burlington
- Village of Campton Hills
- Village of East Dundee
- Village of Elburn
- City of Elgin
- City of Geneva
- Village of Gilberts
- Village of Hampshire
- Village of Huntley
- Village of Kaneville
- Village of Lily Lake
- Village of Lisbon
- Village of Maple Park
- Village of Millbrook
- Village of Millington
- Village of Montgomery
- Village of Newark
- Village of North Aurora
- Village of Oswego
- Village of Pingree Grove
- City of Plano
- Village of Plattville
- City of Sandwich
- Village of Sleepy Hollow
- Village of South Elgin
- City of St. Charles
- Village of Sugar Grove
- Village of Virgil
- Village of Wayne
- Village of West Dundee
- City of Yorkville

**County Members**

Kane County  
Kendall County



# KANE KENDALL COUNCIL OF MAYORS



**COUNCIL STAFF**

Jacqueline L. Forbes  
Executive Director  
Heidi E. Lichtenberger  
Council Director

DATE: October 26, 2023

TO: KKCOM Full Council

FROM: Council Staff

RE: Director Update

**Upcoming Meetings**

KKCOM Transportation Policy: January 18, 2024

KKCOM Bike / Ped: Winter 2023/2024 TBD

**Funding Opportunities**

**KKCOM STP-L FFY 2025 – 2029 Call for Projects**

KKCOM’s biennial FFY 2025 – 2029 STP-L Call for Projects commences November 3<sup>rd</sup>, 2023. This call will fill FFY’s 2028 & 2029. Materials will be sent out next week.

 <b>KANE KENDALL COUNCIL OF MAYORS</b> 			
<b>KKCOM FFY 2025 - 2029 STP-L Call for Projects</b> <i>Schedule</i>			
Description	Start Date	End Date	Duration (days / weeks)
CFP open for applications	November 3, 2023	December 22, 2023	7 weeks
KKCOM staff scores projects	December 26, 2023	February 23, 2024	9 weeks
KKCOM staff publishes recommended draft program	February 29, 2024	February 29, 2024	1 day
Public comment period	March 1, 2024	April 1, 2024	4 weeks
KKCOM Transportation Policy Committee & Full Council considers recommended program	April 4 or 11, TBD	April 4 or 11, TBD	1 day
CMAP Transportation Committee considers TIP for approval	May 2024 / TBD	May 2024 / TBD	1 day
CMAP MPO Policy Committee considers TIP for final approval	June 2024 / TBD	June 2024 / TBD	1 day

### **IDOT's FY 2029 Special Bridge Program NOFO**

IDOT is pleased to announce the issuance of a notice of funding opportunity for the Illinois Special Bridge Program (ISBP). This announcement will address the FY2029 local increment, as IDOT develops its FY2025-FY2030 proposed Highway Improvement Program. It is beneficial to have received approval of the Bridge Condition Report (BCR) from IDOT prior to applying for ISBP funding to ensure the scope of the project is appropriate. Also, a 'Bridge Deck Overlay' is considered either preservation or maintenance, and not rehabilitation. For clarity, "Bridge Deck Overlay" projects will not be eligible as ISBP rehabilitation candidates. Priority consideration for ISBP funding will also be given to structurally deficient NHS structures to assist in reducing the number of structures in this category that are reported by FHWA. This criterion does not guarantee the selection of these structures. For more information, please read [Circular Letter 2023-28](#).

### **Electric Vehicle Charger Reliability and Accessibility Accelerator**

U.S. DOT has released the [NOFO](#) for the Electric Vehicle Charger Reliability and Accessibility Accelerator grant program. The program will provide up to \$100 million in Federal funding to repair and replace existing but non-operational, EV charging infrastructure. Eligible applicants include only State DOTs and Local Public Agencies; however, the chargers may be publicly or privately owned provided they are available to the public without restriction. Applications are by **November 13, 2023** through [Grants.gov](#).

