

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

Kane Kendall Council of Mayors (KKCOM) Transportation Policy Committee

January 18th, 2024 1:00 pm
Hybrid – Kane County Government Center & online via Zoom
Meeting Minutes

Voting members in attendance

Mike Millette	Chairman, Public Works Director	KKCOM, Village of South Elgin
Fran Klaas	County Engineer	Kendall County
Tim Weidner	Engineering Coordinator	City of Aurora
Rahat Bari	City Engineer	City of Batavia
Scott Marquardt	Project Manager	HR Green/Village of Campton Hills
Mike Pubentz	Public Works Director	City of Elgin
Brian Davids	City Engineer	City of Geneva
Phil Cotter	Public Works Director	Village of East Dundee
Chris Ott	Village Engineer	EEL/Village of Montgomery
Brandon Tonarelli	Village Engineer	Village of North Aurora
Martin Shanahan	City Administrator	City of Plano
Mike Zakosek	Assistant County Engineer	Kane County
Todd Latham (online)	Mayor	City of Sandwich
Brian Schiber	Village Engineer	Village of Sugar Grove
Chris Gottlieb	PW Engineer Manager	City of St. Charles

Others in attendance

Jackie Forbes	Executive Director	KKCOM
George Kandathil	Regional Planning Liaison	KKCOM
Heidi Lichtenberger	Council Director	KKCOM
Amy McSwane (online)	Corporate Treasurer	Hampton, Lenzini, & Renwick, Inc.
Alex Nugent	PE	City of Aurora
Ken Anderson	Environmental Project Manager	ERA, Inc.
Jason Fluhr	Vice President, Transportation	Baxter & Woodman
Justin Benham	PE	RS&H
Matt Baldwin	Senior Project Manager	TranSystems
Thomas Gill	President	Thomas Engineering Group
Randal Newkirk	Design Engineer Manager	Hampton, Lenzini, & Renwick, Inc.
Phil Cotter (online)	Public Works Director	Village of East Dundee
Jon Haadsma (online)	Assistant Analyst	CMAP
Niko Gyori (online)	Community Relations Representative	Pace Suburban Bus
Kurt Nika (online)	Assistant Director of Transportation	Kane County
Jonathan Trent (online)	Asst. Dept. Mgr. Transportation Group	Baxter & Woodman
Ron Rudd (online)	City Engineer	City of Elgin

I. Opening of Meeting and Roll Call

Chairman Mike Millette called the meeting to order at 1:00 pm, George Kandathil called the role.

II. Approval of October 19th, 2023 Meeting Minutes

Rahat Bari made a motion to approve the meeting minutes, Mike Pubentz seconded, and the motion passed unanimously.

III. Public Comment on Agenda Items

No public comment was made about the agenda.

IV. General Business

A. Planning Liaison Update – Heidi Lichtenberger delivered the update.

Upcoming Meetings

KKCOM Transportation Policy: **Friday, April 12, 2024**

KKCOM Full Council: TBD April 2024

KKCOM Bike/Ped: TBD Winter/Spring 2024

Council Staff Change

George Kandathil has joined KKCOM and KDOT as a Regional Planning Liaison and Transportation Planner, welcome George!

Funding Opportunities

FHWA Transportation Innovation NOFOs

The Illinois Department of Transportation (IDOT) issued [Circular Letter 2023-31](#) announcing two FHWA Notices of Funding Opportunity (NOFOs) for the [Accelerated Innovation Deployment \(AID\) Demonstration Program](#) and the [Advanced Transportation Technology and Innovation \(ATTAIN\) Program](#).

The AID Program provides funding as an incentive for eligible entities to accelerate the implementation and adoption of innovation in highway transportation. The award amount may be up to the full cost of the innovation in the project, up to a maximum of \$1 million. Additional information, including the prior year selections, successful projects, a recorded webinar, and innovation examples are available on the [AID Demonstration website](#). Applications are due **January 23, 2024**.

