

## Chairman

Jeffery Schielke  
Mayor  
City of Batavia

## Vice Chairman

John Skillman  
President  
Village of Carpentersville

## CMAP Committee

### Representatives

Chris Lauzen  
Kane County Chairman  
MPO Policy Committee

Scott Gryder  
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

Thomas B. Ricker  
Executive Director

Jacqueline L. Forbes  
Council Director

Noah S. Jones  
Planning Liaison

Troy M. Simpson  
Planning Liaison

## Kane Kendall Council of Mayors

April 29<sup>th</sup>, 2021 9:30 a.m.  
Online via Zoom  
Meeting Minutes

### Members in Attendance

Tim Weidner  
Mike Tyrrell  
John Skillman  
Phil Cotter  
Jeffrey Walter  
Ron Rudd  
John Laskowski  
Susan Quasney  
Rich Robinson  
Mike Millette  
Ken Jay  
Tony Speciale  
Brad Sanderson  
Jeffrey Schielke  
Steve Coffinbargar  
Fran Klaas

Engineering Coordinator  
President  
President  
Director of Public Works  
Village President  
City Engineer  
Public Works Director  
Project Engineer  
Mayor  
Public Works Director  
Public Works Director  
Director of Public Works  
Chief Operating Officer  
Chairman  
Assistant Director  
County Engineer

City of Aurora  
Village of Campton Hills  
Village of Carpentersville  
Village of East Dundee  
Village of Elburn  
City of Elgin  
Village of North Aurora  
Village of Oswego  
City of Sandwich  
Village of South Elgin  
City of St. Charles  
Village of Sugar Grove  
EEI/City of Yorkville  
KKCOM/Batavia  
Kane County  
Kendall County

### Others in Attendance

Dave Lawry  
Amy McSwane  
Marilyn Solomon  
Jackie Forbes  
Noah Jones  
Troy Simpson  
Demetri Skoufis  
Brandon Tonarelli  
Martin Sandoval  
Nicki Adesso  
Bart Olson

Director of Municipal Services  
Associate  
West Division Field Engineer  
Council Director  
Planning Liaison  
Planning Liaison  
Community and Legislative Affairs  
Village Engineer  
Community and Government Relations  
Senior Business Dev. Coordinator  
City Administrator

Chastain/Elgin  
HLR  
IDOT  
KKCOM  
KKCOM  
KKCOM  
Metra  
Village of North Aurora  
Pace  
TranSystems  
City of Yorkville

**I. Opening of Meeting**

Chairman Jeffery Schielke called the meeting to order at 9:33 a.m. All Attendees introduced themselves.

**II. Approval of December 3, 2020 Minutes**

A roll call was taken to approve the December 3, 2020 meeting minutes. Tony Speciale made a motion to approve the meeting minutes. John Skillman seconded this. The meeting minutes passed unanimously.

**III. Public Comment on Agenda Items**

No public comments were received.

**IV. Action Items**

a. 2021-2022 Council Chair and Vice Chair Elections

Stephan Pickett gave an overview of the new Council Chair and Vice Chair elections. It is time to appoint and elect a new chair and vice chair. A couple weeks ago, staff sent a request to Council members asking for nominations. There were no nominations from the members and the nominating committee met to discuss potential candidates. The nominating committee has placed on the ballot Mayor Schielke for Chairman, and John Skillman for Vice Chair. Mayor Schielke asked if anyone else had any other nominations. There were none. Mayor Schielke asked for a motion to approve the nominations. Jeff Walter made a motion to approve the nominations. Mike Tyrell seconded this. The nominations passed unanimously.

b. 2021-2022 Transportation Policy Committee Chair Appointment

Mayor Schielke read the memo reviewing the Transportation Policy Committee Chair Appointment. The Council Chairman term is up in the odd-numbered years and therefore we will need to appoint a new Chairman this year. At the April 15, 2021 Transportation Policy Committee Meeting, staff asked interested candidates to submit their intentions to serve as the Transportation Policy Committee Chair for the next two years. Staff received two nominations for the position: Tony Speciale, Sugar Grove Director of Public Works and Mike Millette, South Elgin Director of Public Works. Chairman Schielke considered the two candidates and because Committee Chairman Speciale indicated he would "retire" if someone came forward, Mike Millette was appointed the Kane Kendall Council of Mayors Transportation Policy Committee Chairman. Chairman Schielke thanks Tony Speciale for his many years of service as the Chairman of the Transportation Policy Committee. There was no vote needed since Mayor Schielke was allowed to make the appointment.

c. FY22 PL Resolution

Jackie Forbes gave an update on the FY22 PL Resolution. The Kane Kendall Council of Mayors received federal transportation planning funds to perform various planning and programming activities for Kane County and Kendall County. CMAP directs these funds to the Kane County Division of Transportation in order that Kane County may continue to provide transportation planning staff to the Kane Kendall Council of Mayors for regional coordination and planning activities. The primary staff includes Tom Rickert, Jackie Forbes, Troy Simpson, and Noah Jones. KKCOM regional planning staff facilitates strategic participation by local officials in the region's transportation process as required by the FAST Act and the Regional Planning Act. Staff also supports the Council of Mayors by providing STP and CMAQ program development and monitoring, general planning liaison services, technical assistance and communications assistance. An agreement will be executed with CMAP for Planning for the FY2022 Planning Liaison Scope of Services. It is anticipated that Kane County will receive a similar amount to last year's total funding of \$262,667.02. Staff recommends Council approval authorizing the Council Chairman to execute a resolution re-allocating the Fiscal Year 2022 Federal Transportation Planning Funds to the Kane County Division of Transportation to provide Professional Staff Assistance to the Kane Kendall Council of Mayors. Jackie Forbes asked for approval of the resolution to approve the work on the Kane Kendall Council of Mayors. Rich Robinson made a motion to approve the FY22 Planning Liaison Services. Mike Millette seconded this. This passed unanimously.