### **FY 2023 Thriving Communities Program (TCO)**

USDOT has released information on the [FY 2023 Thriving Communities Program](#). Applications are being accepted for two programs. The [Thriving Communities National Capacity Builder Program](#) is for applicants interested in providing support to communities. Additional information can be found in the [NOFO](#). The application period will close on **November 28, 2023**. The [Regional Pilot Program](#) is for applicants seeking to receive support. These applicants must submit a [Letter of Interest](#) by **November 15, 2023**. Webinar for both programs will be held in September. Registration information is available [here](#).

### **Partner Updates**

#### **IDOT Announces Multiple Kane County Capital Projects to Improve Infrastructure**

Entering Year Five of [Rebuild Illinois](#), the Illinois Department of Transportation announced multiple projects in the Kane County area are planned or underway, highlighting an ongoing commitment made possible by Gov. JB Pritzker's historic, bipartisan capital program. Six major projects represent a total investment of more than \$177 million, improving safety, mobility and quality of life while sustaining and creating good-paying jobs throughout the region.

- Butterfield Road (IL 56) west of Church Road to DuPage County line in **Aurora**
- U.S. 20 at State Street (IL 31) in **Elgin**
- Lincoln Highway (IL 38) from Main Street (IL 47) to First Street (IL 31) in **Elburn**
- IL 47/U.S. 30 from Jericho Road to south of Galena Road in **Yorkville**
- IL 47/U.S. 30 from Cross Street to Jericho Road in **Sugar Grove**
- U.S. 20 from IL 31 to east of Grace Street in **Elgin**

#### **IDOT Request for Public Feedback on FY 2024-2027 Statewide Transportation Improvement Program (STIP)**

The Illinois Department of Transportation (IDOT) is seeking input for use in the planning and development of its upcoming Fiscal Years 2024-2027 STIP uploaded on [IDOT STIP website](#). Written comments can be mailed to Bobby Johnson, at the Illinois Department of Transportation, 2300 South Dirksen Parkway, Room 307, Springfield, Illinois 62764 or comments can also be emailed to [DOT.STIP@illinois.gov](mailto:DOT.STIP@illinois.gov) through November 1, 2023.

#### **IDOT Launches Move Illinois: 2024 Long-Range Transportation Plan**

The Illinois Department of Transportation is introducing Move Illinois: the 2024 Long-Range Transportation Plan (LRTP). The LRTP will strategically outline goals, objectives and strategies for Illinois' diverse transportation network for the next 20 to 30 years. As part of the initiative, IDOT has launched a project website at [www.moveillinois2024.com](http://www.moveillinois2024.com), which includes an online event and survey for the public to learn more and help

identify the plan's goals and objectives. This website also lists the statewide events our team is attending in person. The LRTP will take place through late 2024, with the final plan complete by the end of the year. Community input is critical for developing a well-rounded plan.

### **Metra Proposes \$1.1B Operating Budget**

Metra has released their proposed FY2024 operating budget of \$1.1B which includes major revisions to fare structure. The operating budget projects Metra will start the year at 47% of pre-pandemic (2019) ridership and finish the year at about 54 % of pre-pandemic levels. This results in a projection of \$243.9 million in system-generated revenues, mostly fares. To cover the rest of the expected operating costs, Metra would use \$560.4 million in regional sales taxes and \$223.7 million in federal COVID-relief funding. The Kane County public hearing is on November 2 from 4:00 p.m. to 6:00 p.m. at the Kane County Government Center Auditorium in Building A. More information can be found on [Metra's website](#).

### **Pace Draft Operating Budget**

Pace Suburban Bus has released their agency's proposed 2024 budget for public hearings. Pace's proposed budget is balanced, with no fare increases or service reductions for Suburban Service or Regional ADA Paratransit. Beginning in 2024, Pace proposes to offer free fares on the Pace fixed-route bus system to ADA-certified customers with a valid RTA ADA Paratransit Permit ID Card. Also included in the budget are resources to improve frequency and add trips where there is demand as well as an additional 15% subsidy to provide continued support to dial-a-ride partners. The public hearing schedule is available on their [website](#) and the press release is available [here](#).