The ATTAIN Program provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. Up to \$60 million for both FY 2023 and FY 2024 will be funded. Applications shall be submitted through [Grants.gov](#) and are due on **February 2, 2024**.

Federal RAISE Grant Opportunity

The U.S. Department of Transportation (USDOT) recently announced \$1.5 billion in [RAISE discretionary grant funding](#) available to help state and local governments complete locally and regionally important transportation projects. [Recently awarded projects](#) include planning and infrastructure to construct bike and pedestrian facilities, as well as first and last mile connections to transit. Applications are due **February 28**.

IDOT Section 130 Program – FFY 2025 & 2026 Local Rail-Highway Grade Crossing Safety Program

The Department (IDOT) is accepting applications for Fiscal Year 2025 and 2026 Local Rail-Highway Grade Crossing

Safety Program (Section 130 Funds), which is federally funded. A list of the eligible work scopes can be found in [Circular Letter 2023-34](#). IDOT continues to place a strong emphasis on crossing closure, warning device, and circuitry related projects as opposed to crossing surface and roadway approach projects. The Section 130 Program will match up to \$100,000 of a Railroad's incentive for a crossing closure. The overall initiative will work with the ICC crossing closure program and provide incentives where possible. Applications are due **February 2**.
Partner Updates

IDOT's FFY 2025 STR, STU, and Local Bridge Funding Allotments

IDOT released [Circular Letter 2023-33](#) showing the FFY 2025 allotments for Surface Transportation Program – Rural (STR), Surface Transportation Program – Urban (STU), and Local Bridge Formula Program (formerly STP-Br).

- STR: Kendall County - \$737,728
- STU: Chicago/Northeastern Illinois - \$217,207,395
- Local Bridge: Kane County - \$1,663,128
- Local Bridge: Kendall County - \$337,972

2023 Vulnerable Road User Safety Assessment: Measuring Progress toward Zero Traffic Fatalities

The Illinois Department of Transportation (IDOT) recently released the 2023 Vulnerable Road User (VRU) Safety Assessment. The report documents the federally required process of identifying safety trends, policies, and procedures related to safety for vulnerable travelers like pedestrians and bicyclists. The VRU Safety Assessment is also a resource for stakeholders in Illinois to help identify high-priority areas for project selection and safety improvements. Check out the [2023 VRU Safety Assessment here](#).

Kane County Update

Kane County Safety Action Plan

In January 2024, Kane County DOT is kicking off the Kane County Safety Action Plan project. With funding through the Safe Streets and Roads for All (SS4A) program, the project will create a Safety Action Plan for all of Kane County, not only on KDOT roadways. Traffic data shows that traffic deaths have sharply increased since COVID-19. In the United States, fatalities are up 18%, while fatalities in northeastern Illinois jumped 42% between 2019 and 2021. An increasing number of those killed are people walking or riding a bike. Recognizing this trend, CMAP applied for planning funding on behalf of several counties and local agencies and was awarded \$3.9M to complete locally-focused Safety Action Plans and support their Safe Travel for ALL Roadmap (STAR) initiative.

CMAP, as the direct recipient of the federal funding, held a competitive process to select a consultant and H.W. Lochner will lead the Kane County plan. The project scope includes:

- identifying low-cost, high-impact strategies that can improve safety over a wide geographic area;
- establishing equitable investment in the safety needs of underserved and historically excluded communities, by incorporating evidence-based projects and strategies;
- providing coordination between agencies;
- and aligning with the Federal Highway Administration's mission and priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.

Once a Safety Action Plan is completed and includes the FHWA-required elements, local agencies may apply for SS4A funding to implement the plan. The plan will include extensive stakeholder engagement and staff will reach out to Kane County communities for input and information in the coming year. To learn more about the overall project, visit the [STAR website](#).