d. Council Sub-Regional Priority Points TPC Recommendation

Noah Jones gave the recommendation for the Council Sub-Regional Priority Points. Council Staff presented a proposal for allocations of our points to the Transportation Policy Committee on April 15, 2021. The proposal was done similarly to that of the 2019 STP-Shared Fund Call for Projects, where Council Staff estimated scoring in program categories with a reasonable margin of error and ranked the projects with intent to prioritize those with the greatest chance of being ranked highly. The results of this method were as shows below:

- KDOT – Randall Rd at Hopps Rd (5 points)

- Geneva – Kautz Rd (5 points, 4 from KKCOM, and 1 from DuPage)
- Elgin – Reinking Rd Roundabout (4 points, all from McHenry)
- Oswego – Wolf’s Crossing and Harvey Roundabout (3 points)
- Aurora – Indian Trail Rd Reconstruction (2 points)
- Elgin – Dundee Ave Reconstruction (1 point)

Below is how the projects scored:

- KDOT – Dauberman Rd (60 points)
- KDOT – Randall Rd at Hopps Rd (48.5 points)
- Geneva – Kautz Rd (48.5 points)
- Oswego – Wolf’s Crossing and Harvey Roundabout (35.5 points)
- Aurora – Indian Trail Reconstruction (35 points)
- Elgin – Dundee Ave Reconstruction (32 points)
- KDOT – Randall at IL-72 (28 points)
- Elgin – Reinking Rd Roundabout (28 points)
- KDOT – Randall Rd at Big Timber (24 points)
- Sugar Grove – Blackberry Creek Pedestrian Crossing (22 points)

The allocations shown above was approved by the Transportation Policy Committee on April 15, 2021. Council staff requests subsequent Full Council approval, so that Council staff may deliver the Council’s recommendation allocation to CMAP by the April 30<sup>th</sup> deadline. Tony Speciale made a motion to approve the recommendation. Steve Coffinbargar seconded this. This passed unanimously.

e. Adoption of the FY21-25 Council STP Program

Troy Simpson gave an update on the adoption of the FY21-25 Council STP Program. The overview included that this meeting marks roughly the halfway point in the federal fiscal year for which the 2021 Council STP funds are slated for expenditure. At present, \$4,847,970 out of a total \$10,216,085 has been obligated, with the remaining \$5,368,115 programmed toward projects intending to obligate that funding within the Federal Fiscal year. There were two cost changes approved at the Transportation Policy Committee on April 15, 2021.

- City of Aurora – Eola Road Resurfacing – TIP ID: 09-20-0074
  - STP-L: + \$159,399
- Village of South Elgin – Spring Street Resurfacing – TIP ID: 09-20-0053
  - STP-L: + \$203,539

This change resulted in a 68% federal share for both projects, and resulted in the Council STP funds being fully programmed for FY2021. The Active and Contingency programs included in this packet were adopted by the Transportation Policy Committee on April 15, 2021. Council staff requests adoption of the programs by the Full Council. Tony Speciale made a motion to approve the program as presented in the packet. John Skillman seconded this. This passed unanimously.

**V. Discussion Items**

a. Council STP Methodology Revisions Process

The completion of the FY21-25 KKCOM STP-L call for projects enables Council staff to evaluate program outcomes and look into adjusting parameters for the upcoming call for federal fiscal years 2023-2027. Similar to the process outlined by CMAP for the 2019 Call for Transportation Projects, KKCOM staff discussed some preliminary findings with the Transportation Policy Committee and asked that committee members provide some direction for adjusting program criteria. On January 21, 2021, Council staff gave an overview presentation of the outcomes of the FY21-25 KKCOM STP-L Call for Projects, which is included in this packet. Council staff also discussed some preliminary proposals for changes with the Transportation Policy Committee on April 15, 2021 to get feedback. Highlights from the discussion included:

- Measuring Priority for Sidewalks and Shared-Use Facilities
- Prioritization Methods for Roadway
- Proactive Safety Measures
- Complete Streets Policies
- Project Sponsor Commitment
- Disadvantaged Transportation Users Methods
- Road Condition Prioritization Methods

- Prior Funding Consideration

Council staff will be hosting a special meeting in June to go over potential methodology changes and have subsequent discussion to prepare proposals for the July Transportation Policy Committee Meeting. A final draft of proposed changes will be presented before the July 2021 Transportation Policy Committee for consideration and approval. If approved, Council staff will be seeking approval from the Full Council following, after which the change will take affect for the KKCOM Call for Projects to be hosted Jan – March, 2022.

Troy Simpson gave an overview of some highlight slides from the KKCOM FY21-25 STP Program Outcomes Overview. The full slide deck on the KKCOM website underneath Transportation Policy Committee.

## VI. General Business

### a. Council Director's Report

#### Funding Opportunities & Awards

##### *Highway Safety Improvement Program (HSIP) Call for Candidate Projects*

IDOT is requesting candidate projects for the Highway Safety Improvement Program that will be initiated in FY2023. IDOT provided a Notice of Funding Opportunity ([NOFO](#)) on March 12<sup>th</sup>, 2021, along with a Circular Letter ([CL 2021-11](#)). Applications for this funding program will be received through **Friday, May 7, 2021 at 5:00p.m.**, and the announcement of the selected projects for funding will be made during the week of July 26<sup>th</sup>, 2021.

