



MCHENRY COUNTY COUNCIL OF MAYORS

AGENDA

Thursday, January 13, 2022
9:00 AM

Virtual Meeting
[Teams Link](#)

16111 Nelson Road
Woodstock, IL 60098

T: 815.334.4642

ALGONQUIN

BARRINGTON HILLS

BULL VALLEY

CARY

CRYSTAL LAKE

FOX RIVER GROVE

GREENWOOD

HARVARD

HEBRON

HOLIDAY HILLS

HUNTLEY

JOHNSBURG

LAKE IN THE HILLS

LAKEMOOR

LAKELWOOD

MARENGO

McCULLOM LAKE

McHENRY

OAKWOOD HILLS

PORT BARRINGTON

PRAIRIE GROVE

RICHMOND

RINGWOOD

SPRING GROVE

TROUT VALLEY

UNION

WONDER LAKE

WOODSTOCK

McHENRY COUNTY

1. CALL TO ORDER

- A. Roll Call/Introductions (Sign-In Sheet)
- B. Agenda Changes/Announcements

2. APPROVAL OF MINUTES – NOVEMBER 18, 2021

3. PUBLIC COMMENT

4. AGENCY REPORTS

- A. IDOT Highway Report – Katie Herdus
- B. Pace Report – Pace Staff
- C. Metra Update – Katie Renteria
- D. RTA Update – RTA Staff
- E. McHenry County Division of Transportation Update – Scott Hennings
- F. Illinois Tollway Update – Kelsey Passi
- G. IDOT STP Local Program Update – Gerardo Fierro
- H. CMAP Report – Kama Dobbs

5. MCHENRY COUNTY COUNCIL OF MAYORS SURFACE TRANSPORTATION PROGRAM – LOCAL: FY2023-FY2027 CALL FOR PROJECTS OPENING

- A. STP-L Application Overview
 - B. STP-L Evaluation & Timeline
 - C. Call for projects is January 13, 2022 - March 18, 2022
- Action requested: Discussion

6. DISCUSSION - MCHENRY COUNTY CONNECTION BIKE PLAN – FINAL DRAFT PRESENTATION

Action requested: Information

7. DISCUSSION - MCHENRY COUNTY MOVES 2050 PLAN

Action requested: Information

8. PLANNING LIAISON REPORT

9. OTHER BUSINESS / ANNOUNCEMENTS

10. NEXT MEETING DATE AND LOCATION

Thursday, March 17, 2022
9:00 am; Location: TBD

11. ADJOURNMENT

MCHENRY COUNTY COUNCIL OF MAYORS MEETING MINUTES

Thursday, November 18, 2021

9:00 AM

Virtual Meeting - Zoom

1. CALL TO ORDER

Chairman Mack called the meeting to order at 9:03 a.m.

A. Roll Call/Introductions (Sign-In Sheet)

The meeting had a quorum (minimum of 7 members).

Council Members Present:

1. Village of Algonquin – Bob Mitchard
2. Village of Bull Valley – Emily Berendt
3. Village of Cary – Erik Morimoto
4. City of Crystal Lake – Abby Wilgreen
5. Village of Huntley – Tim Farrell
6. Village of Johnsburg – Claudett Sofiakis
7. City of McHenry – Greg Gruen
8. Village of Ringwood - Rick Mack, Chair
9. Village of Spring Grove – Mike Lee
10. McHenry County – Scott Hennings
11. City of Harvard – Dave Nelson
12. City of Marengo – Josh Blakemore
13. City of Woodstock – Chris Tiedt
14. Village of Fox River Grove – Derek Soderholm
15. Village of Richmond – Jon Schmitt

Staff Present:

1. McHenry County Council of Mayors – Ryan Peterson, Planning Liaison
2. McHenry County Council of Mayors – Jon Paul Diipla, Executive Director

Others Present:

1. Village of Cary – Courtney Sage
2. EEI – Joseph Cwynar
3. IDOT – Katie Herdus
4. Tollway – Lauren Platt
5. Pace – Mary Donner
6. CMAP – Kama Dobbs
7. MCDOT – Scott Hennings
8. IDOT D1 – Gerardo Fierro
9. BLA – Jacob Thede
10. Chastain & Associates – Steve Frerichs
11. TransSystems – Daniel Knickelbein
12. HR Green – Jeff Strzalka

13. Katie Renteria
14. Baxter & Woodman – Lou Hausmann
15. Traffic Control Corp. – Brian Plum
16. Thomas Engineering Group – Tim Vedder
17. TransSystems – Jesse Vuorenmaa

2. MINUTES APPROVAL

Approval of the minutes for the September 16, 2021 McHenry County Council of Mayors meeting. A motion was made by Mr. Morimoto and seconded by Mr. Farrell to approve the minutes as presented. The motion carried unanimously. A list of the votes can be found on the last page.

3. PUBLIC COMMENT

There was no public comment.

4. PROGRAM & AGENCY UPDATES

- A. IDOT Highway Report – Katie Herdus
Ms. Herdus mentioned that updates from IDOT are available within the meeting packet for attendees to review.
- B. Pace Report – Mary Donner
Ms. Donner announced that Pace will be releasing their annual budget, with an option for residents to provide comments during a budget public hearing.
- C. Metra Update – Rick Mack
Chair Mack reported ridership is slowly increasing since its rapid decline due to COVID-19. Metra will be hosting a public hearing to gather public input on their budget.
- D. McHenry County Division of Transportation Update – Jon Paul Diipla
Mr. Diipla informed attendees on the progress of the ongoing McHenry County Connection and the soon-to-be starting update to the Long Range Transportation Plan. MCDOT will also be releasing their FY22-FY26 Transportation Program. Several federally-eligible bridge projects, including Charles J. Miller and the Kishwaukee River Road bridges will be undergoing renovations in the coming fiscal year. Additionally, MCDOT is currently hiring a Public Information Officer and Planning Liaison.
- E. Illinois Tollway Update – Kelsey Passi
- F. CMAP Report and Council of Mayors Executive Committee Report – Kama Dobbs
Ms. Dobbs announced that CMAP staff is now opening their offices to 50% capacity with committee meetings being held virtually. CMAP is currently hiring several staff members. CMAP staff has recently developed and distributed guidance for the CRRSAA and STP-L program for local Councils. Finally, in addition to the federal funding opportunities, CMAP mentioned other local/statewide funding opportunities for Councils and local municipalities.

5. MCHENRY COUNTY COUNCIL OF MAYORS SURFACE TRANSPORTATION PROGRAM – LOCAL: STAFF RECOMMENDED PROGRAM

Mr. Diipla and Mr. Peterson presented the proposed MCOM STP-L program. This program was created to allocate funding from the recently released CRRSAA funding, a federal COVID relief funding source, and the STP-L funding remaining after the Village of McCollum Lake’s McCollum Lake Road dropped out of the current program. Combined, this funding created approximately an additional \$1.4 million in total funding.

CRRSAA funding must not only adhere to the Council’s current STP-L funding criteria but also must be allocated to projects with an emphasis on equity, safety, and innovation.

With this criterion in mind, the following changes were made to the program and are displayed in the above draft program:

- Utilize the entirety of the CRRSAA funding (\$1,080,938) on the Village of Algonquin’s Souwanas Trail project. The total federal funding remains the same, but the project now has \$1,080,938 in CRRSAA funding and \$419,062 in STP-L funding;
- Accelerate the Village of Spring Grove’s Winn Road to FY2024 and allocate an additional \$849,293 in STP-L funding. In total, the project is proposed to have \$1,330,000 in STP-L funding, which is their new estimate in total projects costs due to receiving ITEP funding;
- Introduce the previously un-funded Construction phase of the Village of Lakemoor’s Four Seasons Boulevard into FY2024. The proposed amount for funding is \$448,568;
- Introduce the previously un-funded City of Harvard’s Marengo Road into the proposed program in FY2025. Total funding for this project would be \$480,707;
- Introduce the City of Crystal Lake’s previously un-funded Crystal Lake/Walkup Road project at \$183,715 for their Construction phase.

A motion to approve the plan as proposed was made by Mr. Lee. The motion was seconded by Mr. Nelson.

6. MCHENRY COUNTY CONNECTION BIKE PLAN

Mr. Peterson provided multiple final maps that will be included within the final draft of the Plan. A final draft is expected to be put forward at the next meeting for approval.

7. MCHENRY COUNTY MOVES 2050 PLAN

Mr. Diipla provided an update on the ongoing update to MCDOT’s Long Range Transportation Plan (LRTP). He asked that attendees view, complete, and distribute the current survey being offered as part of the Plan update. The survey will help lead inform MCDOT staff and consultants on the initial direction to focus on.

8. FEDERAL INFRASTRUCTURE BILL: INFRASTRUCTURE INVESTMENT AND JOBS ACT

Mr. Diipla provided an overview of the federal infrastructure bill currently being considered by Congress. The bill would have wide-reaching impacts on several municipalities throughout McHenry County, as well as state and County roadways.

9. PLANNING LIAISON REPORT

10. OTHER BUSINESS/ANNOUNCEMENTS

11. PROPOSED 2022 MEETING DATES

The following meeting dates were proposed by staff for the 2022 meeting dates:

- January 13, 2022
- March 17, 2022
- May 19, 2022
- July 21, 2022
- September 15, 2022
- November 17, 2022

A motion to approve the meeting dates was made by Ms. Berendt. The motion was seconded by Mr. Morimoto.

12. ADJOURNMENT

Ms. Berendt made a motion to adjourn and Mr. Tiedt seconded.

APPROVAL OF THE MINUTES

Name	Community	Vote
Bob Mitchard	Algonquin	Approve
Emily Berendt	Bull Valley	Approve
Erik Morimoto	Cary	Approve
Abby Wilgreen	Crystal Lake	Approve
Tim Farrell	Huntley	Approve
Claudett Sofiakis	Johnsburg	Approve
Greg Gruen	McHenry	Not Present
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Scott Hennings	McHenry County	Approve
Dave Nelson	Harvard	Approve
Josh Blakemore	Marengo	Approve
Derek Soderholm	Fox River Grove	Not Present
Chris Tiedt	Woodstock	Not Present
Jon Schmitt	Richmond	Approve

January 7, 2022

McHenry County Council of Mayors Management Monitoring Schedule FY 2022-2027 Proposed Highway Improvement Program

Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability through our future annual legislative appropriations.