B. CMAP Report

Jon Haadsma delivered the CMAP update. As for the MPO Policy Committee, they approved a new Public Participation Plan at its January 11th meeting. The PPP is a plan that CMAP creates every four years to serve as a guide for the public on how to participate in CMAP's committees and initiatives, as well as a guide for CMAP staff in planning public engagement processes. CMAP

has also released its annual report which highlights the region's significant achievements over the past calendar year, and the progress made toward the region's shared vision. Both the Public Participation Plan and the Annual Report can be found on the CMAP website. CMAP is also planning to provide additional accessibility trainings in spring of this year, which is for Public Right-of-Way Accessibility Guidelines (PROWAG) and for ADA self-evaluation plans and transition plans. Recordings can be found on the CMAP website and training dates will be released soon.

V. Surface Transportation Program (STP)

A. KKCOM STP-L FFY 2025 – 2029 Call for Projects Update

Heidi mentioned that a total of 56 applications had been received. Of these, 21 were roadway and intersection projects with four from the current contingency list and 17 new projects. The remaining 35 were asset management projects with 17 from the current contingency list and 18 new projects. Of the 35 asset management projects, five are targeting the 2024 letting. Since this year's call for projects will be filling FFYs 2028 and 2029, five will be put in FFY 2024. The total amount of requested federal money for 2028 was \$26 million, which was \$14 million in roadways and intersections and around \$12 million in asset management. For 2029, we received requests totaling \$23.5 million, with around \$15 million for roadways and intersections and around \$8 million in asset management. The current marks for 2028 and 2029 are around \$13 million per year. This most likely will slightly change. Lastly, Heidi mentioned that KKCOM is currently scoring the projects and the goal is to be finished by February 23. On February 29, KKCOM will post the staff recommended program on its website. This will be followed by a 30-day public comment period. On Friday, April 12 the TPC will meet to vote on the program. The KKCOM Full Council Meeting will be in late April where the program will be voted on, before moving to the CMAP Transportation Committee for a vote on May 31 and finally to the CMAP MPO Policy Committee for a final vote. Rahat Bari asked if the funds cover both roadways and intersections and asset management. Heidi mentioned that they conventionally allocate 95% for roadways and intersections and 5% for asset management.

B. City of Elgin Cost Increase Request

Heidi mentioned that the City of Elgin has a Lillian-South-Walnut resurfacing project and are asking for an additional \$264,500 for FFY 2024. Mike Pubentz added that the City of Elgin wants to maximize their funding for our current projects and are not asking for another project. Tim Weidner made a motion to approve the request, and Chris Gottlieb seconded the motion. The motion passed unanimously.

C. Current FFY 2023 – 2027 STP-L Active and Contingency Programs

Heidi mentioned that the only changes are in FFY 2024 and the program distributed to the participants contains the City of Elgin's cost increase. The planned use of redistribution is currently at \$1,159,087. Heidi also mentioned that if local agencies needed additional funds for 2024 to contact her immediately. Chairman Millette asked for a motion to adopt the program; Scott Marquardt of Campton Hills made a motion which was seconded by Brian Davids. The motion passed unanimously.

D. IDOT STP Report

Marilyn Solomon was not available. Jackie Forbes also mentioned that someone was hired to take over Chad Riddle's previous job at IDOT.

VI. Other Business

Brian Davids mentioned that barricades were removed on Routes 25 and 38. Mike Zakosek mentioned that Kane County was close to receiving \$17.5 million for Longmeadow Parkway from the General Assembly in lieu of a previously planned tollway facility.

VII. Public Comments

No public comments were made.

VIII. Next Meeting

Friday, April 12, 2024.

IX. Adjournment

Brian Schiber made a motion to adjourn, Brandon Tonarelli seconded, and the meeting was adjourned at 1:25 pm.

