

Newsletter

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FUNDING OPPORTUNITIES

Highway Safety Improvement Program (HSIP)

IDOT issued a Notice of Funding Opportunity for the FY 2022 HSIP program via Circular Letter 2020-07 on March 13, 2020. HSIP has a goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

The HSIP website contains additional information on the IDOT HSIP Policy and analysis tools which may be used to guide the applicant through the application process. The deadline for completed applications to be sent electronically to the appropriate District Local Roads and Streets Engineer has been extended to **Friday, June 12, 2020.**

DCEO Grants to Support Local Governments

The Department of Commerce and Economic Opportunity (DCEO) has issued Notice of Funding Opportunities for the following Rebuild Illinois Programs. DCEO has defined three different categories for eligible projects: Public Infrastructure, Regional Economic Development, and Shovel Ready Sites. Each category has varying levels of total funding and maximum funding per project. To learn more about each program please the [funding source website](#).

US DOT Still Accepting BUILD Grants

The US DOT released a Notice of Funding Opportunity for \$1 billion in “Better Utilizing Investments to Leverage Development” or BUILD grants. This is a competitive program for infrastructure projects that will have a significant local or regional impact. Highway, bridge, transit, passenger and freight rail, port, and intermodal projects are eligible. Primary selection criteria include improved safety outcomes, state of good repair (improving condition or resilience of existing facilities, economic competitiveness (efficient movement of people and goods), environmental sustainability, quality of life. Secondary criteria include innovation, partnership, and project readiness. No more than \$100M will be awarded in any one state. Applications are **due by 5:00 p.m. EDT on May 18, 2020.** Funds must be obligated by Sept. 30, 2022. More information, including a schedule of information webinars can be found on [US DOTs BUILD webpage](#).

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SAVE THE DATE

May 5-6	Virtual Shared Mobility Summit
May 13	CMAP Board Meeting
May 21	KKCOM Transportation Policy Committee
May 22	CMAP Transportation Committee
May 30	Fox Valley Bike Share Launch
June 10	CMAP Board Meeting
June 10-12	Congress for New Urbanism National Conference
June 16	KKCOM Bike & Pedestrian Committee Meeting
June 17	CMAP Bike & Pedestrian Task Force Meeting
June 18	Fox Valley Bike Share Launch Party
June 26	CMAP Transportation Policy Committee



CORONAVIRUS RELIEF FUNDING OPPORTUNITIES

The federal government has allocated over \$2 trillion in a recently-released stimulus package. The funding package consists of numerous provisions that are aimed at providing direct support to local governments through the use of disaster aid funds. According to the Senate, over 80% of funding will go to local, state, and tribal governments. KKKOM staff wants to make our local agencies aware of these funding opportunities. Summaries of some of the largest grant opportunities are listed below.

Economic Development Administration (EDA)

Under the Act, the Department of Commerce’s Economic Development Agency will allocate \$1.5 billion to private sector companies and local and state governments for “economic assistance programs.” This funding can be used for a variety of purposes, including commercial and commuter transportation, tourism, manufacturing, and infrastructure. EDA funds are usually used to leverage private sector financing. Investors in Opportunity Zones should be eligible for this funding.

Coronavirus Relief Fund

Through the Coronavirus Relief Fund, the CARES Act provides for payments to State, Local, and Tribal governments navigating the impact of the COVID-19 outbreak. Treasury will make payments from the Fund to States and eligible units of local government. The CARES Act requires that the payments from the Coronavirus Relief Fund only be used to cover expenses that—

1. are necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19);
2. were not accounted for in the budget most recently approved as of March 27, 2020 (the date of enactment of the CARES Act) for the State or government; and
3. were incurred during the period that begins on March 1, 2020, and ends on December 30, 2020.

A unit of local government eligible for receipt of direct payment includes a county, municipality, town, township, village, parish, borough, or other unit of general government below the State level with a population that exceeds 500,000. Eligible local governments must submit the certification required by the CARES Act to Treasury by the deadline set forth below in order to receive payment.

