

# Newsletter

MARCH/APRIL  
2022



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## FUNDING UPDATES

### FY23-27 KKKOM STP-L Call For Projects

The KKKOM STP-L call for projects is currently underway with an application closing date of **March 15 at 5pm**. As before, all applications will be entered in eTIP, with supplemental documents that applications will need to upload. The call will fill FFY 2026 and FFY2027 with new federal funding, as well as FFY 23-25 in years with unprogrammed balances.

### Fiscal Year 2022 RAISE Grants

On January 27, 2022 a [Notice of Funding Opportunity](#) was posted for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, "Bipartisan Infrastructure Law," or "BIL") authorized and appropriated \$1.5 Billion for National Infrastructure Investments. Fiscal Year 2022 RAISE grants are for capital investments in surface transportation infrastructure projects and will be awarded on a competitive basis to projects that will have a significant local or regional impact. The Department seeks to fund projects that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts while addressing equity. Applications must be submitted by **5:00 PM ET on April 14, 2022** through Grants.gov.

### Statewide Planning and Research Funds (SPR) Call For Projects

IDOT provided a Notice of Funding Opportunity (NOFO) on February 23, 2022. Statewide Planning and Research Program (SPR) funds are federal funds for planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State. The funding available for this program in FY 2023 is approximately \$10 Million. A 20% non-federal match is required for these federal funds, except in certain circumstances including if the project benefits a disadvantaged/economically distressed community. Applications are due **March 30, 2022**. Program guidance can be found on the [IDOT Planning website](#).

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#### SAVE THE DATE

March 9	CMAP Board
March 10	CMAP MPO Policy Committee
April 13	CMAP Board
April 14	CMAP STP Project Selection Committee
April 14	CMAP CMAQ & TAP Project Selection Committee
April 21	KKCOM Transportation Policy Committee
April 29	CMAP Transportation Committee

#### KKCOM HIRING! PLEASE SHARE

Troy will be moving to Toronto in June, so the Kane County DOT is seeking a new Regional Planning Liaison and Bike Ped Coordinator to ensure continuity. Please share within your networks with those that you feel would be a good fit. The [job description and qualifications](#) can be found on the [Kane County Employment website](#). Best wishes, Troy!



## KANE COUNTY UPDATES

### 2022 Kane County Bike Ped Plan Update

KDOT has received UWP funding for State Fiscal Year 2023 to update the [2012 Kane County Bike Ped Plan](#). KDOT initiated QBS for the plan proposal (scope document [here](#)) in February, and has shortlisted three firms for consideration. Interviews will be conducted in late March, targeting County Board approval in time for work to begin on **July 1, 2022**. The plan update will be underway from July 1, 2022 until June 30, 2023; as such, it is requested that member municipalities prioritize attendance to the KKCOM Bike Ped Committee, where much of the outreach development and milestone updates will likely occur.

The scope for the plan update will continue to include the entire KKCOM region. With the anticipated funding levels available for the upcoming federal and state infrastructure cycles, staff are excited to explore the next possible outcomes for active transportation in the Fox Valley!

### Ride in Kane Program

KDOT is pleased to announce that Kane County is now the program administrator for Ride in Kane, and is directly sponsoring rides to employment related-locations for low income individuals. Check out the newly updated [Ride in Kane](#) website for more information. In addition, KDOT is seeking a [Ride in Kane Program Coordinator](#) to assist in effectively administering the program and reporting to stakeholders. Please share within your networks!

### Fox Valley Bike Share Program

The Fox Valley Bike Share closed out the 2021 operating year with system revenues at \$2,472.43 and system rides at 608. This is a near doubling of activity over 2020, which for the same monthly period saw system revenue at \$1,293.41 and system rides at 225. Council staff have produced a summary data [report](#) of the system's operations in the first two years.

Council staff are currently in the process of gearing up for the development of a new RFP in 2022, within the intent of seeking additional vendor interest now that the program has begun operating in our region. Koloni, inc. will continue to serve as the vendor for the 2022 riding season.

We are currently collecting [MOUs](#) from municipalities interested in participating in the development of the new RFP, which are due to [planningstaff@co.kane.il.us](mailto:planningstaff@co.kane.il.us) by the **end of March**.