Chairman

Jeffery Schielke
Mayor
City of Batavia

Vice Chairman

John Skillman
President
Village of Carpentersville

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Kane County Board Chair
MPO Policy Committee

Matt Kellogg
Kendall County Chairman
MPO Policy Committee

Jeffery Schielke
Council of Mayors
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Matthew Brolley
CMAP Board
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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

Kane Kendall Council of Mayors (KKCOM) Transportation Policy Committee

April 12th, 2024 1:00 pm
Hybrid – Kane County Government Center & online via Zoom
Meeting Minutes

Voting members in attendance

Jeffery Schielke	Mayor	City of Batavia
Fran Klaas	County Engineer	Kendall County
Tim Weidner	Engineering Coordinator	City of Aurora
Scott Marquardt	Project Manager	HR Green/Village of Campton Hills
Mike Pubentz	Public Works Director	City of Elgin
Rich Babica	Director of Public Works	City of Geneva
Brad Merkel	Public Works Director	Village of Sugar Grove
Jennifer Hughes	Village of Oswego	Public Works Director
Chris Ott	Village Engineer	EEL/Village of Montgomery
Brandon Tonarelli	Village Engineer	Village of North Aurora
Brad Sanderson	PE, EEI	City of Yorkville
Kurt Nika	Assistant Director of Transportation	Kane County
Todd Latham (online)	Mayor	City of Sandwich
Chris Gottlieb	PW Engineer Manager	City of St. Charles

Others in attendance

Jackie Forbes	Executive Director	KKCOM
George Kandathil	Regional Planning Liaison	KKCOM
Heidi Lichtenberger	Council Director	KKCOM
Amy McSwane (online)	Corporate Treasurer	Hampton, Lenzini, & Renwick, Inc.
Chris Lirot	Client Services, Construction	HR Green
Alex Nugent	PE	City of Aurora
Robert Mitchard	Senior Construction Manager	CBBEL
Brian Schiber	Village Engineer	Village of Sugar Grove
Bob ??	??	Christopher B. Burke Engineering
Rahat Bari (online)	City Engineer	City of Batavia
Steve Coffinbarger (online)	Assistant Director of Transportation	KDOT
Russell Pietrowiak	Senior Analyst, Capital Programming	CMAP
Jarrod Cebulski	Transportation Manager	Patrick Engineering
Richard Norwood	TIP Analyst	CMAP
Jason Fluhr	Vice President, Transportation	Baxter & Woodman
Lauren Platt (online)	Community Affairs Manager	Illinois Tollway
Maximilian Heidgen	Staff Engineer	City of Elgin
Karen Robles	Chief of Planning	Illinois Tollway
Matt Baldwin	Senior Project Manager	TranSystems
Thomas Gill	President	Thomas Engineering Group
Randal Newkirk	Design Engineer Manager	Hampton, Lenzini, & Renwick, Inc.
Niko Gyori (online)	Community Relations Representative	Pace Suburban Bus
Greg Chismark	President	WBK Engineering, LLC

I. Opening of Meeting and Roll Call

Chairman Mike Millette was unable to attend, thus Jennifer Hughes of the Village of Oswego substituted as chairperson and called the meeting to order at 1:00 pm. George Kandathil called the role.

II. Approval of January 18th, 2023 Meeting Minutes

Mayor Schielke made a motion to approve the meeting minutes, Fran Klaas seconded, and the motion passed unanimously.

III. Public Comment on Agenda Items

No public comment was made about the agenda.

IV. Presentation by Illinois Tollway

Karen Robles and Lauren Platt from Illinois Tollway attended to make the presentation. The presentation was regarding the capital planning efforts of Illinois Tollway. Karen mentioned that through 2023 Illinois Tollway's *Move Illinois* capital program has invested \$12.6 billion dollars into the region's infrastructure and has created around 127,000 jobs. One example is connecting I-294 and I-57 to create more efficient travel and more economic potential. *Move Illinois* is a 16-year, \$15 billion program which will wrap up in 2027.

