

Kendall County Transportation Alternatives Program

KC-TAP

Revised 09-03-25

Established by resolution on July 17, 2012, KC-TAP was designed to assist local agencies with building sidewalks and paths along State and County Highways in an effort to encourage the use of alternative modes of transportation, such as walking or riding bicycles. Both environmental and health benefits were expected outcomes of the new program. Beginning in fiscal year 2013, \$50,000 has been transferred annually from the Transportation Sales Tax Fund into the TAP Fund for said purpose. In 2022, the County Board approved a \$75,000 transfer, with the idea that this program could, and probably should, do more to encourage alternative modes of transportation. \$75,000 was then budgeted in the 2023 fiscal year.

For several years, the Highway Committee has discussed the idea of expanding the KC-TAP, including more financial support, as well as broadening the scope of eligible work. The original rules for obtaining funds were somewhat restrictive in nature; but this was intentional at the beginning of the program. Limited funds and numerous projects made the program quite competitive, and so there simply wasn't enough money to go around to all applicants. Additionally, the County did not want the program to become a municipal sidewalk replacement program; hence, the limitations for linear paths and sidewalks along State and County Routes.

With increasing costs of construction and more interest in the program, it made sense to look at expanding the program. But there were some considerations to keep in mind. In regard to new construction of sidewalks and paths along State Highways, Illinois Department of Transportation has recently changed their Complete Streets Policy for cost sharing. Previously, there was always a local cost share to install sidewalks and paths – and TAP Funds were frequently used for this purpose. Now, 100% of construction for these facilities is covered by the State (for improvements along State Highways). The only contribution from local agencies is the long-term maintenance of the constructed improvement. So this may diminish the need for some TAP Funds in the near term; but will certainly require a greater emphasis on maintenance in the long term.

The original annual investment from the Transportation Sales Tax Fund into the TAP Fund was less than 1% of the TST. On August 15, 2023, Kendall County Board increased the investment to \$150,000. This higher amount still represents less than 2% of the annual TST revenues... a small investment considering the worthy goals of better health and diminished environmental impacts.

The comparison below highlights a greater investment in KC-TAP, as well as greater flexibility in the application of the funds.

Old TAP Rules

\$50,000 - \$75,000 annual deposit into TAP Fund
\$50,000 maximum limit per project per year
TAP funds \leq 50% of total project cost
Maintenance projects not allowed

New TAP Rules

\$150,000 annual deposit into TAP Fund
\$100,000 maximum limit per project
TAP funds \leq 75% of total project cost
Maintenance projects now eligible