### Kane County Forest Preserve Greenlights E-bikes

The Kane County Forest Preserve has moved to allow electrically assisted and powered bicycles on the KCFP trail system. The ordinance applies only to bicycles specifically and allows for the operation of a Class 1 or Class 2 e-bike with a maximum motorized speed of no more than 20mph. The KCFP conducted thorough research into e-bike policy best practices and requests that park districts and municipalities within Kane County review their ordinances to ensure continuity. A copy of the revised ordinance is available [here](#).

### Kane County Bike Map Update

Kane County is updating the bike map pamphlets for the 2022-2023. Prints are expected to be made in late Spring. Council staff are requesting that our partner local governments return comments on missing or incorrect links for our current [draft](#) by the **end of March**.

### FFY23 IL FEDERAL ALLOTMENTS

[IDOT Circular Letter 2022-01 - Revision #1](#) states there is approximately a 33% increase in the federal formula program allotments as a result of the passage of the IJA (Infrastructure Investment and Jobs Act). Please note that this is changed from the 27% increase assumed in the initial letter release.

### REBUILD ILLINOIS TRANSIT FUNDING

IDOT announced that nearly \$111.4 million has been awarded to transit providers as part of the historic bipartisan Rebuild Illinois capital program. A total of 37 transit systems are receiving \$111.4 million to advance 51 projects including Kendall Area Transit, with \$4 million for a new facility to accommodate administration, dispatch, mechanics and secure parking for their vehicle fleet.

### STATE TRANSPORTATION POLICY

There are two recent updates to State legislation that may be of interest to members of KKCOM:

**SB3848:** Requires CMAP to work in tandem with the RTA to submit legislative recommendations on how to ensure long-term funding for a regional public transportation system by Jan. 1, 2024. The legislation also requires RTA to address racial equity, climate change and economic development in areas under its domain.

**SB2981:** The Innovations for Transportation Infrastructure Act, which authorizes IDOT and the Tollway Authority to use the design-build delivery method on highway construction projects.

### WEBINAR - INFRA LAW & TRANSIT

The Urban Transportation Center at UIC is hosting a webinar on how federal funding under the IJA will shape the future of public transportation. [Registration](#) is available for the event which will be held on **March 17 at noon**.



# CMAP NEWS

## **CMAP Ready to Build Consensus around New Infrastructure Law**

The \$1.2 trillion Infrastructure Investment and Jobs Act offers an incredible opportunity to strengthen our transportation system in northeastern Illinois. The region soon will start seeing millions of dollars in resources that can create a more inclusive and resilient transportation network. But what we don't know is exactly what shape this transformation will take. CMAP's Executive Director Erin Aleman shares why regional collaboration is critical for northeastern Illinois to maximize the benefits of the new law. "The intent of this new infrastructure bill is at the heart of this agency's mission. If we don't work together, our region's [disconnected communities](#) will fall farther behind and the inequities that already have left too many of our residents behind will deepen. Through collaboration and a shared vision, we can take significant steps toward a more inclusive and thriving northeastern Illinois." Read more of [Erin's blog here](#).

## **CMAP Begins Transportation Vulnerability Work**

This week, CMAP hosted the first in a series of workshops to develop a scope for northeastern Illinois' first regional [transportation vulnerability assessment](#). Representatives from federal, state, and local transportation, storm water, and emergency management agencies focused on objectives, transportation assets, and climate hazards and extreme weather to include in the assessment. A vulnerability assessment will help our region identify weather-related risks to our transportation system and identify opportunities for coordination and adaptation. Creating a transportation vulnerability assessment is one of the strategies [recommended in ON TO 2050](#).

## **How Public-Private Partnerships Can Fill Transportation Gaps**

At the start of the pandemic, when ridership declined, transit agencies around the country were faced with a difficult question: How can they provide adequate service to essential workers in financially sustainable ways? As part of their [mobility recovery project](#), the Chicago Metropolitan Agency for Planning (CMAP) is examining ways to meet travel demand in an equitable, cost-effective, and sustainable way. Bus and train lines will continue to be the backbone of the transit system, but as demonstrated by Go Nightly, ride-hailing can fill gaps in the transportation system when that is not an option. Public-private partnerships like Go Nightly can help address last-mile connection problems or provide residents an alternative in areas with less transit service. Municipalities in northeastern Illinois are already exploring partnerships with ride-hailing companies to bridge service gaps. Pace is planning to launch a [partnership with ride-hailing companies](#) to offer low-cost options for riders to fill transportation gaps. The region can use insights from Go Nightly, Connect2Work, and other similar programs that offer affordable and convenient services for riders while keeping costs low for transportation agencies.