##### *RAISE Discretionary Grants*

The U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Federal Fiscal Year (FFY) 2021 discretionary grant funding through the [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) grants](#). For this round of RAISE grants, formerly known as BUILD and TIGER, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty. The deadline to submit a RAISE application is **July 12, 2021**.

##### COVID Relief Funds: Illinois Local Governments

IDOT released guidance on April 22, 2021 regarding supplemental appropriations of COVID relief funds to IDOT and subsequently local governments in the State of Illinois. The funds are titled HIP-CRRSAA, and total \$352,911,487 for the State. \$42,647,427 of these funds are allocated to District 1, and will be programmed through CMAP. A few notes about the funding:

- The usage of funds will follow Surface Transportation Program Guidelines
- There is no local match requirement
- These funds may not be used to match other federal funds
- The funds are required to be obligated on or before September 30, 2024

Council Staff will keep the Council members updated on the availability of and processes associated with this funding as it begins to work through CMAP's committees. Check the IDOT [Circular Letters](#) page for "CL 2021-13" for more details.

##### Section 1440 Procedure

Effective March 15, 2021, IDOT and the Illinois Division of the FHWA crafted a policy consistent with FHWA guidance which allows local agencies to perform Preliminary Engineering work on federal projects prior to authorization. Review the policy [here](#).

##### ICC Announces FY2022-2026 Crossing Safety Improvement Plan

The Illinois Commerce Commission has approved its annual five-year Crossing Safety Improvement Program to begin implementing highway-rail safety capital projects for local roads across the state. For Fiscal Years 2022-2026, the ICC will spend \$341 million from the Grade Crossing Protection Fund (GCPF) to help local communities and railroads pay for safety improvements at nearly 500 crossing locations. The plan also allocates \$78 million from the Rebuild Illinois (RBI) capital program for the installation of grade crossing protection or

grade separations not limited to local routes or other restrictions. Read more [here](#).

The following Kane County projects are programmed for submittal to the ICC in **FY2022**:

- Batavia – S Prairie St/BNSF RR
- Batavia – Wilson St/BNSF RR

The following Kane County projects are programmed for submittal to the ICC in **FY2023-2026**:

- Burlington – Muirhead Rd/CN RR
- Hampshire – Brier Hill Rd/CP RR

#### IDOT Truck Access Route Program 2022 Awards

The City of Geneva received \$320,600 in TARP funds toward the Council STP-funded Kautz Rd Reconstruction and Widening Project. The project was the only one funded in IDOT's District 1. IDOT staff have told KKCOM staff that the primary reason for this was a lack of applications, of which there were only two in this round. TARP calls occur annually and municipalities from the greater Chicago area are encouraged to apply. View the FY2022 TARP awards [here](#).

#### ITEP Award Announcements Coming

Per IDOT Central Office staff, ITEP awards are still due to be announced this Spring. Council staff attended the December CMAP Bicycle and Pedestrian Task Force meeting, at which the Active Transportation Alliance reported initial results for ITEP applications for Cycle 14:

- Cycle 13 (2018) ~ 230 applications, \$30M in funding available
- Cycle 14 (2020) ~ 250 applications, \$105.6M available

It is expected that a much higher ratio of applications will be approved, provided the average cost per project has not substantially increased. The next round of ITEP applications is due to occur in 2022.

#### Fox Valley Bike Share System

The Fox Valley Bike Share System will be open for riders beginning **May 15, 2021** at the earliest (weather cooperating). Several new stations will be added this year, via the Oswegoland Park District and Shodeen. Council staff will provide a finalized list of participating sponsors following this year's launch. In addition to the revised list of sponsors, regular reports on ridership will also resume for the season.

#### Council Staff Activities

##### *Transportation Research Board 2021*

Staff attended sessions and committees of the Transportation Research Board Conference throughout January. Attended sessions included the Pedestrians Subcommittee, Bicycle and Pedestrian Data Subcommittee, Roundabouts and Alternative Intersections, and Complete Streets and Travel Demand.

##### KKCOM Agreement Tracker

KKCOM staff continues to update the [agreement tracker](#) on the council [STP page](#) where local agencies can check in to see how long it has been since an agreement was submitted as well as track expected times to assist with Active Program Management. The tracker is not exclusive to STP funded projects.

##### Other

##### *Proposed Illinois Complete Streets Law Changes*

At present, the Illinois Department of Transportation policy requires local communities to match 20% of the cost of walking and bicycling infrastructure on State highway. Local advocacy organizations have seen significant interest in revisions to this policy, and bills began moving through the State legislature last year with the intended effect of eliminating the local match requirement.

The State Senate version of the bill ([SB 1768](#)) passed unanimously out of the Senate Transportation Committee on April 20, 2021, and will likely be amended with a compromise allowing IDOT to utilize ITEP funds that have not been obligated within 5 years of award on State highway bike/ped infrastructure.

#### *2021 National Roadway Safety Awards Program*

The 2021 National Roadway Safety Awards Program is currently accepting applications. This is a biennial program to recognize innovative and cost-effective roadway safety projects and programs that move the U.S. towards zero deaths and serious injuries on the nation's roadways. Applications must be submitted via the Roadway Safety Foundation's [online portal](#) by **May 28, 2021**. More information can be found on the FHWA [website](#) or the Roadway Safety [website](#).

#### *How Federal Funding is Reaching Communities in Northeastern Illinois*

CMAQ has launched a [video](#) highlighting how federal funding for infrastructure projects reaches communities throughout Northeastern Illinois. The video explains four key programs that fund important road, transit, and pedestrian projects for the region. You can also learn more about how public transportation dollars help improve regional mobility [here](#).

#### Upcoming Meetings

The next KKCOM Bicycle and Pedestrian Committee Meeting will be taking place on **June 17, 2021** on Zoom.