Selections: RCO: 09	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS  
 LOCATED IN THE CMAP **KANE REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
9 AURORA 220035400RS  3181	FAU2299 - Hanks/Galena Deerpath to Galena to Hanks to Orchard RESURFACING	869,000	09-22-0033 E1: / / / / E2: / / / / 0 / RW: / / / / / C: FFY23 / STPL / 869,000 / 445,500 /	CE 1	NR	No  E 7/31/2023			1/19/2024	MS CR	NR  NR  No	* * * * * * * * * * *
10 BATAVIA 160008601FP  3158	- Prairie St Pine St to Wilson St INTERSECTION IMPROVEMENT RR CROSSING	2,181,500	09-11-0025 E1: / / / / / E2: FFY20 / STPL / 354,611 / 343,600 / A RW: / / / / / C: FFY23 / STPL / 2,181,500 / 1,527,050 /	CE 1	NR	Yes A 5/4/2023 A 6/18/2019			11/17/2023	MS CR	NR  NR  No	* * * * * * * * * * *
11 ELGIN 190018700CH  3152	FAP0345 - US 20 Reinking Rd  ROUNDAABOUT	3,855,300	09-20-0056 E1: / / / / / E2: / / / / / 0 / RW: / / / / / C: FFY23 / STPL / 3,855,300 / 1,751,250 / / LO / 352,800 /	CE 1	NR	Yes			4/26/2024	MS CR Trotter	NR	* * * * * * * * * * *
12 GENEVA 050010200PV  988	- IL 38 (E.State) IL 25 to Kirk Road RECONSTRUCTION LIGHTING	16,097,807	09-10-0024 E1: / / / / / E2: / / / / / 0 / RW: FFY21 / CMAQ / 3,000,000 / 2,400,000 / C: FFY22 / STE / 1,518,850 / 1,215,080 / / STPL / 3,333,333 / 2,500,000 / / CMAQ / 5,339,523 / 4,271,618 /	CE 2	A PH	Yes A 6/24/2010			11/8/2024	AB BLA		* * * * * * * * * * *

Selections: RCO: 09	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS  
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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
13 GENEVA 190011700PV  3064	FAU2286 - Kautz Rd Swenson Ave to Longest Dr RECONSTRUCTION; BIKE ADDITIONAL LANES	4,933,800	09-20-0110 E1: / / / / E2: / / / / RW: / / / / C: FFY22 / STPL / 4,933,800 / 2,500,000 /	CE 2 4 /12/2022	NR	No  A 4 /12/2022			3/8/2024	MS CR Transyste	NR  No	* NR * * * * * * * * * *
14 KANE 120019204BR  2271	CH77 - Kirk Rd UPRR  BRIDGE REHABILITATION	19,760,000	09-09-0073 E1: FFY13 / BRPP / 838,970 / 671,176 / A E2: FFY22 / BRP2 / 729,000 / 583,200 / RW: FFY22 / BRPR / 100,000 / 80,000 / C: FFY23 / BRP / 19,760,000 / 15,808,000 /	CE 2 7 /20/2021	NR	Yes  A 7 /20/2021		9/20/2024	MS CR Strand	E	NR	* NR * * * * * * * * * *
15 KANE 190052400SP  3055	FAS1119 - Plank Road Engel Rd to Waughon Rd PAVEMENT MARKING PAVEMENT WIDENING	1,500,747	09-20-0106 E1: / / / / E2: / / / / RW: / / / / C: FFY22 / HSIP / 1,500,747 / 1,318,500 /	CE 2 4 /4 /2022	NR	Yes A 9 /15/2023 4 /4 /2022		11/17/2023	MS CR Kimley-Ho	NR	NR	* NR * * * * * * * * * *
16 KANE CO. FP 17F300008BT  2920	- Gr Wstrn Tr Randall Rd  BIKEWAYS	410,000	09-18-0002 E1: / / / / E2: FFY20 / STE2 / 163,000 / 38,400 / RW: FFY20 / STER / 625,000 / 500,000 / C: FFY21 / STE / 410,000 / 141,634 /	CE 2 11/9 /2018	NR	A 11/9 /2018		1/17/2025	MS CR WBK	NR	No	* * * * * * * * * * *