In order to evaluate the tollway system as a whole, Governor Pritzker gave Illinois Tollway four guiding principles: innovation, diversity and inclusion, sustainability, and equitable economic development. Karen mentioned that Illinois Tollway wants to know how it can better serve stakeholders in Kane and Kendall counties, then conducted an online mobile-phone based survey for all attendants about their tollway system experiences and their opinions on tollway improvements. Those interested in expressing their views may visit ([Illinois Tollway](#)).

V. General Business

A. Planning Liaison Update – George Kandathil of KKCOM delivered the update.

Upcoming Meetings

KKCOM Full Council:	April 25 th , 2024
KKCOM Transportation Policy:	July 25, 2024
KKCOM Bike/Ped:	TBD – Summer/Fall 2024

Funding Opportunities

Safe Streets and Roads for All

The USDOT has issued a NOFO for Safe Streets and Roads for All (SS4A) grant funding. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. There are two remaining application deadlines for different grant types as shown below.

- **May 16, 2024 by 4 pm** – Implementation grants deadline, second deadline for planning and demonstration grants
- **August 29, 2024 by 4 pm** – Third deadline for planning and demonstration grants
For more information please visit ([SS4A](#)).

Illinois National Electric Vehicle Infrastructure (NEVI) Program

On March 15, 2024, IDOT released a NOFO for Round One of the Illinois National Electric Vehicle Infrastructure (NEVI) Program, which will provide up to \$50 million for the construction of 46 charging stations across the state. This program aims to increase electric vehicle adoption by providing reliable access to charging on Illinois interstates and strives to help Illinois become a leader in manufacturing and deploying electric vehicles. The application deadline is **May 7, 2024 at 5 pm**. A webinar recording on the funding opportunity, application materials, and how to apply is posted on IDOT's Drive Electric Illinois website ([Drive Electric Illinois](#)). Questions may be submitted to: dot.driveselectric@illinois.gov.

Illinois EPA Funding - Driving a Cleaner Illinois

The Illinois EPA has opened Round 2 of the Driving a Cleaner Illinois – Climate and Equitable Jobs Act (CEJA) EV Chargers funding. The Illinois EPA will fund a portion of the eligible costs associated with new, commercial-grade Direct Current Fast Charging (DCFC, also known as level 3) and Alternating Current level 2 charging stations for electric vehicles, to be located at publicly accessible charging station locations in Illinois. The application deadline is **Friday, May 10, 2024**. For more information, visit ([IL EPA Funding](#)).

Federal Highway Administration (FHWA) Funding – Active Transportation

FHWA, through its Active Transportation Infrastructure Investment Program (ATIIP), is accepting applications for funding for projects that will strengthen safety and improve bicycling, walking and access to public transit in communities across the country. Grants are available for planning, design, and construction. Planning and design projects must have costs totaling at least \$100,000 to be eligible, and construction projects must have costs totaling \$15 million to be eligible. For more information, visit ([ATTIP](#)).

Partner Updates

IDOT New PPI Form

As of January 18, 2024, IDOT has issued a new PPI form. All new PPI submission must use the new form and can be found here ([IDOT Forms page](#)).

IDOT QBS Threshold Adjustment

Circular Letter 2024-05 notes an adjustment to the QBS threshold value for the procurement of engineering and professional services to \$49,0111 from \$40,000. Please visit ([Circular Letter 2024-05](#)).

IDOT Updated Joint Funding Agreements

The new BLR 05310 Suite of Agreements are comprised of 3 agreement types, dependent on the phase of the project or the funding source, and are comprised of the following:

- BLR 05310 PE – Preliminary and Engineering work that employ federal funding in part or in whole,
- BLR 05310 C – Construction and Construction Engineering that employ federal funding in part or in whole, and
- BLR 05310 S – All phases when projects use State Funds in part or in whole, without any federal funding participation.

There are several significant changes, including the addition of Schedule 3 and Schedule 4. These changes are in effect, and please see ([Circular Letter 2024-08](#)).

