

Newsletter

JULY/AUGUST
2023



FUNDING UPDATES

Reconnecting Communities and Neighborhoods (RCN) Program

The USDOT released the FY 2023 [NOFO](#) for the [Reconnecting Communities and Neighborhoods \(RCN\) Program](#), with up to \$3.16 billion available for planning and construction projects. This RCN NOFO is a combination of two major discretionary grant opportunities: The [Reconnecting Communities Pilot \(RCP\)](#) and [Neighborhood Access and Equity \(NAE\) Programs](#). Under the combined RCN Program, USDOT is offering three grant types: Community Planning Grants, Capital Construction Grants, and Regional Partnerships Challenge Grants.

FFY 2023 Safe Streets and Roads for All (SS4A)

The USDOT released a [NOFO](#) for the [SS4A grant program](#) summarized in [IDOT Circular Letter 2023-12](#). Funds will be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users. SS4A is a direct recipient program, therefore funds will not pass-through IDOT. Applications are due by **July 10, 2023**. For questions, see [additional resources, webinar series recordings](#), or contact SS4A grant program staff at SS4A@dot.gov.

FFY 2022 and 2023 Wildlife Crossing Pilot Program (WCPP)

The USDOT released a [NOFO](#) for the [Wildlife Crossing Discretionary Grant Pilot Program \(WCPP\)](#), which aims to protect wildlife, reduce the number of Wildlife Vehicle Collisions (WVC), and improve habitat connectivity for terrestrial and aquatic species. WCPP grants are available for all project activities, including research, planning, design, and construction. It is anticipated that 60% or more will be awarded to applicants in rural areas. Applications are due by **August 1, 2023** through www.grants.gov. For questions and additional information please email: wildlifecrossings@dot.gov.

PROTECT Program

The USDOT released a [NOFO](#) for [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\)](#) created by the IJJA. There are four categories: one for Planning Grants and three for Resilience Grants. The Resilience Grants categories are for Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure projects. Applications are due by **August 18, 2023** through www.grants.gov.

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SAVE THE DATE

July 13	STP Project Selection Committee
July 13	CMAQ & TAP Project Selection Committee
July 18	Council of Mayors
July 19	Unified Work Program
July 20	KKCOM Transportation Policy Committee
July 28	CMAP Transportation Committee
August 9	CMAP Board
August 15	Council of Mayors
August 31	STP Project Selection Committee
August 31	CMAQ & TAP Project Selection Committee

KKCOM STAFF UPDATES

Please welcome Jessica Abdelnour as our new Regional Planning Liaison and Bicycle & Pedestrian Coordinator!



IDOT AND FHWA UPDATES

PARTNER UPDATES

IDOT 2022 Statewide Crash Data

On June 20, 2023 IDOT released [Circular Letter 2023-18](#) regarding the 2022 statewide crash data and safety portal. The information can be accessed by logging into [IDOT's Safety Portal](#), which provides access to search and retrieve individual crash reports, view the location of a crash on a map, access the full 10-year retention period for historical and trend analysis purposes of sites and crashes, and generate standardized summary reports of crash data based on various input parameters. Additional crash data may be requested by contacting the Bureau of Data Collection at DOT.DTS.DataRequests@illinois.gov. Additionally, the 2021 Illinois [Crash Facts and Statistics Publications](#) are also available on the IDOT website.

IDOT Bicycle Facility Inventory System

IDOT has launched the [Bicycle Facility Inventory System](#) providing access to add new facilities, update existing facilities, and mark facilities as decommissioned. A recording of the April 5th [webinar](#) is available, which demonstrates how to use the system. For questions and additional information, please email: DOT.BikePed@illinois.gov.

FHWA Bicycle and Pedestrian Planning, Program, and Project Development Guidance

FHWA has issued updated Bicycle and Pedestrian Planning, Program, and Project Development Guidance. It is posted on FHWA's [BIL webpage](#) and the [Bicycle and Pedestrian Guidance](#) webpage. For questions, please contact Todd Schmidt: todd.schmidt@dot.gov or 312-353-3868.

FHWA's Transportation Planning Video Learning Series

Two videos now available on FHWA's [Transportation Planning Capacity Building Website](#) under [Connect & Learn](#). This video learning series is designed to exchange information on planning tools, share common experiences and noteworthy practices across the planning discipline, and establish a common knowledge base for all planners.

- [Federal Transportation Planning Process](#): This video explains the typical transportation planning process and provides an introduction to the transportation planning process conducted by public agencies.
- [Federal Transportation Planning Funds](#): This video explains the process to ensure that federal funding is being used to plan a safe and efficient transportation system according to laws and regulations and help State DOTs and sub-recipients manage the funding efficiently and effectively and in compliance with federal requirements.