Katie Herdus, Area Programmer
Phone : (847) 705-4090
FAX: (847) 705-4666
E-mail : katherine.Herdus@illinois.gov

Illinois Department of Transportation MANAGEMENT MONITORING SCHEDULE

1

REGIONAL COUNCIL: McHenry County
Katie Herdus, Area Programmer, 847/705-4090

IDOT Web Site is www.dot.il.gov

DATE: January 7, 2022

IDOT FY 2022-2027 Proposed Highway Improvement Program is on-line at: <https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/HIP/2022-2027/2022-2027%20MYP%20Book%20-%20Draft%20Internet%20Version.pdf>

PROJECTS & LIMITS	SCOPE OF WORK	COST (000)	DESIGN APPROVAL DATE	RIGHT-OF-WAY REQUIRED	TARGET FOR CONTRACT TO BE AVAILABLE FOR LETTING (*SEE NOTE BELOW)	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
US 14: N of Oak Grove Rd to Crowley Rd	Ultra-Thin Overlay	\$1000 NHPP	PS&E	NO	1st Quarter FY 22	MYP	1-80609-0000 Awarded 11/18/2021 \$322,357.69 Contractor: Peter Baker & Son Co.
US 14 At Ditch South of State Line	Culvert Replacement	\$485 NHPP	E12/31/20	NO	3rd Quarter FY 23	MYP	1-80346-0000 Harvard
US 14 at Hartland Rd / Hughes Rd	Intersection Reconstruction	\$2,700 HSIP	E12/31/21	TBD	1st Quarter FY 24	MYP	1-80242-0000 Woodstock
US 14: W of Hartland to E of IL 47	SMART Overlay	\$3,650 NHPP	PS&E	NO	3/2022 Letting	MYP	1-80606-0000 Woodstock
US 14: Crystal Lake Ave to Teckler Blvd	SMART Overlay	\$1,720 NHPP	PS&E	NO	1/2022 Letting	MYP	1-80518-0000 Crystal Lake
US 14: E of Teckler Blvd to Pingree Rd	SMART Overlay	\$1,300 NHPP	PS&E	NO	1/2022 Letting	MYP	1-80605-0000 Crystal Lake
US 14 Spring Beach Way to Lake Co. Line	Standard Overlay, Pedestrian Ramps/ADA	\$2,275 NHPP	PS&E	TBD	1 st Quarter FY 27	MYP	1-78256-0000 Cary
US 20: Page St to Locust Rd	Designed Overlay	\$500 NHPP	PS&E	NO	1 st Quarter FY 27	MYP	1-80899-0000 Marengo
IL 23 @ Drainage Ditch (0.1 Mi. N of IL 176)	Culvert Replacement	\$500 NHPP	E12/31/17	TBD	4th Quarter FY 22	MYP	1-78875-0000 Marengo
IL 31 Richmond Rd: Johnsburg Rd to McCullum Lake Rd	SMART Overlay	\$1,200 NHPP	PS&E	NO	4th Quarter FY 22	MYP	1-80603-0000 McHenry / Ringwood
IL 31 (Front St): S of IL 120 to N of IL 176	Additional Lanes, Reconstruction	\$75,500 NHPP	2/21/2020	YES	3 rd Quarter FY 25	MYP	1-75939-0200 McHenry, Prairie Grove, Crystal Lake
IL 47: N of IL 120 to US 14	Additional Lanes, Reconstruction	\$38,600 NHPP	4/11/19	YES	4th Quarter FY 23	MYP	1-90013-1000 Woodstock

- Entries in bold print indicate updates made since the last Transportation Committee Meeting.
- Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability through our future annual legislative appropriations.

**Illinois Department of Transportation
MANAGEMENT MONITORING SCHEDULE**

2

REGIONAL COUNCIL: McHenry County
Katie Herdus, Area Programmer, 847/705-4090

IDOT Web Site is www.dot.il.gov

DATE: January 7, 2022

IDOT FY 2022-2027 Proposed Highway Improvement Program is on-line at: <https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/HIP/2022-2027/2022-2027%20MYP%20Book%20-%20Draft%20Internet%20Version.pdf>

PROJECTS & LIMITS	SCOPE OF WORK	COST (000)	DESIGN APPROVAL DATE	RIGHT-OF-WAY REQUIRED	TARGET FOR CONTRACT TO BE AVAILABLE FOR LETTING (*SEE NOTE BELOW)	FISCAL YEAR FUNDS AVAILABLE	COMMENTS
IL 47 At IL 176 & at Pleasant Valley Rd	Intersection Reconstruction	\$35,000 NHPP	6/29/16	YES	1 st Quarter FY 23	MYP	1-79372-0000 Woodstock
IL 47: S of Thayer Rd to Charles	Ultra-Thin Overlay	\$2,500 NHPP	PS&E	NO	2 nd Quarter FY 23	MYP	1-80847-0000
IL 62: at Spring Creek W, of IL 59	Bridge Replacement	\$5,630 NHPP	TBD	TBD	4 th Quarter FY 23	MYP	1-79901-0000 Algonquin
IL 68: New Sutton Rd to W of Quentin Rd	Crack & Joint Sealing	\$300 NHPP	PS&E	NO	1 st Quarter FY 23	MYP	1-80852-0000 Inverness
IL 173: Alden Rd to Greenwood Rd	Designed Overlay, Pedestrian Ramps/ADA, RR Flagger, Drainage	\$6,000 NHPP	PS&E	TBD	4th Quarter FY22	MYP	1-79512-0000 Hebron, Richmond
IL 173: Greenwood Rd to Lake Co. Line	Designed Overlay, Pedestrian Ramps/ADA, RR Flagger, Drainage	\$5,300 NHPP	PS&E	TBD	4th Quarter FY22	MYP	1-79512-0000 Hebron, Richmond
IL 173 at North Branch Nippersink (E of Hunt Club Rd)	Culvert Repair	\$375 NHPP	TBD	TBD	4th Quarter FY24	MYP	1-80080-0000 McHenry County
IL 173 @ Solon Rd & At Lakeview	Channelization	\$1,500 NHPP	TBD	Yes	1 st Quarter FY23	MYP	1-79700-0000 McHenry County
IL 173: Drainage Ditch 1.7 MI E of US 12/ILL 31	Culvert Replacement	\$250 NHPP	TBD	TBD	1 st Quarter FY23	MYP	1-79408-0000 McHenry County
IL 176 at Buhl Rd & at Bay View Beach Rd	Left Turn Lanes	\$1,800 HSIP	E10/01/22	TBD	3rd Quarter FY23	MYP	1-80237-0000 McHenry County

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Illinois Department of Transportation MANAGEMENT MONITORING SCHEDULE

3

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PROJECTS & LIMITS	SCOPE OF WORK	COST (000)	DESIGN APPROVAL DATE	RIGHT-OF- WAY REQUIRED	TARGET FOR CONTRACT TO BE AVAILABLE FOR LETTING (*SEE NOTE BELOW)	FISCAL YEAR FUNDS AVAILABLE	COMMENTS

IDOT District 1 Construction Update Report - <http://www.idot.illinois.gov/about-idot/idot-regions/r1-construction-update-report>
Construction Releases - <http://www.idot.illinois.gov/about-idot/stay-connected/news-releases/Construction/releases>

For information regarding the status of ongoing major construction projects or ongoing major Phase I studies, information can be located at the following link <http://www.idot.illinois.gov/transportation-system/transportation-management/featured-projects/index>

- Entries in bold print indicate updates made since the last Transportation Committee Meeting.
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FOR IMMEDIATE RELEASE

New three-zone, \$6 Day Pass to debut Feb. 1

\$10 Day Pass also extended into 2022, but only in Ventra app after January

CHICAGO (Dec. 9, 2021) – A new three-zone, \$6 Day Pass will debut only in the Ventra app on Feb. 1. In addition, Metra’s popular \$10 Day Pass will continue to be offered in 2022, but after Jan. 31 it will be available only in the Ventra app.

To incentivize short trips and attract more customers, Metra next year will test a new \$6 Day Pass that will be valid for unlimited rides within three zones for a full day. The new pass will go on sale Feb. 1, only in the Ventra app.

The \$10 Pass, good for unlimited rides on all Metra lines all day until 3 a.m. the next morning, was introduced as a paper and mobile ticket at the start of the COVID-19 pandemic to give customers an affordable and flexible option for riding Metra trains. It is currently being used by about 20 percent of Metra riders. It will continue as a paper and mobile ticket through the end of January, and then it will be available only in the Ventra app.

Both day passes will be valid for 7 days from purchase.

Other fare policy changes that start Feb. 1 include:

- One-Way Tickets will be valid for 14 days from purchase (change from 90 days).
- 10-Ride Tickets will be valid for 90 days from purchase (change from one year).
- The Round Trip Plus (Ventra app only) ticket will no longer be sold.
- There are no changes to the Monthly Pass, \$7 Saturday or Sunday Day Pass or \$10 Weekend Pass (Ventra app only).

The Ventra app is available for free in the App Store or Google Play.

###

About Metra

Metra is an essential resource that safely and reliably connects individuals to the things that matter most in their lives — their work, their homes and their families.

Connect with Metra: [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#) | [metra.com](#)

Illinois Tollway Update – January 2022

Tollway 2021 Accomplishments

Despite the challenges and disruptions, the Illinois Tollway had a tremendous year serving our customers and the communities you represent.

We've continued to work diligently to deliver on our core mission and improved our approach to tolling – while mitigating the impact of COVID-19 on our customers, our industry partners, and everyone who contributes to our efforts.

Highlights of the Illinois Tollway's 2021 service and successes include:

- Aiding more than 24,000 customers with our roadway team's emergency roadside services providing a helping hand and keeping motorists safe.
- Serving more than 2 million customers with our new industry-leading Pay By Plate service, giving customers a seamless way to pay unpaid tolls with zero fees.
- Expanding our I-PASS Assist program to ensure all working individuals and families are able to realize the benefits of I-PASS.
- Helping customers realize over \$130 million in savings through our amnesty efforts that are delivering critical relief to customers during the pandemic.
- Completing the 10th year of the *Move Illinois* Program on schedule and within budget - overall, more than \$9.4 billion has been invested by the Tollway since the Program began in 2012, with more than \$2.4 billion of that total committed to small, diverse and veteran-owned firms.
- Developing a balanced 2022 Budget aimed at strengthening our agency and serving our customers with \$1.49 billion in revenue allocated to fund maintenance and operations, debt service transfers and capital investments for the 294-mile system.
- Continuing to engage stakeholders on both the impact, importance and potential of our projects developing critical support for the work we're delivering on our system.