IDOT Phase I Engineering Form Revisions

The following BLR forms have been revised, newly created, or eliminated: BLR 19100 (new), BLR 19110 (new), BLR 22000 (new), BLR 22120 (revised), BLR 22210 (revised) and BLR 22211 (eliminated). Please see ([Circular Letter 2024-04](#)).

IDOT BLRS Agreement Training

IDOT's Bureau of Local Roads and Streets is hosting two training sessions on the agreement process on May 20 and May 21. More details to follow.

Kane County Update

Kane County Safety Action Plan

In January 2024, Kane County DOT started the Kane County Safety Action Plan project with funding from the Safe Streets and Roads for All (SS4A) program. This project will create a Safety Action Plan for all of Kane County, not only on KDOT roadways. KDOT staff have been meeting with the consultant team regularly and have provided numerous data sets. The consultants have received the most recent crash data for the county from CMAP and are starting their initial analysis. The team is finalizing the engagement and outreach plan and will hold a steering committee meeting and a stakeholder engagement event in the next few months.

Kane County Awarded \$25 Million Grant

In January of this year, Kane County was awarded \$25 million in federal funds to construct a grade separation of a rail crossing near the intersection of Randall Road with Hopps Road on the border of Elgin and South Elgin. The funding was awarded through the U.S. Government's Infrastructure for Rebuilding America (INFRA) grant program. In addition to this, Kane County received \$12 million through the Grade Crossing Protection Fund (GCPF) which was created by the Illinois Commerce Commission (ICC).

B. CMAP Report

Russell Pietrowiak delivered the CMAP update. He mentioned that a number of projects were funded for ITEP during cycles 14 and 15, and the funding needs to switch from federal to state funds. When the state conducted their call for projects they awarded more projects than there was available funding, and planned on backfilling these awards when federal funding was fully allocated. Since we've reached a point where the federal funds have been completely allocated, the state will be honoring those commitments. Therefore, there will be changes in the TIP and some changes in the IDOT agreements including changes to the PPI form. Guidance has been provided to the planning liaisons and they will be working with the local agencies to revise any project forms for projects that are impacted by this. He also mentioned that it is also important that the correct scope is entered into the PPI form. The TIP and PPI project scope need to match. There have been a number of recent projects in the region for which the scope shown in the TIP was not the same as the scope for which the funds are being requested. This has primarily been for bridge projects. FHWA has been denying or delaying these requests until the TIP is updated. Lastly, Russell introduced Richard Norwood, a new member of the CMAP team who will be working in the TIP. CMAP has also hired an air quality analyst, and two other TIP analysts. CMAP wants to take a deeper dive into the region with regard to the bridge program. CMAP is fiscally constrained and Chad Riddle at IDOT has suspended any additional bridge requests.

VI. KKCOM Surface Transportation Program - Local (STP-L) Call for Projects 2025-29

A. Public Comments

Heidi mentioned that the call for public comments was held between March 1st and March 31st. A few comments were received about projects in the City of Yorkville including those related to

ADA transition plans, moving projects from the contingency to the active program, complete streets policy, and points for existing shared-use paths. Questions and their respective answers are in the Agenda Packet.

B. Draft Recommended FFY 2025 – 2029 STP-L Program

Heidi mentioned that the STP was able to fund the majority of the projects submitted which is the primary objective of KKCOM. She also mentioned that a memo was distributed explaining KKCOM's programming methods including moving projects into fiscal years based on rank and schedule. The blue color in the draft program document indicates projects that have been only partially funded because KKCOM STP projects must remain fiscally constrained. Heidi also mentioned that projects in orange in the contingency list are those that are targeting years other than 2028-29. Individual project scores were also included in the active and contingency programs. Acting Chairperson Jennifer Hughes asked for a motion to approve the program. Scott Marquardt of Campton Hills made the motion and Mike Pubentz of Elgin seconded. A roll call of voting members was conducted and the program was unanimously approved.