KANE COUNTY BIKE PLAN UPDATE

KDOT and KKCOM are putting the finishing touches on the Kane County Bicycle & Pedestrian Plan and will be looking for approval in July 2023. Please visit the [website](#) to review the Draft Plan.

FABULOUS FOX! WATER TRAIL DESIGNATED AS NATIONAL WATER TRAIL

The Fabulous Fox! Water Trail joins a distinctive network of recreational water trails throughout the U.S. with a national designation. The 158-mile trail runs from southeast Wisconsin to northeastern Illinois, through McHenry, Lake, Kane, and Kendall counties. Maps, itineraries and information on access can be found at <https://fabulousfoxwatertrail.org>.

METRA SEEKS PUBLIC FEEDBACK ON PROPOSED SIMPLIFIED FARE STRUCTURE

Metra is asking for its customers and the public to comment on the biggest proposed change to its fare structure in its history, a plan for 2024 that would reduce the number of fare zones to four from ten and change some of the fare options available. The intent of the proposal is to create a fare structure that customers can easily understand, that will encourage ridership, that will simplify on-board fare collection, and that meets Metra's financial and technical constraints. The effort conforms to goals in Metra's newly adopted strategic plan, including enhancing service to grow ridership, ensuring the riding experience is safe, easy and enjoyable, and innovating to become more efficient and effective.

To review the proposed fare structure and offer feedback, please visit the [Metra's Proposed 2024 Fare Structure Modifications webpage](#).

IDOT PHASE 1 COURSE

IDOT's Illinois Technology Transfer Center is hosting an IDOT Phase 1 training course. The course will cover developing a transportation project's purpose and need, roles and responsibilities of local, state, and federal agencies, environmental studies conducted through the Environmental Survey Request process, and more. Register [here](#).

- Thursday, August 10th
- 8:30am-4:30pm
- 201 Schaumburg Court, Schaumburg, IL 60193 in the Lecture Hall



CMAP NEWS

Message from the Executive Director: Working Together With Our Partners to Protect the Region's Transit System

CMAP's Executive Director, Erin Aleman, released a message focused on transit and its importance to our region while facing a funding crisis. She noted transit service is critical to our region as it drives the economy, provides access to jobs, education, social services, healthcare, and more. The region's transit system is facing a funding crisis that would decimate service, cripple regional and local economies, and diminish quality of life. The CMAP Board, MPO Policy Committee, along with a steering committee and working groups, are developing a legislative report with recommendations to strengthen and secure our transit system. The [Plan of Action for Regional Transit \(PART\)](#) is due at the end of the year to the Governor and General Assembly.

Experience the ON TO 2050 Plan at Waubensee Community College

Take a walk through CMAP's long-range plan, [ON TO 2050](#), in the main lobby of the downtown Aurora campus of [Waubensee Community College](#). Learn about transportation, walkable communities, climate change, and more at the exhibit, which runs through the summer. ON TO 2050 is designed to help the seven counties and 284 communities in northeastern Illinois achieve an inclusive and thriving region.

CMAP Analyzed How Illinois' FY24 Budget Affects Fiscal Sustainability, Transportation, and More

The State's FY24 operating budget appropriates \$4.1 billion towards the Illinois Department of Transportation (IDOT), a 7 percent (\$269 million) increase over the FY23 appropriation. IDOT's largest funding source is the Road Fund, which received a \$1.8 billion appropriation (9.5 percent increase over FY23). Road Fund allocations dedicated towards safety-related programs increased

by a total of \$1.9 million from the FY23 appropriation. This funding can help supplement the \$5 million [Safe Streets For All grant](#) CMAP and IDOT received from the USDOT to improve road safety in northeastern Illinois. Nevertheless, public transit faces serious funding challenges. Emergency federal assistance is expected to be fully spent by the end of 2025. With higher operating costs, as well as lower ridership and fare revenue due to the pandemic and changing commute patterns, regional transit operators currently project they will face a 20 percent operating budget shortfall (roughly \$730 million) in 2026.

[CMAP's Plan of Action for Regional Transit](#) is looking at these and other challenges related to operating the transit system in northeastern Illinois. State support for regional paratransit services similarly falls short compared to total program costs. While the state once provided almost 60 percent of the funding needed to operate the program, 2008 funding reforms shifted the funding burden to northeastern Illinois. In the approved FY24 budget, the state appropriates \$9.1 million for Pace Paratransit, which accounts for only 3.8 percent of the total program cost (\$238.5 million in 2023).