Selections: RCO: 09	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS  
 LOCATED IN THE CMAP **KANE REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *	
Record id													
17 MONTGOMERY 230006200RS  3217	FAU1679 - Baseline Rd US30 to IL 31 RESURFACING	425,900	09-22-0051 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 425,900 / 394,425 /	CE 1	NR		No		4/26/2024	MS CR EEI	NR	* NR * * * * * * * * *	
													REMARKS: Kick-off meeting held 8-18-2023.
18 PLATO TOWNSHIP 171208201BR  2782	TWP2110 - Muirhead Rd CN RR  BRIDGE REHABILITATION	1,650,000	09-17-0006 E1: FFY17 / BRPP / 85,825 / 68,660 / A E2: FFY22 / BRP2 / 150,000 / 120,000 / RW: FFY22 / BRPR / 40,000 / 32,000 / C: FFY23 / BRP / 1,650,000 / 1,320,000 /	CE 2	NR		Yes		3/8/2024	MS CR HLR	NR	* NR * * * * * * * * *	
													REMARKS: SN: 045-3132. PE1 kick-off meeting held 4/18/2018.
19 SOUTH ELGIN 180005000PV  2933	- McLean Blvd Stearns Road to Spring Street WIDENING & RESURFACING RECONSTRUCTION	9,700,000	09-20-0008 E1: FFY19 / ILL / 277,000 / / E2: FFY24 / ILL / / / RW: FFY24 / ILL / / / C: FFY24 / ILL / 9,700,000 / / / LAO / / /	CE 2	E		Yes		1/19/2024	MS CR HLR	NR	* NR * * * * * * * * *	
													REMARKS: Kick-off meeting held 12/21/2018. State fuding (STP-U/Rebuild).
20 SUGAR GROVE 230003400RS  3216	FAU2899 - Main St Cross St to N of IL 47 RESURFACING	460,031	09-22-0031 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 460,031 / 345,023 /	CE 1	NR		No		4/26/2024	MS CR EEI	NR	* NR * * * * * * * * *	
													REMARKS: Kick-off meeting held 8/18/2023.

October 16, 2023

# **Kane/Kendall Council of Mayors**

## **Management Monitoring Schedule**

**FY 2024-2029**

# **Proposed Highway Improvement Program**

**Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.**

**Kane County  
Katie Herdus, Area Programmer  
(847) 705-4090  
[Katherine.Herdus@illinois.gov](mailto:Katherine.Herdus@illinois.gov)**

**Illinois Department of Transportation  
KANE COUNTY MANAGEMENT MONITORING SCHEDULE**

2

REGIONAL COUNCIL: Kane County

DATE: October 16, 2023

IDOT Web Site is [www.dot.il.gov](http://www.dot.il.gov)

IDOT FY 2024-2029 Proposed Transportation Improvement Program is available on-line at: [FY 2024-2029 Proposed Highway & Multimodal Improvement Program - July 2023 \(illinois.gov\)](#)

**Summary of Changes Since Previous Meeting**

**Kane County**

**New Projects:**

**Projects Under Construction:**

IL 31 (La Fox St): Ditch 2.3 Miles S of US 20 – Culvert Replacement, ADA Improvements