The next KKCOM Transportation Policy Committee Meeting will be taking place on **July 15, 2021** on Zoom.

#### b. Council of Mayors Executive Committee Report

Mayor Schielke gave the Council of Mayors Executive Committee Report.

The Council of Mayors Executive Committee met virtually on **April 20**. Staff provided an update on the recent work of the STP project selection committee and an overview of applications received in the latest call for projects. Staff is currently reviewing applications and will present recommendations on July 1.

The committee also received an update from IDOT Local Roads. CMAQ staff provided an overview of its diversity, equity, and inclusion work, including the agency's membership in the Government Alliance for Race and Equity.

A summary of COVID-19's economic impacts was summarized, which provided an overview of economic indicators such as job growth, unemployment, consumer spending, and small business closures. The challenges and inequities that have occurred were discussed.

Staff also presented updates on local governments network outreach to municipalities. Staff noted that communities have been requesting advisement on various topics including plan implementation.

The committee received an update on activities at the Federal and State levels including the consideration of the next Surface Transportation Reauthorization Bill, and the Biden administration's proposed infrastructure plan, as well as monitoring legislative packages, legislative deadlines, and tracking of state bills.

The next meeting is scheduled for July 20, 2021.

#### c. IDOT Local Roads Updates

Marilyn Solomon gave an update for IDOT Local Roads. She went over the Status Sheet for STP and CMAQ current projects. This was the most recent copy of the sheets that they have. The dates are all updated as of now. They have now received three or four design approvals, and IDOT is trying to work on more design approvals so that they have more projects moving forward. Marilyn reminded to schedule phase 1 and phase 2 kickoff meetings through the PL's. The deadline to schedule a meeting with FHWA is now prior to two weeks before the meeting. Local agencies will need the signup forms and meeting materials submitted before then.

d. CMAP Report

Troy Simpson provided the CMAP update. He gave an update on the CMAQ and TAP-L Call for Projects. CMAP will publish the draft scoring soon. CMAP staff just finished the process of determining which projects were eligible for the different types of funding. That information should come out next, and then people will be able to comment on their scores. The next step is releasing the proposed program document for public comment. Then Council staff will be able to see where projects slide in after the scoring is approved. Jackie Forbes also mentioned that this will all be included in the next KKCOM Newsletter that comes out.

e. IDOT District 1 Report

Katie was not present to give the IDOT District 1 Report. Troy Simpson mentioned that these are the same set of sheets that Katie went over at the Transportation Policy Committee Meeting.

f. IDOT District 3 Report

IDOT District 3 staff was not present to provide a report.

g. Illinois State Toll Highway Authority Report

Kelsey Passi had a conflicting meeting so she was not able to make the meeting. Troy Simpson said that the Illinois Tollway Update is included in the packet. The main points included the Board of Directors, Cashless Tolling- What Customers Need to Know, Operations during COVID-19, Move over Law, and Construction updates.

h. RTA Report

Jackie Forbes gave the RTA report. Jackie mentioned that Andy Plummer has officially retired, so they are in a transition right now. The most important thing that the TRA is working on right now is their Three-Step Recovery Strategy. They are considering how to reinvent transit in the region, with an outlook of 2023 and beyond. Based on information, they still think that ridership will be down in the near future. The RTA staff sent out a survey to see what some of their riders thought about public transportation once the pandemic was over. About 80% of riders that stopped using their services because of COVID said that they plan on using it again when COVID concerns start to diminish. You can read the press release that they sent out about this on their website. RTA also has a website called RTAMS, which has recently been overhauled. It is GIS based that has data on transportation in the region.

i. Metra Report

Demetri gave updates for Metra. Metra received \$479 million in the first round of stimulus, and \$83 million in the second round. The third round of stimulus regional allocation has yet to be determined. At their April Board Meeting, the Board approved an RFP that asks manufacturers to propose kits to convert three existing Metra diesel locomotives to zero emission battery power. The contract that is expected to be awarded in the fall. Metra has ordered 15 re-manufactured locomotives that will meet EPA's tier three emission standards. In March, their board approved a \$6.6 million contract for new air filtration and purification systems to be installed on their passenger cars. This will remove and eliminate 99% of all airborne particulates. They're hoping that this will make passengers feel safer once people start returning to work. A notice to proceed was issued on April 5, for the order of 200 new passenger cars. The most recent ridership data is still at about 11% pre-COVID levels. They have had their highest ridership days since the pandemic started in April. So they are starting to see a little uptick in passengers.

Demetri mentioned local project:

- The Union Pacific West Line Main is triple tracking the existing segment that is only

double tracked currently. UP intends to bid this project in the second quarter of this year, and hopefully start construction in late third quarter of this year.

- They are currently doing a study for the BNSF Extension. They are working with the municipal stakeholders in Kendall County. They are looking to extend service beyond the Aurora Transportation Center to possibly Yorkville, Plano, and Sandwich. That study is wrapping up and the document should be handed over to the stakeholders in early to mid-May.

j. Pace Report

Martin Sandoval gave updates on behalf of Pace. He mentioned that Pace has received a lot of help from the CARES Act last March. With declining COVID positivity and vaccinations, it may bring more people out of their homes. Paratransit ridership is up to about 50% of what it was pre-COVID. They are still following strong sanitation methods including masks and social distancing. They have started to show people online how full a bus may be, so they know what they're going on to or what their service looks like. This is accessible through the Pace website. Once the pandemic is over they are looking to build something that is even better than it was already. They're working on what that might look like right now. In the near future Kane County should see its first electric bus as well if everything goes as planned.

k. KDOT Report

Steve Coffinbargar gave the update for Kane County. The county is entering their fifth year of construction for Longmeadow Parkway. They are finally getting near the end. They are currently working on the east side of the river from Sandbloom to IL 25. Later this summer, they are planning on opening another segment on Longmeadow from IL 25 east to IL 62. Overall, the entire corridor should be open next year along with the toll bridge.

l. Kendall County Department of Highways Report

Fran Klaas had no report to give.

m. Municipal Reports

There were no municipal reports. However, Tony thanked everyone for his time as the Chair for the Transportation Policy Committee and that he will still be around for a while.