Selections: RCO: 11	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
 LOCATED IN THE CMAP **MC HENRY REGIONAL COUNCIL**

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *	
1 ALGONQUIN 160009000PV	- Main St Railroad St to Edwards St RECONSTRUCTION	2,049,000	11-13-007 E1: / / / / E2: / / / / RW: / / / / C: MYB / / 2,049,000 / /	CE 1 6 / 7 / 2017	NR		Yes		1/1/2024	AH CR CBBEL	NR	* NR * * * * * * * * *	
2777													REMARKS: Stage 1 (Bridge) under 16-00090-01-BR using STP-L. Let 3/9/2018. Roadway unfunded (8-13-21).
2 BULL VALLEY 200000800RS	MS0143 - Ringwood Rd Village Limits to Crystal Lake Rd RESURFACING	1,430,000	11-21-001 E1: / / / / E2: / / / / RW: / / / / C: FFY22 / STPL / 1,430,000 / 1,144,000 /	CE 1 3 / 18 / 2020	NR		No		1/21/2022	AH CR B&W	NR	* NR * * * * * * * * *	
3071													REMARKS: Item No. 71.
3 MCHENRY CO 180048000TL	- Alg / Wilmot Haligus to Pyott at Main SAFETY IMPROVEMENTS	724,700	11-18-002 E1: FFY19 / HSIP / 140,000 / 126,000 / E2: / / / / RW: / / / / C: FFY21 / HSIP / 642,600 / 578,340 / / HSIP / 82,100 / 73,890 /	CE 1 4 / 29 / 2020	NR				3/11/2022	AH CR CBBEL	NR	* NR * * * * * * * * *	
2874													REMARKS: Combining 2 HSIP's. Kick-off meeting held 6-11-18.
4 RINGWOOD 17-00005-01-RS	FAU0166 - Ringwood Rd N Village Limits to Village Limits RESURFACING	258,385	11-21-002 E1: / / / / E2: / / / / RW: / / / / C: FFY22 / STPL / 258,385 / 206,708 /	CE 1 10 / 4 / 2017	NR		No		1/21/2022	AH CR H.R.Green	NR	* NR * * * * * * * * *	
3070													REMARKS: Item No. 72.

Selections: RCO: 11	Engineer:
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
 LOCATED IN THE CMAP **MC HENRY REGIONAL COUNCIL**

11

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * NIPC *
5 SPRING GROVE 210001800RS 3099	FAU0157 - Winn Rd IL 173 to Main St RESURFACING	1,662,500	11-21-0012 E1: / / / / E2: / / / / RW: / / / / C: FFY24 / STPL / 1,662,500 / 1,330,000 /	CE 1 7 /23/2021	NR		No		1/19/2024	AH CR HR Green	NR	* NR * * * * * * * * * *
6 SPRING GROVE 210001801RS 3089	FAU0157 - Winn Rd English Prairie Rd to N of Brentwood Dr BIKEWAYS	295,870	11-21-0012 E1: / / / / E2: / / / / RW: / / / / C: FFY22 / STE / 295,870 / 73,968 /	CE 1 7 /23/2021	NR		No		3/11/2022	AH CR HR Green	NR	* NR * * * * * * * * * *
7 WOODSTOCK 160011400PV 2813	FAU0039 - S Madison St E South St to Lake Av INTERSECTION IMPROVEMENT ROUNDBOUT	1,250,000	11-13-0002 E1: / / / / E2: / / / / RW: / / / / C: FFY20 / STPL / 1,250,000 / 1,000,000 /	CE 2 11/28/2017	NR	A 11/28/2017	Yes		1/21/2022	AH CR HLR	Exempt	* Exempt * * * * * * * * * *

CMAP News

The CMAP office is now open daily and [staff](#) have established hybrid work schedules. [CMAP committee meetings](#) may be held in-person or virtually, depending on the unique situations and requirements of the Open Meetings Act (OMA) that apply to each committee.

For general questions, you can send an email through our [contact form](#) and remember to stay up to date by subscribing to CMAP's Weekly Update emails or [viewing online](#).

Job Opportunities

CMAP is hiring for several positions, including a [Communications and Engagement Deputy Executive Director](#), [Digital Communications Senior, Engagement Associate, Associate Designer](#), and [Strategic Alignment and Innovation Director](#) in the Communications and Engagement Division, an [Associate Policy Analyst](#) for Plan Implementation and Governmental Affairs, and three Principal Planners for [Technical Assistance, Regional Economic Development](#), and a [Regional ADA Coordinator](#) in the Planning Division. Visit CMAP's [Careers page](#) to discover more job opportunities.

CMAP Meeting Information: New Location!

CMAP has moved to a new system for sharing meeting information. You can now find meeting materials, webinar links, minutes, and recordings on [CMAP's Legistar page](#).

Program Status Updates

CRRSAA Program

On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) was enacted. This Act included a local government component that resulted in the allocation of \$42,647,247 to be programmed and managed by CMAP. In the fall of 2021, the STP Project Selection Committee and local councils of mayors selected [33 individual project phases](#) to be fully or partially funded with CRRSAA funding.

Staff Contact: [Kama Dobbs](#) (312-386-8710)

Surface Transportation Program

On October 13th, the CMAP Board and MPO Policy Committee approved the [FFY 2022-2026 Shared Fund program](#). The STP Project Selection Committee (PSC) met on October 28, 2021, and approved the proposed [CRRSAA funding allocations](#) and discussed the [STP Shared Fund Methodology Discussion outline](#), which lays out a tentative schedule for the committee to discuss changes to the STP Shared Fund methodology throughout 2022.

The next STP PSC meeting will be held on February 10, 2022. Meeting materials will be posted on the [committee web page](#) one week in advance. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors and an accounting of available, programmed, and obligated funds is for the region are available on CMAP's [STP web page](#).

Staff Contact: [Kama Dobbs](#) (312-386-8710)

Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TAP-L)

The next CMAQ Project Selection Committee (PSC) meeting will be held on February 10, 2022. Meeting materials will be posted on the [committee web page](#) one week in advance. Project change requests, including schedule and cost changes, are due by Thursday, January 27, 2022. Projects targeting the April

state letting that require changes must submit requests by this date in order to stay on track for this letting. Information for submitting change requests can be found on CMAP's [CMAQ web page](#).

On October 13th, the CMAP Board and MPO Policy Committee approved the [FFY 2022 - 2026 CMAQ and TAP-L programs](#). The CMAQ PSC met on October 28, 2021, and approved [changes to the CMAQ and TAP-L Status Update procedures](#). New forms implementing these changes will be posted on the [Program Management and Resources](#) page.

Staff Contact: [Doug Ferguson](#) (312-386-8824), [Elliott Lewis](#) (312-386-8664)

Regional Safety Action Agenda

CMAP is continuing its work to improve traffic safety and address the growing number of fatalities and injuries. Our 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 our region. The discussion points are being incorporated into the speed management paper which is in production. The Resource Group will next meet early this spring. Staff began work on a Bicycle and Pedestrian Safety position paper in early December. Three safety LTA projects kicked off in late November/early December in Calumet City, Bellwood and Riverdale to address multimodal traffic safety at intersections and along corridors. The Regional Speed Data project will begin this spring, which will analyze speed probe data to understand patterns of speeding and target countermeasures. An [update](#) on the group's work was presented at the July 16, 2021, CMAP Transportation Committee.

Staff Contact: [Victoria Barrett](#)

CMAP Products and Data

Understanding the costs and benefits of tax incentives

Local governments often use tax incentives to encourage development and strengthen their communities. But before using these tools, they must ask whether tax incentives are the most effective way to achieve their community's goals.

The Chicago Metropolitan Agency for Planning (CMAP) has created [Are tax incentives the right tool for this development?](#), a pamphlet to help local governments in northeastern Illinois assess the costs and benefits of three common incentive types: tax increment financing districts, sales tax rebates, and property tax abatements. This piece is a companion to [Improving local development incentives](#), a technical guide published in 2020 that provides clear strategies and practices for more effective incentive use.

Community Data Snapshots

In August, CMAP updated its [Community Data Snapshots](#) with [new data from the 2020 Census](#). These data-rich snapshots — one for each of the region's 284 municipalities, 77 Chicago neighborhoods, and seven counties — summarize demographics, housing, employment, transportation habits, and other key details. They help local leaders and the public track progress and make informed decisions in their communities.

The 2021 census data has been incorporated into the General Population Characteristics table, which includes information on total population, total households, average household size, and percent population change since 2010 and 2000. Raw data, including more detail, is available on the [Data Hub](#).

From Our Partners

FHWA: Public Involvement Webinar

FHWA is hosting a webinar on **Tuesday, February 8th from 12:00-1:00 PM CT** on “The Evolution of Virtual Public Involvement During the Pandemic: MPO Practices.” The webinar will include presentations from the Miami-Dade Transportation Planning Organization and the Strafford Regional Planning Commission about how their approach to virtual public involvement changed during the COVID-19 pandemic. Register [here](#).

Making Transportation More Affordable

The Chicago Transit Authority (CTA) has [discounted](#) all unlimited ride passes in an effort to encourage ridership, respond to changing rider habits, and make trips more affordable. The discounts, some of which were first piloted this summer, were made permanent in the CTA's 2022 [budget](#). The transfer fee between trains and buses has also been eliminated. *All riders are eligible for the discounts.*

This aligns with CMAP's report [Improving equity in transportation fees, fines, and fares](#), which recommends making transportation fares more affordable for households with low income specifically. The report highlights how affordable, reliable, and accessible transportation is especially critical for residents with low income, who tend to own fewer cars because of the high cost of owning and maintaining a vehicle. CMAP estimates that expanding reduced fares to all residents with low income would result in them taking 15 percent more transit trips.

Funding Opportunities

2023 Highway Safety Notice of Funding Opportunities

The IDOT Bureau of Safety Programs and Engineering (BSPE) has posted [six](#) Highway Safety Program Notice of Funding Opportunities (NOFOs) for the grant year of October 1, 2022 - September 30, 2023. Illinois is seeking grant applications to reduce serious injuries and fatalities on Illinois roadways. More information can be found [here](#).

Notice of Funding Opportunity - **Sustained Traffic Enforcement Program (STEP)**

- Application Deadline - **Monday, February 14, 2022 at 4:00 p.m.**
- Application Submission – **VIA email to DOT.TSGRANTS@illinois.gov.**

Notice of Funding Opportunities - **Non-Enforcement Safety Program, Motorcycle Awareness Program, Pedestrian and Bicycle Safety Program, Racial Profiling Program, and the Traffic Records Program**

- Application Deadline - **Friday, February 18, 2022 at 12:00 a.m.**
- Application Submission – **VIA AmpliFund**

Distracted Driving Enforcement Notice of Funding Opportunity

The IDOT Bureau of Safety Programs and Engineering (BSPE) has posted a Distracted Driving Enforcement NOFO for local law enforcement agencies to conduct distracted driving enforcement during the month of April 2022. This funding is for local law enforcement agencies use for overtime hours to enforce distracted driving laws in Illinois. Application submittals are open until **Monday, February 14, 2022, at 4:00 p.m.** All applications and accompanying documents are to be submitted electronically to DOT.TSGRANTS@illinois.gov. More information can be found [here](#).