US 20 at IL 31 – Bridge Replacement

IL 56 (Butterfield Rd): W of Church Rd to DuPage Co Line

Projects & Limits	Work	Cost \$ (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
US 20 at Big Timber Rd	Traffic Signal Replacement; Intersection Reconstruction	4,639 NHPP	E12/31/20	Yes	Middle Years MYP	MYP	1-80013-0000
<b>US 20: W of Randall Rd to E of Shales Pkwy</b>	<b>Noise Barriers</b>	<b>\$10,000 NHPP</b>	<b>E12/31/19</b>	<b>Yes</b>	<b>Early Years MYP</b>	<b>MYP</b>	<b>1-77865-4000</b>
<b>US 20: IL 31 to E of Grace St</b>	<b>Bridge Replacement, Bridge New Deck, Bridge Repair, Bridge Widening, Bridge Superstructure Replace</b>	<b>\$80,000 NHPP</b>	<b>E12/31/19</b>	<b>Yes</b>	<b>Early Years MYP</b>	<b>MYP</b>	<b>1-77865-1000</b>
<b>US 20: E of Grace St to E of Lavoie Ave</b>	<b>Channelization; Safety Improvements; Noise Barriers</b>	<b>\$108M NHPP</b>	<b>E12/31/19</b>	<b>Yes</b>	<b>Early Years MYP</b>	<b>MYP</b>	<b>1-77865-0000 Elgin</b>
US 20 (Lake St) at Villa St	Bridge Replacement, Channelization, ADA Improvements	679 NHPP	PS&E	No	Middle Years MYP	MYP	1-80962-0000

- Entries in bold print indicate updates made since the last Transportation Policy Committee Meeting.
- Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.

**Illinois Department of Transportation  
KANE COUNTY MANAGEMENT MONITORING SCHEDULE**

3

REGIONAL COUNCIL: Kane County

DATE: October 16, 2023

IDOT Web Site is [www.dot.il.gov](http://www.dot.il.gov)

IDOT FY 2024-2029 Proposed Transportation Improvement Program is available on-line at: [FY 2024-2029 Proposed Highway & Multimodal Improvement Program - July 2023 \(illinois.gov\)](#)

Projects & Limits	Work	Cost \$ (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
US 20 at Shales Pkwy	Interchange Reconstruction; Bridge Replacement	45,000 NHPP	TBD	Yes	<b>Later Years</b>	MYP	1-79672-0000 Elgin
US 30 : IL 47 to Galena Rd	Standard Overlay, Milled Rumble Strips	\$1,275 NHPP	PS&E	Yes	Later Years	MYP	1-79570-0000
IL 25: St. Charles St/Bluff City Blvd to Stearns Rd	Resurfacing. Pedestrian Ramps/ADA, Milled Rumble Strips	2,300 NHPP	PS & E	No	Middle Years MYP	MYP	1-78216-1000 Elgin
IL 25 at May Ln, Currier Ave & Seminary Rd	Channelization; Culvert Replacement	1,800 HSIP	7/14/17	Yes	Early Years MYP	MYP	1-79206-0000
US 30 : IL 47 to Galena Rd	Standard Overlay, Milled Rumble Strips	\$1,275 NHPP	PS&E	Yes	Later Years	MYP	1-79570-0000
IL 31 at S of Fargo Blvd	New Culvert Replacement	<b>500</b> NHPP	E12/31/20	Yes	Middle Years MYP	MYP	1-80130-0000 Geneva
IL 31 at I-88 Ramps	Channelization; Traffic Signal Modernization; Pedestrian Ramps/ADA	\$1,000 HSIP	E6/30/20	TBD	Early Years MYP	MYP	1-79905-0000 North Aurora
<b>IL 47: Cross St to Jericho Rd</b>	<b>Additional Lanes; Reconstruction; Culvert Replacement</b>	<b>\$45,790</b> NCII, NHPP	<b>TBD</b>	<b>Yes</b>	<b>Early Years MYP</b>	<b>MYP</b>	<b>1-77727-0000 Sugar Grove, Yorkville</b>
<b>IL 47: Jericho Rd to Galena Blvd</b>	<b>Additional Lanes; Reconstruction; Culvert Replacement</b>	<b>\$10,000</b> NCII, NHPP	<b>TBD</b>	<b>Yes</b>	<b>Early Years MYP</b>	<b>MYP</b>	<b>1-77727-2010 Sugar Grove, Yorkville</b>
IL 56 at Hankes Rd	Bridge New Deck, Bridge Substructure Rehab	\$2,540 NHPP	DA 7/29/22	Yes	Early Year MYP	MYP	1-75663-1000
IL 56 (Butterfield Rd): W of IL 59 to Naperville Rd	SMART Overlay	\$5,800 NHPP	PS&E	No	Middle Years MYP	MYP	1-81009-000