The Motor Fuel Tax (MFT) supplies capital funding for roadways and transit, and the FY24 budget projects MFT receipts of \$2.7 billion, a 4.5 percent increase over FY23. The increase is tied to an annual Consumer Price Index adjustment of the base motor fuel tax, even though fuel consumption is projected to decrease 0.5 percent. [Previous CMAP analysis](#) has shown that increasing fuel efficiency will negatively affect future revenues in the absence of structural funding changes. This impact and the need for alternate revenue sources may be even greater than previously expected due to the rapid growth of electric vehicles, which grew by 600 percent in northeastern Illinois between 2017 and 2022.

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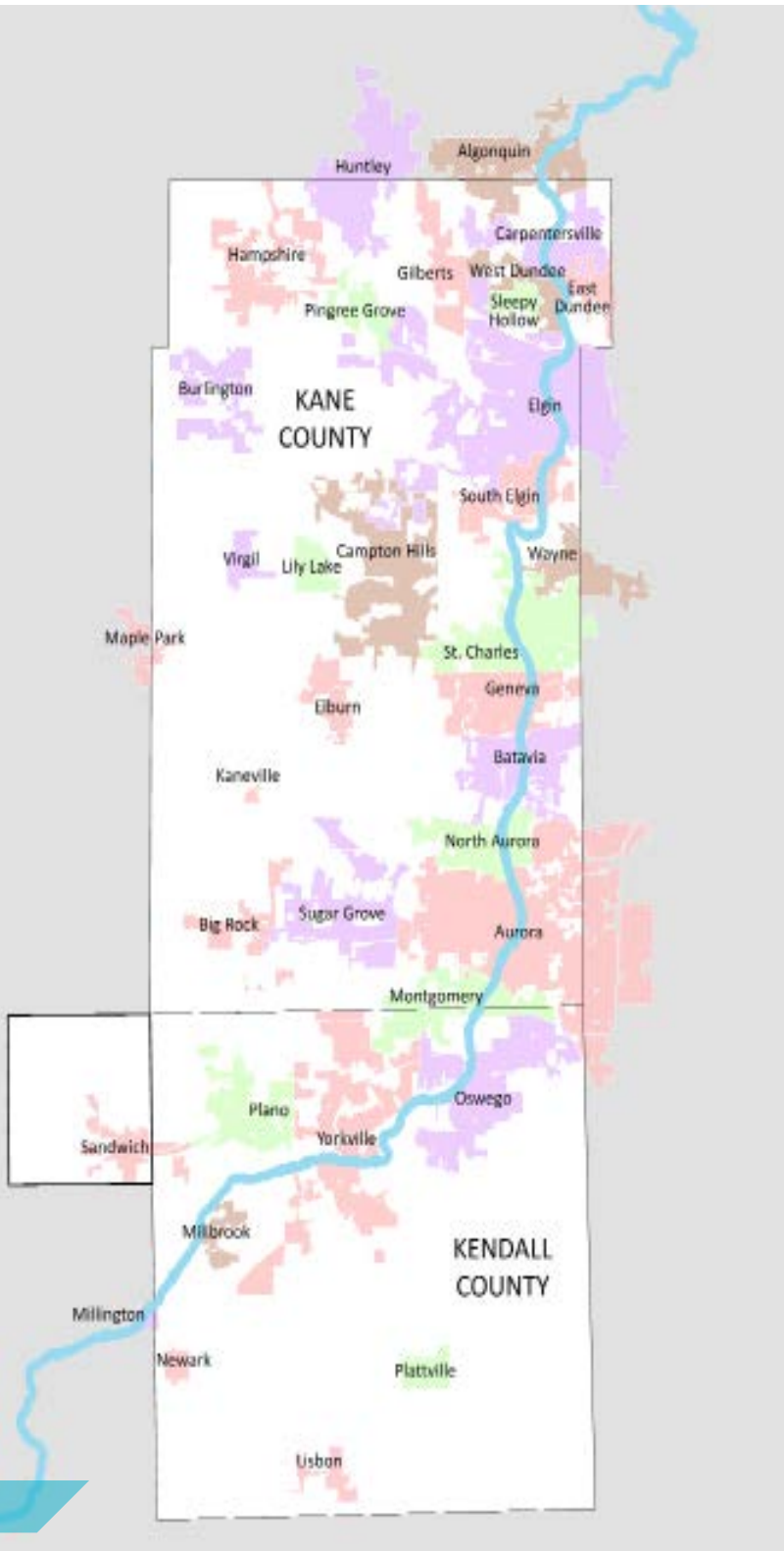
County Members

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Carl Schoedel, County Engineer, Kane County DOT

Francis Klaas, County Engineer, Kendall County HD



KKCOM STAFF



JACKIE FORBES
EXECUTIVE DIRECTOR



**HEIDI
LICHTENBERGER**
COUNCIL DIRECTOR

CONTACT INFO

Kane Kendall Council of Mayors

41W011 Burlington Road

St. Charles, Illinois 60175

630-584-1170

www.kkcom.org

planningstaff@co.kane.il.us