Public Input

Provide input on federal highway programs

The U.S. DOT has launched a [new website](#) for transportation agencies, communities, and stakeholders interested in learning more about the IIJA. As part of implementing IIJA, the U.S. DOT is seeking input on the rollout of new programs and funding. The [first opportunity for input](#) focuses on how the department can best implement highway formula programs continued by the IIJA. The [second opportunity for input](#) is directed at the new formula and competitive funding opportunities for electric vehicle charging infrastructure.

Chicago seeks comments on its climate action plan

The City of Chicago is updating its climate goals to reduce carbon emissions with a strong focus on increasing household savings, advancing environmental justice, and improving community health. With historic investments coming in 2022, the city would like to know what is most important to community members. Share your thoughts on the [Chicago climate action plan](#).

Help RTA Plan for the Future of Public Transit

Public transit is essential to our region's economic, environmental, and social health. The pandemic highlighted both the importance of transit and long-standing challenges that must be addressed.

The Regional Transportation Authority (RTA) is developing the next Regional Transit Strategic Plan for northeastern Illinois, and they need your help. Please take and share a [survey](#) on the challenges and opportunities facing public transit.

McHenry County Moves 2050

Transportation impacts everyone - no matter where you live, play, shop, or work, it's important to get involved and make sure your voice is heard! McHenry County is currently seeking public input on their county-wide long-range transportation plan via [this survey](#), which will be open through January. Additional information about the plan development process and timeline is available at [mchenrycountymoves2050.com](#).

Engage with CMAP: Share your Thoughts on Planning Projects

Plans that reflect the values and priorities of their communities require meaningful public participation from residents and stakeholders. The [Engage with CMAP](#) website allows residents to share their thoughts, ideas, and concerns on current planning projects in the region, including these recently launched projects: [Butterfield Road Corridor Plan](#) in Lombard, Downers Grove, Oak Brook and DuPage County and [Phoenix Planning Priorities](#) in the Village of Phoenix. Stay informed and connected by checking out the site. We look forward to hearing from you!



**STP Program of Projects
Federal Fiscal Year (FFY) 2021- 2025**

Updated: 11/24/2021

Active Program

Federal Fiscal Year 2021 October 1, 2020 - September 30, 2021	FFY21 Estimated Mark	\$	4,353,803
	FFY20 Carryover	\$	-
	FFY21 Estimated Balance	\$	4,353,803

<u>TIP ID</u>	<u>Rank</u>	<u>Project Name</u>	<u>Phase</u>	<u>Project Sponsor</u>	<u>Project Type</u>	<u>Target Letting</u>	<u>Project Cost</u>	<u>STP Programmed</u>	<u>Local Match Ratio (Fed/Local)</u>	<u>Obligation Deadline</u>
11-20-0014	17	Diggins Street Road Improvement	E1	Harvard	Resurfacing	1/2022	\$ 33,330	\$ 29,998	90/10	9/30/2021
11-18-0016	5	Main Street/Cary Road Roundabout	CON	Algonquin	Roadway/Intersection	3/5/2021	\$ 6,700,000	\$ 1,500,000	22/78	9/30/2021
11-13-0002	9	S Madison St-E South St-Lake Ave Roundabout	CON	Woodstock	Roadway/Intersection	3/18/2022	\$ 3,315,000	\$ 1,500,000	45/55	3/18/2022
11-20-0011	2	Haligus Road Resurfacing and Improvements	CON/CE	Lakewood	Resurfacing	4/23/2021	\$ 890,907	\$ 712,726	80/20	9/30/2021
11-20-0012	13	Valley View Road Resurfacing and Improvements	CON/CE	Prairie Grove	Resurfacing	4/23/2021	\$ 659,272	\$ 527,417	80/20	9/30/2021
11-20-0013	16	Reed Road Resurfacing	CON/CE	Lake in the Hills	Resurfacing	9/17/2021	\$ 98,311	\$ 78,649	80/20	9/30/2021
Total FFY21 Program							\$ 11,696,820	\$ 4,348,790		
FFY21 Unprogrammed Balance								\$ 5,013		

Federal Fiscal Year 2022 October 1, 2021 - September 30, 2022	FFY22 Estimated Mark	\$	3,669,512
	FFY21 Carryover	\$	-
	FFY22 Estimated Balance	\$	3,669,512

<u>TIP ID</u>	<u>Rank</u>	<u>Project Name</u>	<u>Phase</u>	<u>Project Sponsor</u>	<u>Project Type</u>	<u>Target Letting</u>	<u>Project Cost</u>	<u>STP Programmed</u>	<u>Local Match Ratio (Fed/Local)</u>	<u>Obligation Deadline</u>
11-21-0004	18	Four Seasons Blvd. Recon., Sullivan Lake Blvd. Resurf. & Rte. 120 Rt. Turn Lane Addition	E1	Lakemoor	Roadway/Intersection	2022	\$ 98,800	\$ 43,000	44/56	9/30/2022
11-20-0015	22	Wonder Lake Road and Howe Road Reconstruction	E2	Greenwood	Roadway/Intersection	2022	\$ 23,465	\$ 21,115	90/10	9/30/2022

11-13-0016	8	N Main St from IL 176 to UP Railroad Tracks	CON	Crystal Lake	Roadway/Intersection	11/5/2021	\$ 3,254,000	\$ 1,500,000	46/54	9/30/2022	
11-21-0002	3	Ringwood Road Resurfacing	CON/CE	Ringwood	Resurfacing	1/1/2022	\$ 273,070	\$ 206,708	80/20	9/30/2022	
11-21-0001	1	Mason Hill Road Resurfacing	CON/CE	Bull Valley	Resurfacing	3/11/2022	\$ 1,430,000	\$ 1,144,000	80/20	9/30/2022	
11-21-0005	21	Pingree Road Resurfacing	CON/CE	Lake in the Hills	Resurfacing	3/11/2022	\$ 265,811	\$ 212,649	80/20	9/30/2022	
11-20-0014	17	Diggins Street Road Improvement	E2	Harvard	Resurfacing	10/2021	\$ 42,840	\$ 38,556	90/10	9/30/2022	
11-21-0003	7	Prospect Street Reconstruction	E2	Marengo	Roadway/Intersection	11/2023	\$ 120,000	\$ 60,000	50/50	9/30/2022	
11-21-0008	10	Souwanas Trail Corridor Improvements	CON	Algonquin	Roadway/Intersection	1/1/2024	\$ 3,905,895	\$ 419,017	38/62	9/30/2022	
							Total FFY22 Program	\$ 9,413,881	\$ 3,669,512		
							Total FFY22 CRRSAA		\$ 1,080,983		
							FFY22 Unprogrammed Balance		\$ 24,467		

Federal Fiscal Year 2023							FFY23 Estimated Mark	\$ 3,480,707		
October 1, 2022 - September 30, 2023							FFY22 Carryover	\$ -		
							FFY23 Estimated Balance	\$ 3,480,707		

<u>TIP ID</u>	<u>Rank</u>	<u>Project Name</u>	<u>Phase</u>	<u>Project Sponsor</u>	<u>Project Type</u>	<u>Target Letting</u>	<u>Project Cost</u>	<u>STP Programmed</u>	<u>Local Match Ratio (Fed/Local)</u>	<u>Obligation Deadline</u>
11-21-0006	4	Riverside Drive Improvements	CON/CE	Johnsburg	Resurfacing	1/20/2023	\$ 2,593,700	\$ 1,500,000	42/58	9/30/2023
11-21-0007	6	Green Street Milling and Resurfacing Improvement	CON/CE	McHenry	Resurfacing	1/20/2023	\$ 1,148,983	\$ 919,187	80/20	9/30/2023
11-20-0015	22	Wonder Lake Road and Howe Road Reconstruction	CON/CE	Greenwood	Roadway/Intersection	3/10/2023	\$ 384,680	\$ 363,565	90/10	9/30/2023
11-20-0014	17	Diggins Street Road Improvement	CON/CE	Harvard	Resurfacing	6/16/2023*	\$ 523,600	\$ 471,240	90/10	9/30/2023
	20	Three Oaks/Sands Intersection	CON	Crystal Lake	Roadway/Intersection		\$ 2,016,107	\$ 183,715		
11-21-0004	18	Four Seasons Blvd. Recon., Sullivan Lake Blvd. Resurf. & Rte. 120 Rt. Turn Lane Addition	E2	Lakemoor	Roadway/Intersection	2023	\$ 98,800	\$ 43,000	44/56	9/30/2023
							Total FFY23 Program	\$ 6,765,870	\$ 3,480,707	
							FFY23 Unprogrammed Balance		\$ -	

Federal Fiscal Year 2024							FFY24 Estimated Mark	\$ 3,480,707		
October 1, 2023 - September 30, 2024							FFY23 Carryover	\$ -		
							FFY24 Estimated Balance	\$ 3,480,707		

<u>TIP ID</u>	<u>Rank</u>	<u>Project Name</u>	<u>Phase</u>	<u>Project Sponsor</u>	<u>Project Type</u>	<u>Target Letting</u>	<u>Project Cost</u>	<u>STP Programmed</u>	<u>Local Match Ratio</u> (Fed/Local)	<u>Obligation Deadline</u>
11-21-0009	15	Bull Valley Road Milling and Resurfacing	CON/CE	McHenry	Resurfacing	1/1/2024	\$ 327,674	\$ 262,139	80/20	9/30/2024
11-21-0003	7	Prospect Street Reconstruction	CON/CE	Marengo	Roadway/Intersection	3/1/2024	\$ 1,880,000	\$ 1,440,000	80/20	9/30/2024
11-21-0012	14	Winn Road Resurfacing & Bike Path	CON, CE	Spring Grove	Resurfacing	1/1/2025	\$ 1,958,434	\$ 1,330,000	25/75*	9/30/2024
	18	Four Seasons Blvd/Sullivan Lake Blvd	CON	Lakemoor	Roadway/Intersection		\$ 1,392,400	\$ 448,568		3/1/2024 Letting
Total FFY24 Program							\$ 29,059,190	\$ 3,480,707		
FFY24 Unprogrammed Balance								\$ -		

Federal Fiscal Year 2025							FFY25 Estimated Mark	\$ 3,480,707
October 1, 2024 - September 30, 2025							FFY24 Carryover	\$ -
							FFY25 Estimated Balance	\$ 3,480,707