- Entries in bold print indicate updates made since the last Transportation Policy Committee Meeting.
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**Illinois Department of Transportation  
KANE COUNTY MANAGEMENT MONITORING SCHEDULE**

4

REGIONAL COUNCIL: Kane County

DATE: October 16, 2023

IDOT Web Site is [www.dot.il.gov](http://www.dot.il.gov)

IDOT FY 2024-2029 Proposed Transportation Improvement Program is available on-line at: [FY 2024-2029 Proposed Highway & Multimodal Improvement Program - July 2023 \(illinois.gov\)](#)

Projects & Limits	Work	Cost \$ (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 64: Renaux Blvd to Bonnie Dr & at Brown Rd	Channelization; Widen Existing Pavement	4,900 HSIP	E12/31/19	Yes	Middle Years MYP	MYP	1-80247-0000 St. Charles
IL 64: Smith/ Kautz Rd to IL 50	Changeable Message Signs, Signal Timing Progression, Surveillance, Traffic Signal Modernization	14,000 CMAP	4/8/2020	Yes	Early Years MYP	MYP	1-79935-0000 Kane
IL 72: DeKalb Co Line to Aurora Dr	Standard Overlay, Milled Ruble Strips, New Shoulders	2,500 NHPP	TBD	TBD	Middle Years MYP	MYP	1-80188-0000 Hampshire
IL 72: US 20/IL 47 to Reinking Rd	SMART Overlay	1,100 NHPP	PS&E	NO	Early Years MYP	MYP	1-80987-0000 Pingree Grove
IL 72: Industrial Dr to W of Highland Dr	Crack & Joint Sealing	80 NHPP	PS&E	NO	Early Years MYP	MYP	1-81037-0000 Gilberts
IL 72 (Main St): W of Richmond Rd to W of Il 31	Crack & Joint Sealing	210 NHPP	PS&E	NO	Early Years MYP	MYP	1-81023-0000 West Dundee Sleepy Hollow
Galena Blvd at Blackberry Creek	Bridge Deck Overlay, Bridge Joint Replace/Repair	500 NHPP	PS&E	NO	Early Years MYP	MYP	1-81081-0000 Aurora
Hill Ave: Montgomery Rd to Kendall Co Line	SMART Overlay	400	PS&E	NO	Early Years MYP	MYP	1-80869-0000
McLean Blvd: Spring St to N of Stearns Rd	Additional Lanes	9,000 STP-U	Locally Led	Yes	TBD	MYP	1-79213-0000 South Elgin
Various Locations	Pedestrian Ramps/ADA	600 State-Only	PS&E	NO	Middle Years MYP	MYP	1-78752-0051 Kane County
Various Locations	Pedestrian Ramps/ADA	900 State-Only	PS&E	NO	Early Years MYP	MYP	1-78752-0050 Kane County

- Entries in bold print indicate updates made since the last Transportation Policy Committee Meeting.
- Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.



## Illinois Tollway Update

### I-PASS Assist Program

More income-eligible drivers are receiving the cost-saving benefits of I-PASS after signing up for I-PASS Assist Accounts that also offer few up-front costs. We've put together a tool kit [I-PASS Assist Communications Toolkit - Illinois Tollway](#) if you'd like to promote this program to your residents.