**VII. Other Business**

There was no other business.

**VIII. Announcements**

There were no other announcements.

**IX. Next Meeting**

TBD

**X. Adjournment**

Mayor Schielke called for a motion to adjourn the meeting at 10:46 a.m. The meeting was adjourned.



## Chairman

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City of Batavia

## Vice Chairman

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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  
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Kane County  
Kendall County



# KANE KENDALL COUNCIL OF MAYORS



## COUNCIL STAFF

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Heidi E. Lichtenberger  
Planning Liaison

Troy M. Simpson  
Planning Liaison

## Kane Kendall Council of Mayors

November 16<sup>th</sup>, 2021 1:30 p.m.  
Batavia City Hall, Council Chambers  
And  
Online via Zoom  
Meeting Minutes

### Members in Attendance

Tim Weidner  
Phil Cotter  
Mike Pubentz  
Brandon Tonarelli  
Jenn Hughes  
Todd Latham  
Mike Millette  
Ken Jay  
Tony Speciale  
Heidi Rennels  
Jeffrey Schielke  
Steve Coffinbargar  
Fran Klaas

Engineering Coordinator  
Director of Public Works  
Public Works Director  
Village Engineer  
Public Works Director  
Mayor  
Public Works Director  
Public Works Director  
Director of Public Works  
Mayor  
Mayor & Chairman  
Assistant Director  
County Engineer

City of Aurora  
Village of East Dundee  
City of Elgin  
Village of North Aurora  
Village of Oswego  
City of Sandwich  
Village of South Elgin  
City of St. Charles  
Village of Sugar Grove  
City of Plano  
KKCOM/Batavia  
Kane County  
Kendall County

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Scott Marquardt  
Amy McSwane  
Tom Rickert  
Jackie Forbes  
Heidi Lichtenberger  
Troy Simpson  
Demetri Skoufis  
Martin Sandoval  
Gordon Smith  
Lindsay Hollander  
Kama Dobbs  
Brian Witkowski  
Greg Chismark  
Chris Lirot  
Katie Herdus  
Zach Tegge  
Erik Spande  
Marilyn Solomon

Associate/Project Manager  
Associate  
Executive Director  
Council Director  
Planning Liaison  
PL & Bike/Pedestrian Coordinator  
Community and Legislative Affairs  
Community and Government Relations  
Governmental Affairs  
Policy Analyst  
Senior Program Analyst  
Private Development Engineer  
President  
Construction Engineer  
Area Programmer  
Landscape Architect  
President  
West Division Field Engineer

HR Green, Inc.  
HLR  
KKCOM  
KKCOM  
KKCOM  
KKCOM  
Metra  
Pace Suburban Bus  
CMAP  
CMAP  
CMAP  
Village of Lombard  
WBK Engineering, LLC  
HR Green, Inc.  
IDOT  
Kane County Forest Preserve  
Illinois Prairie Path Not-For-Profit  
IDOT

**I. Opening of Meeting**

Chairman Jeffery Schielke called the meeting to order at 1:31pm.

**II. Approval of April 29, 2021 Minutes**

Tony Speciale made a motion to approve the April 29, 2021 meeting minutes, Fran Klaas seconded. Troy Simpson read the roll call and the minutes were passed unanimously.

**III. Public Comments**

Erik Spande, President of the Illinois Prairie Path Not-For-Profit Corporation (IPPC), addressed his concern regarding the safety of where the Illinois Prairie Path - Batavia Spur intersects with Butterfield Road (RT 56). IDOT is planning a smart overlay on Butterfield Road, between Church St. and the County line in 2023 and he is recommending several safety improvements in addition to the project. In the short-term, replace existing striping and install additional signage &/or beacons for improved visibility. Long-term, he suggested the installation of medians, islands and other means of traffic calming. He also suggested the idea of an overpass or underpass, especially with the potential of RT 56 upgrading from a 2-lane road to a 4-lane road. Lastly, he requested that if this project is approved, that the IPPC be considered a stakeholder so they can provide guidance and be an advocate for the trail users to promote the trail experience.

**IV. Special Presentation**

Lindsay Hollander of CMAP presented "Improving Equity in Transportation Fees, Fines, and Fares". She began by explaining two big challenges; implementing policies that help support inclusive growth in the region and economic opportunity for everyone and how to ensure funding for our transportation system through new and existing sources of revenue. After their research, CMAP concluded the following that needs to be addressed to improve equity:

- Nearly 12% of residents live in poverty and struggle to pay basic expense
- Fees and fares are one piece of Illinois' overall regressive tax burden
- Costs of driving remains a burden for households with low income
- Traffic fines can compound to become a source of financial hardship

CMAP's recommendations include:

- Improve mobility options
- Implement progressive tax strategies
- Affordable transportation fees
- Increase access to cost-saving tools
- Pilot initiatives that coordinate fee and fare collection
- Residents and delivery drivers parking
- Implement traffic and parking violation fine reform

At the conclusion of this presentation, Mayor Schielke talked about how the state of Illinois does not currently collect taxes, such as MFT, on electric vehicles and how this issue will need to be addressed given the increased demand for such vehicles.