<u>TIP ID</u>	<u>Rank</u>	<u>Project Name</u>	<u>Phase</u>	<u>Project Sponsor</u>	<u>Project Type</u>	<u>Target Letting</u>	<u>Project Cost</u>	<u>STP Programmed</u>	<u>Local Match Ratio</u> (Fed/Local)	<u>Obligation Deadline</u>
11-21-0010	10	Kreutzer Road Reconstruction	CON	Huntley	Roadway/Intersection	12/2023*	\$ 6,270,000	\$ 1,500,000	24/76	9/30/2025
11-21-0011	11	Johnsburg Road Resurfacing Improvements	CON, CE	Johnsburg	Resurfacing	4/1/2025	\$ 1,875,000	\$ 1,500,000	80/20	9/30/2025
	19	Marengo Rd	CON, CE	Harvard	Resurfacing		\$ 904,860	\$ 480,707		
Total FFY25 Program							\$ 9,049,860	\$ 3,480,707		
FFY25 Unprogrammed Balance								\$ -		

Contingency

<u>Rank</u>	<u>Project Name</u>	<u>Phase</u>	<u>Project Sponsor</u>	<u>Project Type</u>	<u>Project Cost</u>	<u>STP Requested</u>	<u>Notes</u>
18	Four Seasons Blvd/Sullivan Lake Blvd	CON	Lakemoor	Roadway/Intersection	\$ 1,392,400	\$ 1,113,920	3/1/2024 Letting
19	Marengo Rd	CON, CE	Harvard	Resurfacing	\$ 904,860	\$ 814,374	
20	Three Oaks/Sands Intersection	CON	Crystal Lake	Roadway/Intersection	\$ 2,016,107	\$ 1,500,000	
23	Dartmoor Dr	CON, CE	McHenry	Resurfacing	\$ 511,550	\$ 329,780	
24	Crystal Lake Ave/Walkup Rd/Grant	CON	Crystal Lake	Roadway/Intersection	\$ 1,520,176	\$ 1,216,141	
25	Crystal Lake Rd	CON, CE	Lake in the Hills	Resurfacing	\$ 374,117	\$ 299,294	
Total Contingency Program					\$ 2,405,843	\$ 1,845,215	



2023-2027 SURFACE TRANSPORTATION PROGRAM APPLICATION

JANUARY 13, 2022 - MARCH 18, 2022

PROJECT INFORMATION

PROJECT TITLE

PROJECT DESCRIPTION

PROJECT TYPE

WORK TYPE(S)

PROJECT LOCATION

MUNICIPALITY

LOCAL NAME OF ROUTE

FROM

TO

PROJECT LENGTH (MILES)

See [Getting Around Illinois](#)

IDOT STATION NUMBER

IDOT STATION NUMBER

FUNCTIONAL CLASSIFICATION

FEDERAL CONGRESSIONAL DISTRICT(S)

ILLINOIS REPRESENTATIVE DISTRICT(S)

SPONSOR INFORMATION

SPONSOR (LEAD) AGENCY

LOCAL AGENCY CONTACT
NAME

TITLE

PHONE NUMBER

EMAIL

ADDRESS

LOCAL AGENCY CODES

TIN

GATA REGISTRATION

DUNS

SAM CAGE CODE

MANAGER INFORMATION

TECHNICAL PROJECT MANAGER

NAME

TITLE

EMAIL

PHONE NUMBER

FINANCIAL PROJECT MANAGER

NAME

TITLE

EMAIL

PHONE NUMBER

CONSULTANT FIRM NAME

PHASE

CONSULTANT PROJECT MANAGER

NAME

TITLE

EMAIL

PHONE NUMBER

FUNDING INFORMATION

Please fill out the below table with funding information for the project. Please note the following:

- \$1,500,000 federal award cap for ALL PHASES. Federal funding amount should be less than or equal to cap.
- Toll Credits are for Cohort 4 only. Please put 'N/A' if community is not Cohort 4.
- Please include local funds for all phases, including ROW. ROW is not eligible for federal funding.
- Include a realistic and accurate timeline for all phases.
- Phase I federal funding is for resurfacing projects only. Do not request Phase I unless project is a resurfacing project.

Phase	Requested Federal Fiscal Year	Cohort 4 Toll Credits	Requested Funding Amount	Local Funds	Non-participating costs	Total Cost (all columns)
Phase I Preliminary Engineering RESURFACING ONLY						
Phase II Design Engineering						
Right of Way (ROW) Not eligible for federal funds						
Construction						
Construction Engineering						
Total requested federal award				Total cost of project		
Description of non-participating items						
Will outside funding be needed to complete the project?					Yes	No

PROJECT MILESTONES

Please fill out the below table with project milestone information. Please fill out as much of this information as possible, in accordance with the funding information table. Dates do not have to be exact.

Phase	Milestone	Completed?	Date Estimated/Completed
Pre-Phase I	Project Scoping		
	Application for ENG 1 Funds		
	Phase I QBS Advertisement		
	Phase I QBS Closed		
	Consultant Selected by Local Council/Board		
Phase I	Phase I Contract Executed		
	IDOT Phase I Kick-off Meeting		
	State/Fed Coordination Meeting		
	ESR Submitted		
	PDR Submitted		
	PDR Approved		
	Phase I Design Approval Received		
Phase II	Application for ENG 2 Funds		
	Phase II QBS Advertisement		
	Phase II QBS Closed		
	Consultant Selected by Local Council/Board		
	Phase II Contract Executed		
	IDOT Phase II Kick-off Meeting		
	State/Fed Coordination Meeting		
	Pre-Final Plans Ready to Submit or Submitted		
	Final PS&E Submitted		
ROW	None required		
	Initiated		
	Completed		
	Certified		
CON/CE	Draft CON Agreement Submitted		
	Draft CE Agreement Submitted		
	Final CON Agreement Submitted		
	Final CE Agreement Submitted		
	Draft CON Agreement Approved		
	Draft CE Agreement Approved		
	Target Letting		

Project category:

Roadway and Intersection Project

Resurfacing Project

PROJECT SCORING Roadway and Intersection Projects

TRAFFIC VOLUME

15 points maximum

Please use IDOT's [Getting Around Illinois](#) map for AADT and fill it in below. **For projects with multiple segments or intersection projects, please attach a file with the weighted average for each segment for the whole project.** See below for an example.

Points are determined by the following equations: Two lane roads will be calculated by taking the **AADT/1000**
Four lane roads will be calculated by taking the **AADT/2000**

	Beginning Station	End Station	Length (miles)	AADT	Length*AADT	
SAMPLE Traffic Volume	0.0	1.4	1.4	5000	7000	
	1.4	1.6	0.2	5200	1040	
	1.6	2	0.4	4800	1920	
	2	2.5	0.5	4900	2450	
	Sum			2.5		12410
	Total					4964
	Score (2 lane)					4.96

Traffic Volume (AADT)	
-----------------------	--

PAVEMENT CONDITION

0-13 points

No alternative data will be allowed. Please use [CMAP's Pavement Condition Index data](#). Submit using the table below as an example. Provide this in the form of attached PDF or Excel file. For projects that Email the Planning Liaison if the information is needed.

Scoring Criteria		Points
Pavement Condition Index	Poor (0-45)	13
	Fair (46-60)	9
	Satisfactory (61-75)	5
	Excellent (76-100)	0
	New alignment	5

Sample Pavement Condition calculation:

	Beginning Station	End Station	Length (miles)	PCI	Length*PCI	
Pavement Condition	0.0	1.4	1.4	50	70	
	1.4	1.6	0.2	60	12	
	1.6	2	0.4	30	12	
	2	2.5	0.5	40	20	
	Total			2.5		114
	Score					45.6

SAFETY

0-20 points

Please indicate which countermeasures will be part of the project. Score will be determined by the highest CRF.

Scoring Criteria		Points
Crash Reduction Factor	50% or greater	20
	40-49%	15
	30-39%	10
	20-29%	7
	10-19%	3
	Under 10%	0

Category	Subcategory	Countermeasure	Yes/No
Intersections	Intersection Improvement	Add left turn lane permissive	
		Add protected phase to left turn	
		Raised median	
		Add right turn lane	
		Add 2nd turn lane (to existing)	
		Extend turn bays	
		Positive left turn offset - 1 ft. minimum	
	Improve Signal Timing	Signalization install adaptive traffic signal control	
		Signal interconnect	
		Increase yellow line	
		All red clearance	
		Signalization increase yellow interval and add all red interval	
	Improve Signal Placement Visibility	Increase to 12 inch lens	
		Improve visibility of signal heads	
		Add 3 inch yellow retroreflective sheeting to signal backplates	
		Install raised pavement markers and striping (through intersection)	
		Replace incandescent traffic signal bulbs with light emitting diodes (LEDs)	
		Add signal (additional primary head) - all lanes have signal	
		Add right turn lane on one approach signal - urban	
		Install mast arm	
		Improve intersection sight distance	
		Add pedestrian signal	
		Add bicyclist signal	
		Add ADA improvements	
		Improve pedestrian crossing-other	
		Change crosswalk striping width	
		Emergency vehicle traffic signal preemption	
Allow Right Turn On Red			

Category	Subcategory	Countermeasure	Yes/No
Intersections	Stop Control to Signal	Convert from yield signal control to signalized control	
		Convert minor stop to traffic signal- no left turn lane	
		Convert minor stop to traffic signal - with left turn lane	
	Stop Control	Raised median for left turn at 4-way stop	
		Install median on the minor approach of an unsignalized 3-leg intersection	
		Install left turn lane (4-leg intersection) Minor stop	
		Convert to all-way stop control (from 2-way or yield control)	
		Install 2-way stop controlled intersections at uncontrolled intersections	
		Minor stop add right turn lane on one approach minor-stop rural/urban	
		Minor stop add right turn lane on both approach minor-stop rural/urban	
		Replace left turns with right turn/U-turn combination	
		Provide flashing beacons at stop controlled intersections	
		2-way stop only: add left turn lane on both approach major road	
		All stop/minor stop add left turn lane on one approach major road	
		Install/upgrade larger or additional stop signs or other intersections warnings/regulatory signs	
	General	Re-align segment/improve skew angle- 4 leg intersections	
		Convert signal to roundabout	
		Convert all-way stop controlled intersection to roundabout	
		Convert minor road stop intersection to roundabout	
		Signing-install advance street name signs	
Simplified information- sign reduction			
Install/upgrade signs with new fluorescent sheeting (regulatory or warning)			
Divert traffic from high pedestrian areas			
Lane channelization-other			
Add intersection lighting			
Road Segments	Medians	Install steel median barrier multi-divided - 4-8 lanes	
		Median treatments -provide a raised median- 2 lane at location with access issues	
		Median treatments - provide a raised median multi- undivided at location with access issues	
		Significantly improve median	
		General-install median	
		Add glare screen in median	