Working through a partnership with the Illinois Department of Revenue and now the Illinois Department of Human services, the Tollway is able to verify the eligibility of households for I-PASS Assist using a secure web form that requires minimal information to determine if household incomes fall below the required threshold, which is based on 250 percent of Federal Poverty Guidelines or if households are currently participating in SNAP or TANF. I-PASS Assist offers eligible drivers all the benefits of I-PASS, including the standard 50 percent discount on tolls, as well as additional benefits, including waiving the transponder deposit fee and allowing drivers to open an account with as little as \$4 in prepaid tolls. In addition, participants may have fees accrued from unpaid tolls dismissed—and avoid future fees for missed tolls. Go to <https://www.illinoistollway.com/assist> to access the application.

### The Official Illinois Tollway App

A quick, money-saving way for drivers to pay their tolls and avoid any fees or fines now is as close as their smartphone. It's the [Official Illinois Tollway App](#), which lets drivers use their phones or mobile devices to easily update or manage their I-PASS accounts, including adding or purchasing transponders, adding or changing payment methods and managing rental vehicle or new vehicles. Drivers who don't have I-PASS can use the app to create a Pay By Plate account that automatically pays their tolls. Because safety is priceless, drivers can use the app to call for roadside assistance with the press of a button for help with roadway emergencies so they can safely complete their trips. With the app, paying tolls and saving money is as easy as driving on the Illinois Tollway.

### Notice of Violation for Unpaid Tolls

Starting in April, customers who have received multiple invoices and reminders for the same unpaid tolls will receive a notice of violation that, if ignored, will result in a \$20 fine assessed on each unpaid toll. These fines will be in addition to any previously assessed invoice fees.

Customers can go to <https://www.illinoistollway.com/ves> and search by license plate or invoice to identify unpaid tolls.

As the Tollway begins reinstating violation notices, customers with outstanding initial toll invoices issued between June 1, 2020, and September 30, 2022, will have a six-month hold placed on notices and will be eligible for a discount of up to 50 percent off fees on paid

invoices. In addition, income-eligible customers who qualify for I-PASS Assist and also establish an I-PASS account may have their fees dismissed.

Customers with outstanding initial toll invoices issued on or after October 1, 2022, will be issued a Notice of Violation, which may result in an additional \$20 fine per toll. However, customers will have an opportunity to dispute violations including via a hearing.

Since unpaid toll invoicing began in 2020 along with the agency’s transition to cashless tolling, the Illinois Tollway estimates that more than 6 million invoices have gone unpaid, with a troubling trend of repeat non-compliance in a growing number of customers. This includes more than \$110 million in unpaid tolls over the past three years.

14 Days	Day 30	Day 60	Day 90	Day 120	Day 150	Day 180
Grace period to pay unpaid tolls with no fees	Invoice Issued	Second Invoice Issued	Third Invoice Issued	Notice of Violation <i>(On hold since March 2020—resuming in 2023)</i>	Final Order of Liability	Collections
<ul style="list-style-type: none"> <li>I-PASS</li> <li>Pay By Plate (Non-I-PASS rate)</li> </ul>	<ul style="list-style-type: none"> <li>Unpaid tolls owed</li> <li>\$3 per toll fee for passenger vehicles (\$5-\$15 commercial)</li> </ul>	<ul style="list-style-type: none"> <li>Courtesy reminder—No additional fee</li> </ul>	<ul style="list-style-type: none"> <li>Unpaid tolls owed</li> <li>\$3 per-toll fee for passenger vehicles (\$5-\$15 commercial)</li> <li>Additional \$5 fee per-toll fee added</li> </ul>	<ul style="list-style-type: none"> <li>Payment via Violation Enforcement Services</li> <li>Customer has opportunity for dispute or hearing</li> <li>All unpaid tolls and fees still applicable, with warning of additional \$20 violation fine per toll</li> </ul>	<ul style="list-style-type: none"> <li>Customer owes all unpaid tolls, fees and a \$20 violation fine per toll</li> </ul>	<ul style="list-style-type: none"> <li>Customer may be subject to registration hold</li> <li>Customer may be subject to litigation</li> </ul>