**V. Action Items**

a. Adoption of the FY21-25 Council STP Program and KKCOM CRRSAA

Mike Millette and Jackie Forbes presented this action item. In December 2020, CMAP was allocated \$42.6 million from CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act), Kane Kendall's sub-allocation is \$2,550,716 and must be spent in FFY2022. Two scenarios were presented at the Transportation Policy Committee meeting on October 21<sup>st</sup> and voted on through email. After the vote, the TPC's recommendation was that CRRSAA-L funds would go to City of Aurora's Indian Trail Rd (Mitchell to Church) and Village of Oswego's Wolf's Crossing. These two projects also received CRRSAA-SF (shared fund) funds from CMAP. In addition, Kane County's Dauberman project was awarded funds from CRRSAA-SF (shared fund). A motion was made by Mike Millette and seconded by Steve Coffinbargar. It passed unanimously.

b. Approval Campton Hills FAU Route Resolution Requests

Troy Simpson presented the background of this resolution request. At the last Transportation Policy Committee meeting in October, the Village of Campton Hills submitted an approval request to re-classify four roads as "Minor Collectors" so they can be added to the FAU System. KKCOM prepared a Resolution for consideration. Scott Marquardt presented reasoning behind this request. Campton Hills took a harder look at their streets to make sure they are classified correctly and requested the following to be added to the FAU System:

- Brown Road, Old LaFox Road to RT 64
- Denker Road, Silver Glen to Bolcum
- Fox Mill Blvd, LaFox to RT64
- Town Hall Road, RT 64 to Campton Hills Road

Next steps for the Village of Campton Hills is to obtain approval from IDOT and FHWA. A motion was made by Mike Pubentz to approve the resolution request, Jennifer Hughes seconded, the motion passed with one abstention.

c. Approval of Council STP Methodology, Programming Policies and Procedures

Troy Simpson presented this action item regarding changes to the STP Methodology, Programming, Policies and Procedures. At the October Transportation Policy Committee meeting, the committee approved final changes that were made at the end of last year, following the first STP-L call for projects through KKCOM. If passed today by the Full Council, it will be implemented in the FY23-27 call for projects. Revisions were made to the STP Methodology and a section was added to incentivize the implementation of ADA transition plans. The only change to the Programming, Policies and Procedures is the funding shares in the Local Match Ratio.

Mike Millette made a motion to approve the STP Methodology, Programming Policies and Procedures revisions and Steve Coffinbargar seconded. Motion passed with one vote of present.

**VI. General Business**

a. Council Director's Report

Jackie Forbes presented the Council Director's Report.

Council Staff Change

Heidi Lichtenberger has joined KKCOM as a Regional Planning Liaison. She will be managing the STP-L and STP-Bridge programs. Welcome Heidi!

Upcoming Meetings

The next KKCOM Transportation Policy Committee meeting will take place on **January 20<sup>th</sup>, 2022**.

The next KKCOM Bike Ped Committee meeting will take place **TBD in December**.

Funding Opportunities/Announcements

KKCOM FY23-27 STP-L Call for Projects

The next KKCOM STP-L call for projects will open on **January 17, 2022**, 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 2027 with new federal funding, as well as FFY 23-25 in years with un-programmed balances. Staff will hold a webinar to review the application process in early January.

CMAQ Call for Transportation Projects

The CMAP MPO Policy Committee has approved the staff recommended programs for both the STP-Shared and CMAQ/TAP-L portions of the current call for projects. The STP-Shared and CMAQ portions of the program do not include any projects in Kane or Kendall Counties. The TAP portion of the program includes the shared-use paths for KDOT's Randall at Hopps and Dauberman Rd Extension projects.

CMAP CRRSAA Allocations

The CMAP STP Project Selection Committee approved CMAP allocations of the regional portion of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) transportation funding. Three projects within Kane and Kendall Counties received an allocation: the Wolf's Crossing at Harvey Rd Roundabout in Oswego, the Indian Trail Reconstruction Project in Aurora, and KDOT's Dauberman Road Extension Project.

IDOT Truck Access Route Program (FY 23)

IDOT is accepting applications through **November 15, 2021** for truck route improvements, with funding for construction up to 50% of the eligible project cost, up to \$900,000. In the previous TARP cycle, the Cities of Geneva and St Charles submitted was awarded TARP for Kautz Rd, which was the only application IDOT reported receiving from all of District 1. Funding levels will hold steady at \$7 million this cycle and funds are anticipated to be available by July 2022. Read more in the [Circular Letter](#).

## Transportation Policy Updates

### Infrastructure Investment and Jobs Act Passed (INVEST)

The US House of Representatives passed the INVEST act on November 5, 2021. It is now awaiting a final signature from President Biden. Some summary information is available below:

#### Increases to existing transportation programs

- Metropolitan Planning Funds
  - *Increases 32% from FY20 levels to \$474.2 million by FY26*
- Surface Transportation Block Grant Program (STBG/STP)
  - *Increases 32% from FY20 levels to \$14.975 billion by FY26*
- Congestion Mitigation and Air Quality (CMAQ)
  - *Increases 10% from FY20 levels to \$2.745 billion by FY26*
- Transportation Alternatives Program (TAP, ITEP)
  - *Increases 76% from FY20 levels to \$1.497 billion by FY26*

#### Key policy changes

- Allows MPOs to develop housing coordination plans to better tie housing to transportation and economic development;
- Expands the eligibility for use of Surface Transportation Block Grant Funds to emerging technologies, natural infrastructure and electric vehicle charging infrastructure.