VII. Current Surface Transportation Program (STP)

A. Spend-Down Policy

Heidi mentioned that redistribution funds are available for FFY 2024. Therefore, a spend-down policy was proposed where all the remaining FFY 2024 projects are eligible for an 80/20 split, with exceptions being for projects that have already been authorized and those for which draft agreements have already been submitted. KKCOM would like to arrange this for the remainder of FFY 2024, then revisit this policy at the next TPC meeting on July 25, 2024. The hope is that part of this redistribution will partially move into FFY 2025, but that is currently unknown. Heidi also mentioned the importance of project readiness. If a project is on a contingency list or programmed in an out year, it is recommended to push forward with the project if a sponsor believes that they can move up the schedule. This is because if your project is about to be authorized, especially in the next couple of FFYs, funding will be available. On the other hand, after receiving funding, projects that are experiencing delays should be more realistic when scheduling project milestones. Therefore, if there is a project that is on the contingency list that sponsors would like to move forward, it is highly recommended to move forward with that project.

A committee member asked to clarify about moving projects forward and project readiness. Russell Pietrowiak mentioned that any jurisdiction that can move a project forward is helping themselves because there are opportunities to fund construction that may not exist if the jurisdiction waited. Moving as far along as possible in the process also brings other opportunities besides those from the council. There could be other opportunities through grant funding and so on. Currently, in the region there is ample funding to advance projects through construction because councils are just not spending their money. For example, Kane County has not spent this year's allotment. Therefore, over the years the CMAP region has accumulated a balance of money, and that balance is what is called the redistribution fund. We can redistribute the money to councils after they've spent the money they've been given for any particular year. Therefore, local jurisdictions should help their councils spend money so the councils can get additional resources. It takes longer to do Phase I than before and that's the new reality. Currently, we don't have enough money for bridge projects and we will try to use some of the redistribution fund for bridge projects. One reason we are using it for bridge projects is that councils are not spending their allotted money. We can't have a big remaining balance at the end of a federal fiscal infrastructure bill, because then the argument that we need more money can be made. It is difficult to go to our legislative teams and talk to US senators and congresspersons about the next federal authorization bill if we don't spend what were given. Regionwide, we need to demonstrate that we are good stewards of these funds because this will afford us more opportunities moving forward. This is the most money we've had in the region for these types of funds. So, if you have a project on the contingency list, there's a very strong change

that you will receive construction funding. Once the infrastructure bill is closed in 2026 there are no guarantees.

Acting Chairperson Jennifer Hughes asked for a motion to approve the Spend Down Policy. A motion was made by Rich Babica of Geneva and seconded by Chris Gottlieb of St. Charles. The policy passed unanimously.

B. Village of Sugar Grove Cost Increase Request - FFY 2024 (09-22-0031)

Heidi mentioned that Sugar Grove is seeking additional funding of \$17,227 for a Main Street resurfacing project scheduled for the June 2024 letting. Fran Klaas of Kendall County made a motion to approve the request, and Tim Weidner of Aurora seconded. The request unanimously passed.

C. Current FFY23 – 27 STP-L Active and Contingency Program

Heidi mentioned that she added a spend-down policy section to the table. No comments were made. Mike Pubentz of Elgin made a motion to approve the program and Chris Gottlieb seconded. The program passed unanimously.

D. IDOT STP Report

Since Marilyn Solomon of IDOT was absent, Heidi mentioned that the IDOT project status sheets are in the online TPC Agenda Packet for review, but they may need revising. Katie Herdus of IDOT also sent KKCOM her Highway Improvement Program status sheets as well.

VIII. Other Business

Mike Pubentz mentioned that a roundabout project on Reinking Road has completed land acquisition, with much support from IDOT. Kurt Nika mentioned that Kane County is finishing the last segment of Longmeadow Parkway project, having started construction in May and scheduled to finish in September.

IX. Public Comments

Mike Pubentz introduced Max Heidgen, a new employee at the City of Elgin.

X. Next Meeting

Thursday, July 25, 2024.

XI. Adjournment

The meeting was adjourned at 2:00 pm.