WEBINAR OPPORTUNITIES

There are several opportunities for remote learning through webinars during the COVID-19 pandemic. Below is a list of these webinars:

TC3 Free Online Training Modules

Transportation Curriculum Coordination Council (TC3) is offering free online training modules when using the promotional code D5X3-B3D9-52CB-4XCX. [Website link.](#)

AASHTO’S Click, Listen and Learn (CLL)

The American Public Works Association (APWA) supports Local Technical Assistance Programs (LTAPs) mission to foster safe and efficient transportation systems through shared training and Resources. CLLs are APWA’s webinar series of interactive internet educational programs. [Website link.](#)

National Highway Institute (NHI) Web-based Training

The NHI has no-cost trainings available that are recommended for engineers and construction workers. These includes topics such as such as Introduction to Safety Inspection of In-Service Bridges, Chip Seal Best Practices, Pipe Installation, Inspection, and Quality, Introduction to a Transportation Asset Management Plan and Hot In-Place Recycling. [Website link.](#)

IDOT’S MESSAGE ABOUT COVID-19

On March 20, 2020 IDOT issued a message regarding their response to the COVID-19 pandemic. To view this message, [visit their website.](#)



CMAP NEWS

Update on CMAP's Activities

During this COVID pandemic, CMAP will continue to fulfill its statutory responsibilities and oversee the distribution of Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Alternatives Program (TAP) funds. No reduction is anticipated in the availability of these fund sources. Additionally, CMAP will continue the Transportation Improvement Program (TIP) process and facilitate TIP and ON TO 2050 amendments as needed. In consultation with FHWA and IDOT, CMAP will continue to carry out its transportation programs and procedures as normally as possible.

In accordance with the stay at home order, the CMAP office will be closed for the foreseeable future, but staff will be working remotely and are available via email and telephone. The organization's main concern is for the health of each CMAP staff member, the community members they serve, and all of their varied stakeholders, so CMAP committee meetings will be conducted virtually as they monitor the situation.

COVID-19 Federal Legislation and Transportation System Impacts

CMAP staff has been closely monitoring the effects, both on a national and regional scale, of COVID-19 on the personal movement, transit ridership, and freight movement. They have summarized their findings in a [recently published document](#).

Surface Transportation Program (STP-L)

The region has obligated \$45.5 million in STP-L thus far in FFY 20. As reported to the Council of Mayors Executive Committee on January 28, 2020, based on the status of programmed engineering and right-of-way phases, and construction projects that will be locally let within the City of Chicago, all projects that were targeting an IDOT

letting after March 6, 2020 could not be included in the fiscally constrained TIP. A memo containing additional information was sent to the Executive Committee, councils, and City of Chicago staff on February 5, 2020. CMAP is continuing to work with the Councils and IDOT to enable projects currently targeting the June state letting, including those delayed from April, to proceed to that letting. The projects targeting the June letting will use all the remaining STP-L funding, as a result STP-L funds will not be available to program in the TIP for construction projects targeting any of the remaining lettings in FFY 20 (July, September and November). CMAP staff has discussed the STP-L funding situation with a variety of regional partners including the COG/CoM directors and planning liaisons and anticipates further discussions regarding FFY 20 STP-L funding at future Council of Mayors Executive Committee meetings.

COVID-19 Resources

The CMAP region is facing unprecedented challenges with the onset of COVID-19 (coronavirus). CMAP has compiled a [list of resources](#) to aid their partners in this uncertain time.

CMAP Assisting in Closing Sidewalk Gaps

A new [Policy Brief](#) looks at communities across the region to assess areas where population density, existing amenities, and access to transit indicate opportunity to improve and invest in sidewalk infrastructure. Taking into account the needs and character of individual communities, planners and community members can use this data to optimize commercial development, close gaps in trails and multi-use paths, and make transit more accessible, among other uses. This is the second analysis of CMAP's new sidewalk inventory, the first policy brief examined improving sidewalk coverage near transit.