#### New formula programs:

- Carbon Reduction Program
  - *\$6.4 billion over five years to states by formula to invest in projects that support a reduction in transportation emissions.*
- PROTECT Program
  - *\$7.3 billion over five years to states for resilient infrastructure investments*
- Electric Vehicle Program
  - *\$5 billion over five years to provide money for states to build electric vehicle charging infrastructure.*
- Bridge Investment Program
  - *\$27 billion over five years to provide money for states for bridge replacement, rehabilitation, preservation and construction.*

#### New competitive programs:

- Congestion Relief Program
  - *\$250 million over five years in competitive funding to advance multimodal solutions to congestion. MPOs over 1 million in population are eligible to apply.*
- Reconnecting Communities Pilot Program
  - *\$1 billion over five years in competitive grants for planning and projects to remove, retrofit or mitigate existing highways that were built through neighborhoods and created a barrier to mobility and economic development.*
- SMART Mobility Demonstration Grant Program
  - *\$500 million over five years in grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.*
- Safe Streets and Roads for All Program
  - *\$5 billion over five years in grants to support local Vision Zero efforts. MPOs eligible (80% fed share) and 40% reserved for planning.*
- Healthy Streets Program
  - *\$500 million over five years for eligible projects, including planning and assessment projects that mitigate urban heat islands, improve air quality, and reduce storm water runoff.*
- Railroad Crossing Elimination Program
  - *\$3 billion over five years in grants to improve safety at highway railway crossings including separation, closure, track relocation, installation of protective devices, and other safety improvements.*

#### IDOT Bills Become Law

##### *HB 270: State Highway Complete Streets*

HB 270 took effect on August 30, 2021, now requiring that when a state road is rebuilt, municipalities will no longer be required to match the cost of complete streets elements designed for walking and biking. The

bill additionally stipulates that bicycle and pedestrian ways shall be established "in conjunction with the construction, reconstruction or other change of any State transportation facility" in and within one mile of an urban area, with the exception of excessive cost or conflict with local plans. Read the bill text [here](#).

#### *HB 0253: IDOT Performance Management*

HB 253 was signed into law on August 24, 2021 and will require that IDOT "establish and implement a transportation performance program to improve the efficiency and effectiveness of the state's transportation system." A new performance-based project selection process will begin on **January 1, 2022**, whereby inclusion in the MYP will be based on a variety of factors. Read the bill text [here](#).

#### *IDOT's Data-Driven Decisions for Capacity Projects*

Following the passage of IDOT is in the process of developing the Data-Driven Decisions tool, allowing for improvement on how they determine investment decisions for capacity projects throughout the State. The concept of Data-Driven Decisions for project selection is used throughout the nation and encouraged by the U.S. Department of Transportation. It will enhance transparency in the project selection process and demonstrate why IDOT selects one project over another. IDOT received public comment and held informational sessions on the tool up until October 27<sup>th</sup>.

#### *CMAP Region ADA Compliance*

The push for renewing commitment and increasing programming toward the fulfillment of ADA Title II responsibilities of local agencies has led to a number of recent actions and plans for local assistance:

#### *CMAP Local Technical Assistance for ADA Transition Plans*

At the October 13 CMAP Board meeting, it was announced that CMAP will be adding an increment to the Local Technical Assistance program that will assist local agencies directly in the creation of ADA transition plans. Approaches to transition planning (monitoring, technical complexity, etc.) are anticipated to vary depending on the local capacity context. There will be prioritization of communities, although the potential means of prioritization are still being explored. CMAP will be developing trainings, plan templates and an outreach network to support regional partners in their independent efforts.

#### *Regional ADA Coordinator*

CMAP has posted a principal-level job opening for a Regional ADA Coordinator, which would be a dedicated position to advance the CMAP goal to increase region-wide ADA compliance and technical capacity. This move has been applauded by the Metropolitan Planning Council, which published the "[Where the Sidewalk Ends](#)" report revealing falling rates of ADA compliance in Chicagoland. Council staff will keep members apprised of the eventual hire.

#### *CMAP Regional Safety Action Agenda*

CMAP is continuing its work to improve traffic safety and address the growing number of fatalities and injuries. Their Safety Resource Group met for the third time in October to discuss recommendations related to speed management through design, policy, education and enforcement. Topics included ways to improve design to support lower speeds, appropriate speed limits in urban environments, effective and equitable enforcement strategies and how to improve safety data for the region. The discussion points are being incorporated into the speed management paper, which is in production.

#### Council Staff Activities

Council staff attended the APA-IL State Conference in Normal, IL, October 6 – 8. Session topics included Vision Zero, suburban design, and panel presentations on improving public transit in Bedford Park, Lake Calumet Trail Feasibility Study, and the need to begin implementing ADA Transition Plans.

Council staff attended CMAP's first-ever State of the Region virtual event on October 7<sup>th</sup>. delivered by Erin Aleman. There were many great takeaways from the meeting, including results from a regional survey conducted this summer. We learned that 90 percent of survey respondents say that it is very important or somewhat important that investment in roads, bridges, and transit go toward communities with the greatest needs. To read more about the event and see the full survey results, visit CMAP's [State of the Region](#) website.

Council staff attended various IDOT Fall Planning Conference events from October 14 – November 2. Topics covered active transportation; transit; diversity, equity & inclusion; resiliency & ports as well as

modeling & the future.

b. Council of Mayors Executive Committee Report

Mayor Schielke gave the Council of Mayors Executive Committee Report.

There have been two Council of Mayors Executive Committee meetings since the April 29<sup>th</sup> meeting.