Category	Subcategory	Countermeasure	Yes/No
Road Segments	General	Add bike lane	
		Improve bike lane	
		Add sidewalk	
		Improve access management	
		Install pedestrian bump-outs/curb extensions	
		Install centerline rumble strips/stripes	
		Install edge line rumble strips/stripes	
		Install edge lines and centerlines (much improved where high crash area) or increase 4 to 6 in.	
		Install dynamic/variable speed automated dynamic speed feedback warning signs	
		Install delineators, reflectors, and/or object markers	
		Curves- install advance curve speed/warning signs	
		Install chevron sign on horizontal curves	
		Increased pavement friction - safety improved where applied	
		Install curve advance warning signs (flashing beacon)	
		Improve curve super elevation	
		Signing-install advance street name signs	
		Improve RR crossing	
		Convert 2-lane roadway to 4-lane divided roadway - urban	
		Convert 2-lane roadway to 4-lane divided roadway - rural	
		Reduce driveway density by 5 driveways per mile*urban (factor up to 20)	
		Install lighting on a roadway segment	
		Install steel guardrail barrier	
		Install cable barrier in median	
	Install crash cushions		
	Install concrete guardrail barrier		
	Shoulder Improvements	Add shoulder where not provided (0-4")	
		Add shoulder where not provided (4" or greater)	
		Pave existing shoulder	
		Prohibit on-street parking	
		Flatten sideslopes	
		Install guardrail	
		Apply smart edge	
	Change Lane Width	Widen lanes 11 to 12 feet	
Widen lanes 10 to 11 feet			
Widen lanes 10 to 12 feet			
Add lanes by narrowing existing lanes - 6 lane freeway			
Add lanes by narrowing existing lanes - multi-lane 4 lanes			
Convert 2 lane roadway to 4 lane divided roadway			

Category	Subcategory	Countermeasure	Yes/No
Road Segments	Road Diet	Install TWLTL (two-lane left turn lane) on two lane road	
		Road diet convert 4 lane undivided road to 2 lanes plus turning lane	
		Remove through lane - 4 lane to 3 lane road diet - small urban area	
		Remove through lane - 4 lane to 3 lane road diet - larger urban area	
		Non-freeway: four to five lane conversion (TWLTL)	
		Convert from two-way traffic to one-way traffic	

PROJECT READINESS

0-20 points

Indicate the last achieved milestone from the list below. Please provide the appropriate attachment for that milestone. The only attachment required is the one for the milestone indicated; no attachments are required for any previous milestones. Example: if Design Approval has been received, sponsor does not need to submit the required attachment for Phase I contract execution. **For project sponsors doing engineering without a consultant, please provide an attachment showing engineering is being done in house.** Email the Planning Liaison for more information.

Scoring Criteria		Points
Pre-final plans ready to submit to IDOT		20
Phase II contract executed	IDOT approval or NTP	16
Design Approval received	Provide signature page	12
Draft PDR submitted to IDOT	Copy of transmittal	8
Phase I contract executed*	IDOT approval or NTP	4
Project scoping	No attachment required	0

Status	Points

PLANNING MEASURES

0-20 points

Addition of elements means adding elements to a project that did not exist prior to the project start. Examples include: new bike path or sidewalk, new bioswales.
Maintenance of elements means fixing or maintaining existing elements along the project length. Examples include: repairing an existing sidewalk or bike path, native landscaping maintenance

For examples of Complete Streets infrastructure, see this CMAP page: <https://www.cmap.illinois.gov/programs/local-ordinances-toolkits/complete-streets/treatments-types-gallery>.

Scoring Criteria		Yes/No	Points
Complete Streets	Adding complete streets elements		10
	Maintaining complete streets elements		5
Green Infrastructure	Adding green infrastructure elements		10
	Maintaining green infrastructure elements		5

PARTNERSHIP

0-6 points

Project sponsor is working in partnership with another agency, including townships, transit agencies, other municipalities, the County, or others. To receive points, the partnering sponsor must be a financial partner.

Partnership	Municipality, township, transit agency, County or other is a financial partner for this project.		
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CMAP COMMUNITY COHORTS

0-6 points

CMAP Community Cohorts evaluate need based on the following factors: population, median household income, tax base per capita, and percent of population located in an economically disconnected or disinvested area (EDA). Below are the Cohorts for MCCOM Members. See here for more information: [CMAP Community Cohorts Table](#). There is an additional component for population.

CMAP Community Cohorts	Cohort	Population	Points
	1	More than 8,000	0
	1	Fewer than 8,000	1
	2	More than 8,000	2
	2	Fewer than 8,000	3
	3	More than 8,000	4
	3	Fewer than 8,000	5
	4	More than 8,000	6
4	Fewer than 8,000	6	

Cohort	Population	Points

Municipality	Cohort	Population
Algonquin	1	30,897
Barrington Hills	1	4,190
Bull Valley	2	1,084
Cary	1	18,067
Crystal Lake	1	39,829
Fox River Grove	2	4,573
Greenwood	2	226
Harvard	4	9,060
Hebron	4	1,183
Holiday Hills	4	579
Huntley	1	27,228
Johnsburg	1	6,368
Lake in the Hills	1	28,634
Lakemoor	2	5,967
Lakewood	1	4,001

Municipality	Cohort	Population
Marengo	3	7,437
McCullom Lake	4	1,008
McHenry	1	27,061
Oakwood Hills	2	2,028
Port Barrington	2	1,488
Prairie Grove	1	1,931
Richmond	3	1,917
Ringwood	2	813
Spring Grove	1	5,706
Trout Valley	2	513
Union	2	553
Wonder Lake	2	3,882
Woodstock	2	25,240
McHenry County	1	307,774

PROJECT SCORING Resurfacing Projects

TRAFFIC VOLUME

15 points maximum

Please use IDOT's [Getting Around Illinois](#) map for AADT and fill it in below. **For projects with multiple segments or intersection projects, please attach a file with the weighted average for each segment for the whole project.** See below for an example.

Points are determined by the following equations: Two lane roads will be calculated by taking the **AADT/1000**
 Four lane roads will be calculated by taking the **AADT/2000**

	Beginning Station	End Station	Length (miles)	AADT	Length*AADT	
SAMPLE Traffic Volume	0.0	1.4	1.4	5000	7000	
	1.4	1.6	0.2	5200	1040	
	1.6	2	0.4	4800	1920	
	2	2.5	0.5	4900	2450	
	Sum			2.5		12410
	Total					4964
	Score (2 lane)					4.96

Traffic Volume (AADT)	
-----------------------	--

PAVEMENT CONDITION

0-25 points

No alternative data will be allowed. Please use [CMAP's Pavement Condition Index data](#). Submit using the table below as an example. Provide this in the form of attached PDF or Excel file. For projects that Email the Planning Liaison if the information is needed.

Scoring Criteria		Points
Pavement Condition Index	Fair (26-55)	25
	Good (56-65)	17
	Poor (11-25)	9
	Excellent (65-100)	0
	Ineligible (0-10)	--

Sample Pavement Condition calculation:

	Beginning Station	End Station	Length (miles)	PCI	Length*PCI	
Pavement Condition	0.0	1.4	1.4	50	70	
	1.4	1.6	0.2	60	12	
	1.6	2	0.4	30	12	
	2	2.5	0.5	40	20	
	Total			2.5		114
	Score					45.6

SAFETY

0-12 points

Please indicate which countermeasures will be part of the project. Score will be determined by the highest CRF.

Scoring Criteria			Points
Crash Reduction Factor	Restriping	Adding New Striping (not re-striping)	4
	Signage	30-39%	4
		20-29%	2
		10-19%	1
		Under 10%	0
	Other Measures	25-30%	4
		20-24%	2
		15-19%	1
		Under 15%	0

Category	Subcategory	Countermeasure	Yes/No
Intersections	Improve Signal Placement Visibility	Add ADA improvements	
		Improve pedestrian crossing-other	
		Change crosswalk striping width	
	Stop Control	Raised median for left turn at 4-way stop	
		Install median on the minor approach of an unsignalized 3-leg intersection	
		Install left turn lane (4-leg intersection) Minor stop	
		Convert to all-way stop control (from 2-way or yield control)	
		Install 2-way stop controlled intersections at uncontrolled intersections	
		Minor stop add right turn lane on one approach minor-stop rural/urban	
		Minor stop add right turn lane on both approach minor-stop rural/urban	
		Stop Control	Replace left turns with right turn/U-turn combination
	Provide flashing beacons at stop controlled intersections		
	2-way stop only: add left turn lane on both approach major road		
	All stop/minor stop add left turn lane on one approach major road		
	Install/upgrade larger or additional stop signs or other intersections warnings/regulatory signs		
	Signing-install advance street name signs		
	Simplified information- sign reduction		
	Install/upgrade signs with new fluorescent sheeting (regulatory or warning)		
	Divert traffic from high pedestrian areas		

Category	Subcategory	Countermeasure	Yes/No
Road Segments	Medians	Install steel median barrier multi-divided - 4-8 lanes	
		Median treatments -provide a raised median- 2 lane at location with access issues	
		Median treatments - provide a raised median multi- undivided at location with access issues	
		Significantly improve median	
		General-install median	
		Add glare screen in median	
	General	Add bike lane	
		Improve bike lane	
		Add sidewalk	
		Improve access management	
		Install pedestrian bump-outs/curb extensions	
		Install centerline rumble strips/stripes	
		Install edge line rumble strips/stripes	
		Install edge lines and centerlines (much improved where high crash area) or increase 4 to 6 in.	
		Install dynamic/variable speed automated dynamic speed feedback warning signs	
		Install delineators, reflectors, and/or object markers	
		Curves- install advance curve speed/warning signs	
		Install chevron sign on horizontal curves	
		Increased pavement friction - safety improved where applied	
		Install curve advance warning signs (flashing beacon)	
		Signing-install advance street name signs	
		Reduce driveway density by 5 driveways per mile*urban (factor up to 20)	
		Install lighting on a roadway segment	
		Install steel guardrail barrier	
		Install cable barrier in median	
		Install crash cushions	
		Install concrete guardrail barrier	

Category	Subcategory	Countermeasure	Yes/No
Road Segments	Shoulder Improvements	Add shoulder where not provided (0-4")	
		Add shoulder where not provided (4" or greater)	
		Pave existing shoulder	
		Prohibit on-street parking	
		Flatten sideslopes	
		Install guardrail	
		Apply smart edge	
	Change Lane Width	Widen lanes 11 to 12 feet	
		Widen lanes 10 to 11 feet	
		Widen lanes 10 to 12 feet	
		Add lanes by narrowing existing lanes - 6 lane freeway	
		Add lanes by narrowing existing lanes - multi-lane 4 lanes	
	Convert 2 lane roadway to 4 lane divided roadway		

PROJECT READINESS

0-16 points

Indicate the last achieved milestone from the list below. Please provide the appropriate attachment for that milestone. The only attachment required is the one for the milestone indicated; no attachments are required for any previous milestones. Example: if Design Approval has been received, sponsor does not need to submit the required attachment for Phase I contract execution. **For project sponsors doing engineering without a consultant, please provide an attachment showing engineering is being done in house.** Email the Planning Liaison for more information.