## **CMAP is Hiring!**

CMAP is hiring for 19 positions in Planning; Plan Implementation and Legislative Affairs; Research, Analysis and Programming; Finance; and Communications and Engagement. Visit CMAP's [Careers page](#) to discover the opportunities and please share with your networks.



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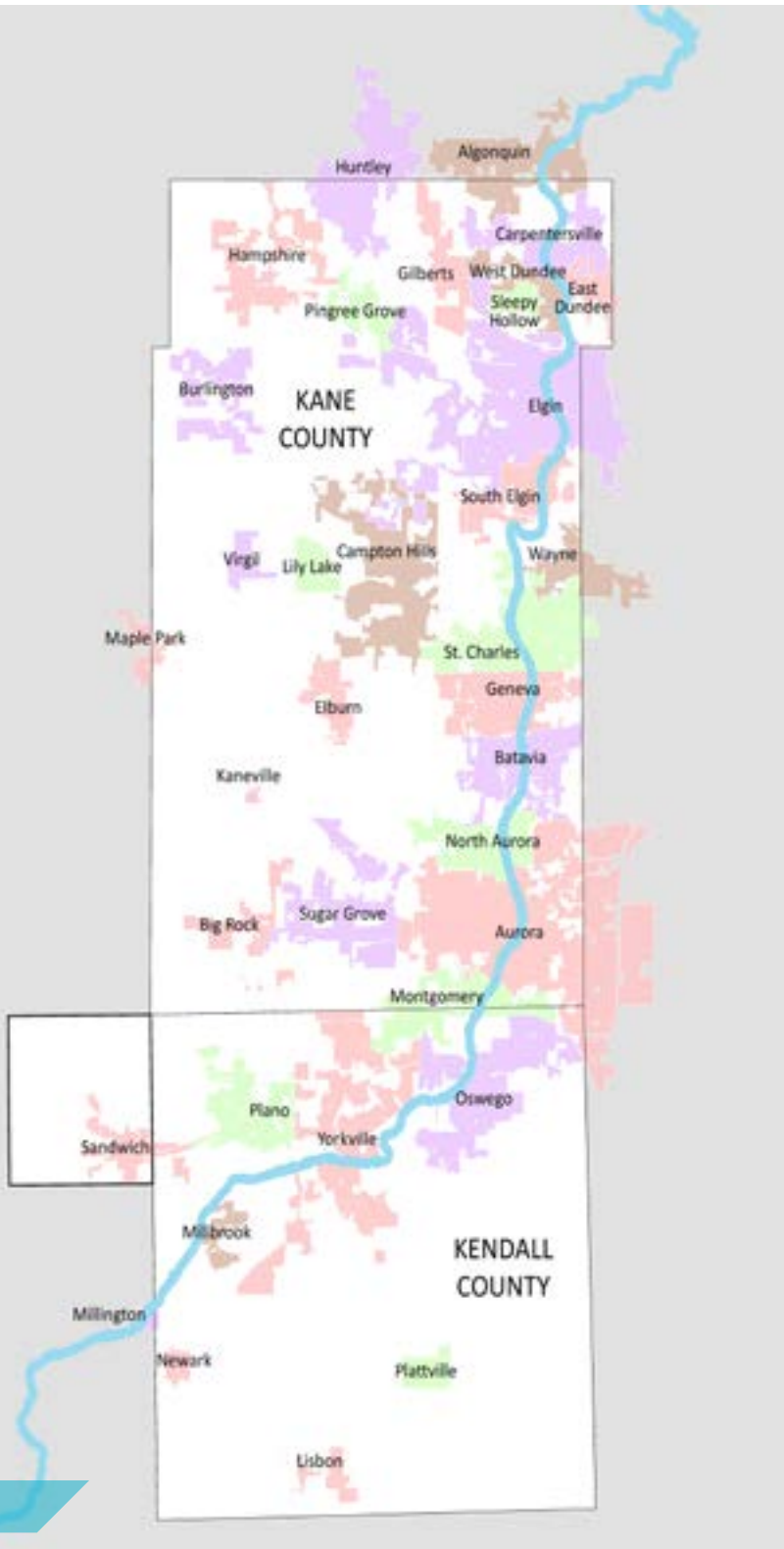
### County Members

**Madam Chair Corinne Pierog**, Kane County Board

**Chairman Scott Gryder**, Kendall County Board

**Carl Schoedel**, **County Engineer**, Kane County DOT

**Francis Klaas**, **County Engineer**, Kendall County HD



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