If you have any questions, please contact Kelsey Passi at [kpassi@getipass.com](mailto:kpassi@getipass.com)

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## Memorandum

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175 W Jackson Blvd  
Suite 1550  
Chicago, IL 60604  
312 913 3200  
rtachicago.org

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# October 2023 Update

## **Transit ridership reaches record post-pandemic highs**

Ridership across Chicago’s transit system continues to increase to a post-COVID peak, according to recent data from CTA, Metra, and Pace. The last week of August and the first week of September were particularly strong for CTA ridership, which saw over one million rides recorded on the four separate days. August 2023 was Metra’s highest ridership month since the start of the COVID-19 pandemic, providing 3.1 million passenger trips, a 13 percent increase from July and a 29 percent increase from the same time last year. Pace recovery has been steady, providing 1.2 million rides in the month of July 2023, and new innovations – like the Pulse Dempster Line – are bringing back more riders. For the latest updates on ridership numbers and more, visit the RTA’s State of Transit Dashboard.

## **RTA launches new dashboards to track progress**

The vision of *Transit is the Answer*, the regional transit system’s strategic plan, is “safe, reliable, accessible public transportation that connects people to opportunity, advances equity, and combats climate change.” Realizing this vision requires ensuring the system is in a state of good repair; financially stable; and safe, accessible, reliable, and useful for riders. To help track progress on these outcomes — and to understand how outcomes may vary across communities, by race, by income, or by other important factors — RTA has launched new Performance Measures Dashboards. The measures capture user experience, progress made in investing-in and maintaining transit infrastructure, and how well RTA and the Service Boards are maximizing use of our shared resources.

## **RTA strengthening rider voice in transit decision making**

At their October 19 meeting, the RTA Board approved changes to the RTA Citizens Advisory Board (RTACAB) Bylaws. *Transit is the Answer* calls for the RTA to expand the role of the RTACAB to strengthen the rider voice and help track progress of the implementation of the goals of the plan. Changes to the current structure and membership are intended to help fill vacant positions, add more diverse transit riders to the membership pool, and reenergize the membership. More information on the RTACAB and its role can be found on the RTA’s website.

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## 2024 regional transit budget advances

The [RTA's regional transit budget development](#) cycle continues as the Service Boards have submitted their proposed operating budgets and capital programs to the RTA and will begin holding public hearings throughout the region. The Service Boards will present their adopted budget submissions to the RTA Board at the November 16 meeting, after which the RTA will present a proposed regional operating budget, 2-year financial plan, and 5-year capital program at county board meetings throughout the next two months. The final proposed regional budget will be presented for consideration by the RTA Board at their December 14 meeting.

## Now Open: Access to Transit Program Call for Projects

RTA's [Access to Transit Program](#) helps communities improve the infrastructure around their transit stations and stops. Using federal CMAQ and RTA funding, municipalities may apply for small-scale projects, up to \$1 million, that improve access to transit services. The 2023 Call for Projects opened on October 16 and applications are due no later than December 15. More details are available on the [RTA website](#), and a [toolkit](#) is available to promote to potential municipal applicants.

## Legislation expands Transit Benefit Program

[PA 103-291](#) expands the pre-tax [Transportation Benefit Program](#) to certain workplaces across the RTA service region. The law requires all employers with 50 or more full-time employees and within one mile of fixed-route transit service to offer the program by January 1, 2024. The governor signed the legislation into law on July 28. RTA staff have published a [searchable map](#) of the coverage area, as required by the law, and developed a [communication toolkit](#) for state lawmakers, local officials, and business groups as part of outreach to promote the program.

## Follow new RTA social media accounts

RTA is officially on [TikTok](#) and [Threads](#), and can be followed at [@RTA\\_Chicago](#) on both platforms. These video-based platforms will enhance RTA's ability to reach riders and the public to promote the value transit has to the region, as well as make the case for sustainable funding to lawmakers who engage with their constituents on those platforms.