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Status	Points

PLANNING MEASURES

0-20 points

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0-6 points

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SURFACE TRANSPORTATION PROGRAM GUIDEBOOK AND METHODOLOGY

Adopted: 7/15/2021

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- Project Type Eligibility
- STP-L on State Roads
- Local Match Ratio
- Federal Funding Cap
- Cap of the Number of STP Funded Projects
- Assistance for Disadvantaged Communities

Program Development

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- Contingency Program
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Active Program Management

- CMAP Active Program Management Policies
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- Designated Project Managers
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- Active Reprogramming
- Cost Increase Limitations
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Resurfacing Methodology

MCHENRY COUNTY COUNCIL OF MAYORS MEMBERSHIP

The Village of Algonquin

The Village of Lakewood

The Village of Barrington Hills

The City of Marengo

The Village of Bull Valley

The Village of McCullom Lake

The Village of Cary

The City of McHenry

The City of Crystal Lake

The Village of Oakwood Hills

The Village of Fox River Grove

The Village of Port Barrington

The Village of Greenwood

The Village of Prairie Grove

The City of Harvard

The Village of Richmond

The Village of Hebron

The Village of Ringwood

The Village of Holiday Hills

The Village of Spring Grove

The Village of Huntley

The Village of Trout Valley

The Village of Johnsburg

The Village of Union

The Village of Lake in the Hills

The Village of Wonder Lake

The Village of Lakemoor

The City of Woodstock

The County of McHenry

QUICK REFERENCE FACT SHEET

This is a quick reference sheet for the policies located in this guidebook. Not all the information in this guidebook is located on this sheet. All the information here links to its location in the guidebook. **Please review the entire document before submitting an application.**

Call for Projects period: January 2022 - March 2022 (when applications are submitted)

Maximum federal award: \$1,500,000 for all phases combined

Eligible phases	Federal/local ratio
Phase I (resurfacing only)	50/50
Phase II	50/50
Construction/CE	80/20

Number of funded projects allowed: 1 per project sponsor

Active program: projects with at least one phase with federal funding

Contingency program: projects without federal funding but eligible to receive federal funds if they become available

Active Program Management: policies put forward by CMAP (in conjunction with IDOT and FHWA) that outline the requirements for reporting and programming of STP-L funds.

Obligation deadlines: money must be awarded in the Federal Fiscal Year in which it is programmed - by September 30 - unless an extension is requested and granted.

Quarterly Status Updates: due each quarter (December, March, June, September). Required for project management and tracking.

Applications can be submitted to: planningliaison@mchenrycountyil.gov

MCCOM SURFACE TRANSPORTATION PROGRAM (STP-L) GUIDEBOOK

Approved: 7/15/2021

IMPLEMENTATION POLICY AND REQUIREMENTS

ELIGIBILITY

Projects must be located on federally eligible roadways. This is determined using the [functional classification](#) of a roadway. The route must be federally eligible by the time of application to be considered for STP-L funding. Routes that are eligible are those classified as:

- Principal or Minor Arterials
- Major or Minor Collectors

PROJECT TYPE ELIGIBILITY

Table 1

Eligible Project Types	
Roadway and Intersections	Resurfacing
Intersection Channelization	Local Agency Functional Overlay (LAFO)
Roadway Widening	Local Agency Structural Overlay (LASO)
New Roadway Construction	Resurfacing
Roadway Reconstruction	
Traffic Signals, Modifications, and/or Modernization	
Modern Roundabout (including mini roundabouts)	

STP-L ON STATE ROADS

The primary purpose of the STP program is to improve municipal and County roads. However, a municipality or the County may choose to sponsor and apply for STP funding for an intersection project that includes a State road. Only intersection projects will be considered in this manner.

LOCAL MATCH RATIO

Table 2

Phase	Ratio	Notes
Phase I (E1)	50/50	Phase I only eligible for <u>resurfacing projects</u>
Phase II (E2)	50/50	Phase II eligible for <u>all project types</u>
ROW	Not eligible	ROW <u>not eligible</u> for any project types
Construction/CE	80/20	

FEDERAL FUNDING CAP

The maximum federal STP funding obligated for any one project shall be no more than \$1,500,000.00, inclusive of all phases.

CAP ON THE NUMBER OF STP-FUNDED PROJECTS

During each call for projects, MCCOM members may submit applications for any number of STP-funded projects. However, each municipal sponsor will be limited to no more than one (1) awarded project to be included in the active program during each call for projects. Projects spanning across multiple jurisdictions must identify a lead sponsoring agency. This lead sponsor shall consider that project their only project awarded during that call.

ASSISTANCE FOR DISADVANTAGED COMMUNITIES

Federal law allows states to accrue Transportation Development Credits for Highways (TDCHs), also known as “Toll Credits”, when capital investments are made on federally approved tolled facilities. TDCHs can be used in place of the 20 percent local match. MCCOM member municipalities within the highest need group (Cohort 4), as defined by CMAP, are permitted to utilize TDCHs to reduce their local match for STP-L to only 10 percent (90 percent federal). Eligibility is determined at the time of application for STP funds.

For Cohort 4 communities, all phases are eligible for the use of TDCHs, excluding ROW. Eligibility for TDCHs does not guarantee that the project will be selected for STP-L funding or that IDOT will ultimately approve the use of TDCHs for that project. MCCOM will follow both CMAP’s and IDOT’s policies. See Cohort table on Page 14 for a table of Cohorts and communities.

PROGRAM DEVELOPMENT

PROJECT PROPOSALS

Project sponsor must be a member of the McHenry County Council of Mayors to apply for a project. Any member may propose a project, but the following requirements must be met:

- The project is on an STP eligible route and has logical termini. Eligibility and termini will be determined by MCCOM and concurred by IDOT, in accordance with FHWA requirements.
- The project is an STP eligible project type as specified in both the MCCOM project list and current federal transportation bill.
- The project sponsor(s) must be able to fund the local match and adopt a resolution or ordinance. Any multi-jurisdictional projects must identify which municipality will be responsible for each component or phase of the project.
- The project sponsor must be a member of MCCOM. Any other agencies that wish to apply for a project must have an MCCOM member as a co-sponsor. This includes Township Road Districts, transit agencies, or other agencies in McHenry County.
- The project sponsor must complete an application and submit for consideration during the Call for Projects period.

PROJECT SUBMITTALS

Submittals for the STP-L program may only be made in response to a specific call for projects announced by the Council. Council calls will be held in even numbered years beginning in 2020.

PROJECT APPLICATIONS

All applications will be submitted electronically via email to: planningliaison@mchenrycountyil.gov and will be reviewed by the Planning Liaison. Incomplete or late applications will not be accepted.

PROJECT EVALUATION PROCESS

Once the Call for Projects has closed and all applications have been received, the evaluation process will begin. Projects will be ranked by the Planning Liaison using the scoring system on pages 16-17. The recommended program of projects and contingency program will be released for the Council's review and approval. The program will go through a 30 day public comment period, after which it will go to the Council for approval. After approval, the projects will be entered into the Transportation Improvement Program (TIP), where it will be approved by the CMAP Transportation Committee, then the MPO Policy Committee in October.

VARIANCE PROCESS

The project selection methodology is used in the selection of project to be included in the Council's Five-Year Program. However, if a sponsor would like the Council to consider a project for reasons beyond those listed in the ranking system, the Council may consider and approve the project on a case-by-case basis, but the project will be subject to the same project selection methodology as all other projects. This process shall only be used during an active call for projects. This process cannot be in conflict with CMAP's Active Program Management Policies and STP agreement.

ADOPTION OF PROGRAM

The regularly scheduled Council meetings shall vote on any updates to the Council's 5-Year fiscally constrained STP Program.

CONTINGENCY PROGRAM

Projects that did not rank into the Council's Active Program in the most recent call cycle will be included in a contingency list. Contingency projects will remain in the council's program until the next call for projects in the following even year. Active projects may also be reprogrammed into the contingency list, either voluntarily or due to missing an obligation deadline. In such a case, those projects must reapply in the next Call for Projects.

FUNDING AVAILABILITY

Funding for projects is contingent on the federal program being authorized and appropriated.

ACTIVE PROGRAM MANAGEMENT

CMAP ACTIVE PROGRAM MANAGEMENT POLICIES

All sponsors participating in the STP federal funding process through the McHenry County Council of Mayors will be subject to the policies and procedures detailed in the Chicago Metropolitan Agency for Planning's Active Program Management Policies (APM). In the event that updates are made by CMAP to the APM policies and are in conflict with MCCOM's Surface Transportation Program Guidebook, APM will override MCCOM's STP Guidebook.

TRAINING

Understanding the STP and federal process and requirements leads to successful completion of projects. An understanding of the process and project implementation leads to realistic timelines and expectations. Project sponsors that have projects recommended for inclusion in either the Active or Contingency Programs will be **required** to attend an STP workshop prior to the formal adoption of the program.

DESIGNATED PROJECT MANAGERS

Upon inclusion in either the Active or Contingency Programs, each project sponsor shall designate a Technical Project Manager as well as a Financial Project Manager for communication.

A Technical Project Manager that will be responsible for overseeing the implementation of the project, managing any consultants involved in the project, ensuring that all federal, state, and local requirements are met and, in conjunction with the Financial Project Manager, ensuring that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.

A Financial Project Manager that will be responsible for ensuring that any required local matching funds are included in the sponsor agency budget in the appropriate fiscal year(s) in which federal obligation and/or project expenditures will occur, and, in conjunction with the Technical Project Manager, that the required agreements between the sponsor agency and IDOT are approved and executed in an appropriate and timely manner.

The Technical Project Manager and Financial Project Manager generally should not be the same person, unless the Technical Project Manager has a direct role in developing the sponsor's budget and/or securing local funding. For each project phase utilizing consulting services, a Consultant Project Manager must also be designated.

The project managers must be reported to the Planning Liaison and should also be documented in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as soon as possible. These managers should be familiar with the federally funded project implementation process and are strongly encouraged to take advantage of training opportunities.

Required project status updates described below may only be submitted by one of these managers, and all managers are jointly responsible for the content and timely submittal of updates. Correspondence from the MCCOM and/or CMAP regarding project status, upcoming programming deadlines, or any other information regarding the programming status of projects will be sent to each of these managers. Correspondence from the MCCOM and/or CMAP regarding the technical details of projects may be sent only to the Technical Project Manager and/or Consultant Project Manager, as appropriate.

QUARTERLY STATUS UPDATES

Quarterly status updates must be submitted by one of the designated project managers. These updates are required to be submitted any day within each month of December, March, June, and September. Updates cannot be submitted early or late and still be considered official. Status updates must be sent even if there was no change to the project status. Consequences for not providing quarterly updates in a timely manner are shown below in Table 1.