At the July 20<sup>th</sup> meeting, the Council of Mayors Executive Committee received an update on the STP Project Selection Committee work. The Committee received a detailed overview of the recommended CMAQ, TAP-L and STP Shared Fund Programs. There was an update from IDOT Local Roads regarding current and future lettings of projects. RTA staff provided a presentation on RTA's work to develop a performance-based capital allocation process. The Metropolitan Mayors Caucus also provided an overview of its Climate Action Plan for the Chicago Region. The plan is intended to be used as a framework for local climate action. CMAP staff gave an overview of the work of CMAP's Local Government Network including promoting the #VisitChicago tourism campaign by connecting municipalities with marketing resources. Staff also provided an update on legislative activity at the federal level.

At the October 19<sup>th</sup> meeting, the Council of Mayors Executive Committee approved the FY2023 funding proposal for the Planning Liaisons' Program for the Unified Work Plan. Staff also provided an overview of the STP program's FFY2021 accomplishments and projections for FFYs 2022-26. Staff then gave an update on recent work at the IDOT Bureau of Local Roads. Staff also presented the preliminary results of the 2020 census and reviewed the timeline for future data releases.

This presentation was followed by an overview of the new Community Data Snapshots. Staff then provided a detailed overview of the process and assumptions behind the upcoming regional socioeconomic forecast. Staff provided an overview of the upcoming Local Technical Assistance call for projects. Lastly, staff gave an update on recent Local Government Network initiatives and recent progress on the agency's legislative priorities at the state and federal levels.

The next Council of Mayors meeting will be **January 25, 2022**.

Mayor Schielke discussed the 2020 census results that are becoming increasingly problematic for several municipalities in the Region. CMAP is working directly with the U.S. Census Bureau to discuss the questions and complaints that arose given the results. There was a meeting a few weeks ago and some municipalities are requesting a special census and are willing to pay for it. The Census Bureau stated they wouldn't be able to oversee a special census until the latter part of 2023. Given the results, some municipalities stand to lose multi-million dollars since a large share of their revenues are provided on a per-capita basis based on federal census numbers.

c. IDOT Local Roads Update

IDOT was absent so there was no update.

d. CMAP Report

Kama Dobbs reported that the CMAP office is now at 50% capacity.

e. Transportation Improvement Program Update

1. IDOT Program Report District 1

Katie Herdus reported that she is going to reach out to the Designer of the Butterfield Road/Prairie Path – Batavia Spur intersection and explain the issues that were brought up by Erik Spande during Public Comments.

2. IDOT Program Report District 3

Absent – no report

3. Illinois State Toll Highway Authority Report

Absent – no report

4. RTA Report

Jackie Forbes presented the RTA Report. The RTA Board met in August to discuss their Regional Transit Strategic Plan. There is a collaborative development of a new strategic direction for the Region's new transit system and it's broken down into three phases; strategic planning track, financial planning track, and communications and engagement planning track. This will help lead to an adoption of the plan in early 2023.

RTA and CMAP held a joint call for projects which was open from October 8<sup>th</sup> – 28<sup>th</sup>. Currently they are reviewing applications. On November 18<sup>th</sup>, they are meeting to discuss budgets for this upcoming year. CTA, Metra, and Pace will present and the Board will consider adopting the presented budgets.

5. Metra Report

Demetri Skoufis presented the Metra Report. The Metra Board passed the FY2022 budget on November 12<sup>th</sup>. Joe McMahon, Kane County's new appointee to the Board and former Kane County State's Attorney, presented the budget. There will be no fare increases in FY22 and they plan on expanding service. Pre-Covid, Metra operated 690 trains per day. At the lowest part of Covid, they operated 373 trains per day. Currently they are at 558 trains per day which is 80% of pre-Covid levels. Metra is still offering the \$10 all-day pass and in February 2022, they will offer a \$6 all-day pass which can be used among three zones.

Metra's Operating Budget for 2022 is \$900M. Fare revenue, sales tax and Covid-relief funding make up the majority of the operating budget.

Metra's Capital Budget for 2022 is \$263M which consists of bridges, signals, facilities and other similar expenditures.

Ridership is currently around 25 – 30% of pre-Covid levels and they anticipate reaching 35% by the end of 2022.

6. Pace Report

Martin Sandoval presented the Pace Report. Pace is investing \$300M and no fare increases as part of their robust capital plan. Pace currently serves over 66,000 riders per day which is 65% of pre-Covid levels. Their post-pandemic recovery plan includes reversing service suspensions, introducing new service, and begin the transition to a zero emissions fleet by 2040.

7. Kane County Report

Steve Coffinbargar presented the report for Kane County which essentially was an update on Longmeadow Parkway. Over 90% of the corridor is completed and open to the public. The delay in is due to lead contaminated soil located east of the Fox River to IL 25. The contracts to remove the soil and pave the area are currently underway and expected completion is six months. Also, the segment from IL 25 to IL 62 is waiting on the delivery of traffic signals and mast arms. The delivery delay is due to supply chain issues. The Toll Bridge is anticipated to open in the fall of 2022.

8. Kendall County Report

Fran Klaas had nothing to report.

9. Municipal Reports

Mike Millette reported on two topics. First he reverted back to the topic of electric vehicles (EV) and MFT mentioned earlier in the meeting by Mayor Schielke. He learned at his APWA Government Affairs Committee that the IJA (Infrastructure Investment & Jobs Act) Section 130-02 speaks to establishing a program with volunteer participants called National Motor Vehicle Per-Mile User Fee Pilot Program. Secondly, he mentioned the passing of one of South Elgin's Water Operators. Seventy vehicles lined the streets for the funeral procession in his honor.

**VII. Other Business**

There was no other business.

**VIII. Announcements**

There were no other announcements.

**IX. Next Meeting**

TBD (*Spring 2022*)

**X. Adjournment**

Mayor Schielke called for a motion to adjourn the meeting. Fran Klaas made the motion and Steve Coffinbargar seconded. The meeting was adjourned at 2:58 p.m.