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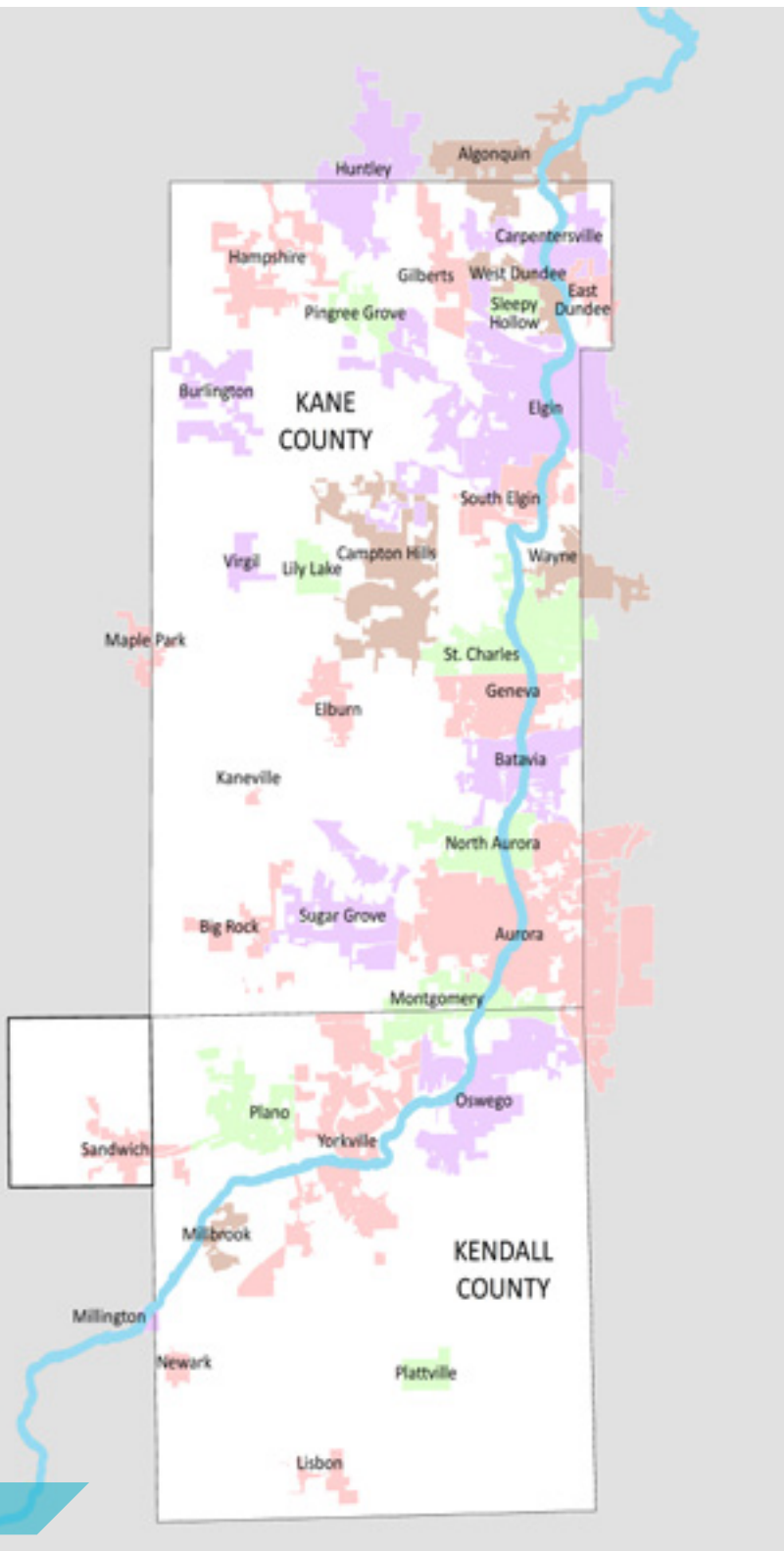
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