Table 3

Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program. Funds programmed in the CMAP TIP for these phases will be moved to "MYB", and a formal TIP amendment will be required to reinstate these phases.
Projects with any phase(s) programmed in an out year (years 2-5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will not be placed in the contingency program, and must re-apply for funding during the next Call for Projects
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next Call for Projects

OBLIGATION DEADLINES

Any project phase programmed in the current Federal Fiscal Year (FFY) on or after the first day of that FFY (October 1) is required to fully obligate the programmed federal funds prior to the end of that FFY (September 30). A project phase is considered to be obligated if federal funds have been authorized as “current” or “Advance Construction (AC)” in FHWA’s FMIS database. The entire phase must be obligated, up to the programmed amount or the final engineer’s estimate, whichever is less, to be considered fully funded. “Staged” construction, or “combined” engineering phases are not considered fully obligated until all stages/phases under a single State Job or Federal Project Number are fully obligated. Table 4 describes the action(s) necessary to obligate each federally funded phase, and the milestone deadlines that should be met to meet the obligation requirement.

Table 4

Federally Funded Phase	Federal Obligation Action	Milestone(s)	Milestone Deadline
Phase I Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase 1 QBS* completed	1. Before submitting draft agreements
		2. Draft agreements submitted to IDOT (3-6 month review)	2. June 30 (approx.)
Phase II Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase II QBS completed	1. Before submitting draft agreements
		2. Phase I Design Approval (DA) received	2. Before submitting draft agreements
		3. Draft agreements submitted to IDOT	3. April 30 (approx.)
Construction (state let)	Execution of Local Agency Agreement (Approx. 6 weeks prior to letting)	1. Phase 2 pre-final plans submitted	1. Date specified on the IDOT Region 1 Letting Schedule for the November state letting (typically early-June)

MILESTONE EXTENSIONS

After the March status update, if project milestones are not anticipated to be achieved, the project sponsor may by April 15th:

1. Request a one-time, six-month extension of the phase obligation deadline.
 - For Phase 1 Engineering, Phase 2 Engineering, the extended deadline will be March 30th of the following calendar year.
 - For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.
 - If the end of the six-month extension has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before August 1st of the prior year in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. An additional extension will be to June 30 for engineering and ROW phases, and the federal authorization date for the August state letting for construction/construction engineering phases.
2. Request the current phase and all subsequent phases be immediately removed from the active program and placed in the contingency program to make the phase available for active reprogramming. If not moved back into the active program for the next call for projects, the sponsor must reapply for funding consideration.
3. Proceed at your own risk. If the programmed funds are not obligated as of September 30, the programmed phase and all subsequent phases will be removed from the active program and will not be added to the contingency program. Programmed funds will not be carried over or available for reprogramming and will be permanently removed from the Council's programming mark. The sponsor would then need to reapply during the next call for projects.

Following the March status update, and other requests for extensions, sponsors of project phases included in the contingency program that have indicated potential for current year obligation of funds will be notified of the possible availability of funding and will be encouraged to take necessary actions to prepare for obligation of funds between June and October.

In the event that a project included in the Active Program has not started phase 1 engineering (or equivalent) since the prior call for projects, whether that phase is to be federally or locally funded, that project must re-apply in the next call, except if:

- The project is for pavement preservation techniques that were selected and programmed in out years to align with the sponsor/sub-regional/regional pavement management system recommendations; or
- STP funded phase 1 engineering was programmed in an out year during a prior CFP.

ACTIVE REPROGRAMMING

If a project sponsor can demonstrate timely implementation of a project; that project sponsor may request unobligated Council funds below the threshold of fiscal constraint for that Federal Fiscal Year. Active Reprogramming can be used for:

- Cost changes for current FFY phases that are expected to meet the obligation deadline
- Accelerating phases programmed in out years of the active program that are ready to obligate in the current FFY.
- Accelerating phases included in the contingency program that are ready to obligate in the current FFY
- Cost changes for already obligated phases

In the case of moving a project from the contingency list to the active list, a request must be made by the project sponsor to the Planning Liaison. Project moved from the contingency list to the active program must be approved by a simple majority of the Council.

COST INCREASE LIMITATIONS

Projects at the Council's \$1,500,000.00 cap are not eligible for a cost increase. Projects below the federal funding cap are eligible for a cost increase of up to ten percent (10%) of the original STP programmed amount, subject to the MCCOM's federal funding cap and the availability of additional STP funds. Any cost increase above 10% of the originally programmed STP amount will be the responsibility of the local sponsor. Cost increases cannot be guaranteed. Project phases on the Contingency lists are eligible for cost increases. For project phases programmed in the first two years of the Council's active program, cost increases can only be granted for project phases in the current fiscal year that are ready for obligation. Projects that are in the last three years of the Council's active program can request cost increases only during a regularly scheduled call for projects.

CURRENT YEAR COST INCREASES

Cost increases in the current federal fiscal year are subject to the availability of funding through active reprogramming and the STP shared fund and cannot be guaranteed. If the Council has the available funding at the time of the request, additional funds will be granted up to the maximum funding limitation. To be eligible for a cost increase for:

- Phase II Engineering in the current federal fiscal year, the project sponsor must submit draft Phase II engineering agreements to Council Staff by April 30th of the current year.
- Construction or Phase III Engineering in the current federal fiscal year, Pre-Final Plans must be submitted to IDOT in accordance with the published Bureau of Local Roads and Streets Letting Schedule to make the September bid letting.

If MCCOM funds are available due to active reprogramming, cost increases will be funded in the order they were received until MCCOM funds are expended or the requests are exhausted. If or when MCCOM funds are exhausted, cost increases will be requested from CMAP through the STP Shared Fund. If additional funds are not available from either the MCCOM Program or the STP Shared Fund to accommodate a cost increase, the project sponsor must notify MCCOM how they wish to proceed by June 1st. The options for sponsors are:

- Delay the project phase; and actively reprogram it to await additional federal funding;
or
- Keep the project in the current year and fund the increased project cost with local funds

BUDGET INTEGRITY

The annual and multi-year budgetary constraints shall always be maintained, based on the projected available funding levels provided by CMAP.

MCHENRY COUNTY HIGH NEED COMMUNITIES

For the purpose of this methodology, the 17 McHenry County municipalities in Cohorts 2, 3, and 4 are considered to be “high need communities” (see Table 5 below). High need communities are identified by CMAP on an annual basis and are those with a lower tax base, lower median household income, and lower tax base per capita. For this reason, high need communities will receive Cohort points on STP-L project applications based on the community Cohort to which they belong. If two communities partner on single project application their Cohort points will be determined by averaging the Cohort points for each partnering municipality.

Table 5

CMAP Community Cohorts			
Cohort 1	Cohort 2	Cohort 3	Cohort 4 (eligible for TDCHs)
Algonquin	Bull Valley	Marengo	Harvard
Barrington Hills	Fox River Grove	Richmond	Hebron
Cary	Greenwood		Holiday Hills
Crystal Lake	Lakemoor		McCullom Lake
Huntley	Oakwood Hills		
Johnsburg	Port Barrington		
Lake in the Hills	Ringwood		
Lakewood	Trout Valley		
McHenry	Union		
Prairie Grove	Wonder Lake		
Spring Grove	Woodstock		

Cohort points will be awarded based on the following scale:

Cohort 1	Population greater than 8,000	0 points
Cohort 1	Population less than 8,000	1 points
Cohort 2	Population greater than 8,000	2 points
Cohort 2	Population less than 8,000	3 points
Cohort 3	Population greater than 8,000	4 points
Cohort 3	Population less than 8,000	5 points
Cohort 4	Population greater than 8,000	6 points
Cohort 4	Population less than 8,000	6 points

ROADWAY AND INTERSECTION SCORING

Scoring Criteria			Points
Traffic Volume	2 lane road: ADT/1000=Points	4 lane road: ADT/4000=Points	15 points maximum
Pavement Condition	Poor	0-45	13
	Fair	46-60	9
Pavement Condition Index	Satisfactory	61-75	5
	Excellent	76-100	0
	New alignment		5
Safety Crash Reduction Factor	50% or greater		20
	40-49%		15
	30-39%		10
	20-29%		7
	10-19%		3
	Under 10%		0
Project Readiness	Pre-final plans ready to submit to IDOT		20
	Phase II contract executed		16
	Design Approval received		12
	Draft PDR submitted to IDOT		8
	Phase I contract executed		4
	Project scoping		0
Planning Measures	Complete Streets	Adding Complete Streets elements	10
		Maintaining Complete Streets elements	5
	Green Infrastructure	Adding Green Infrastructure elements	10
		Maintaining Green Infrastructure elements	5
Partnership	Municipality, township, transit agency, County or other is a financial partner for this project.		6
CMAP Community Cohorts	Cohort 1	Population more than 8,000	0
	Cohort 1	Population fewer than 8,000	1
	Cohort 2	Population more than 8,000	2
	Cohort 2	Population fewer than 8,000	3
	Cohort 3	Population more than 8,000	4
	Cohort 3	Population fewer than 8,000	5
	Cohort 4	Population more than 8,000	6
	Cohort 4	Population fewer than 8,000	6

RESURFACING SCORING

Scoring Criteria			Points
Traffic Volume	2 lane road: ADT/1000=Points	4 lane road: ADT/4000=Points	15 points maximum
Pavement Condition Index	Fair	26-55	25
	Good	56-65	17
	Poor	11-25	9
	Excellent	65-100	0
	Ineligible	0-10	--
Safety Crash Reduction Factor	Restriping	Adding New Striping (not re-striping)	4
	Signage	30-39%	4
		20-29%	2
		10-19%	1
		Under 10%	0
	Other Measures	25-30%	4
		20-24%	2
		15-19%	1
Under 15%		0	
Project Readiness	Pre-final plans ready to submit to IDOT		16
	Phase II contract executed		13
	Design Approval received		9
	Draft PDR submitted to IDOT		6
	Phase I contract executed		3
	Project scoping		0
Planning Measures	Complete Streets	Adding Complete Streets elements	10
		Maintaining Complete Streets elements	5
	Green Infrastructure	Adding Green Infrastructure elements	10
		Maintaining Green Infrastructure elements	5
Partnership	Municipality, township, transit agency, County or other is a financial partner for this project.		6
CMAP Community Cohorts	Cohort 1	Population more than 8,000	0
	Cohort 1	Population fewer than 8,000	1
	Cohort 2	Population more than 8,000	2
	Cohort 2	Population fewer than 8,000	3
	Cohort 3	Population more than 8,000	4
	Cohort 3	Population fewer than 8,000	5
	Cohort 4	Population more than 8,000	6
	Cohort 4	Population fewer than 8,000	6



THE MCHENRY COUNTY

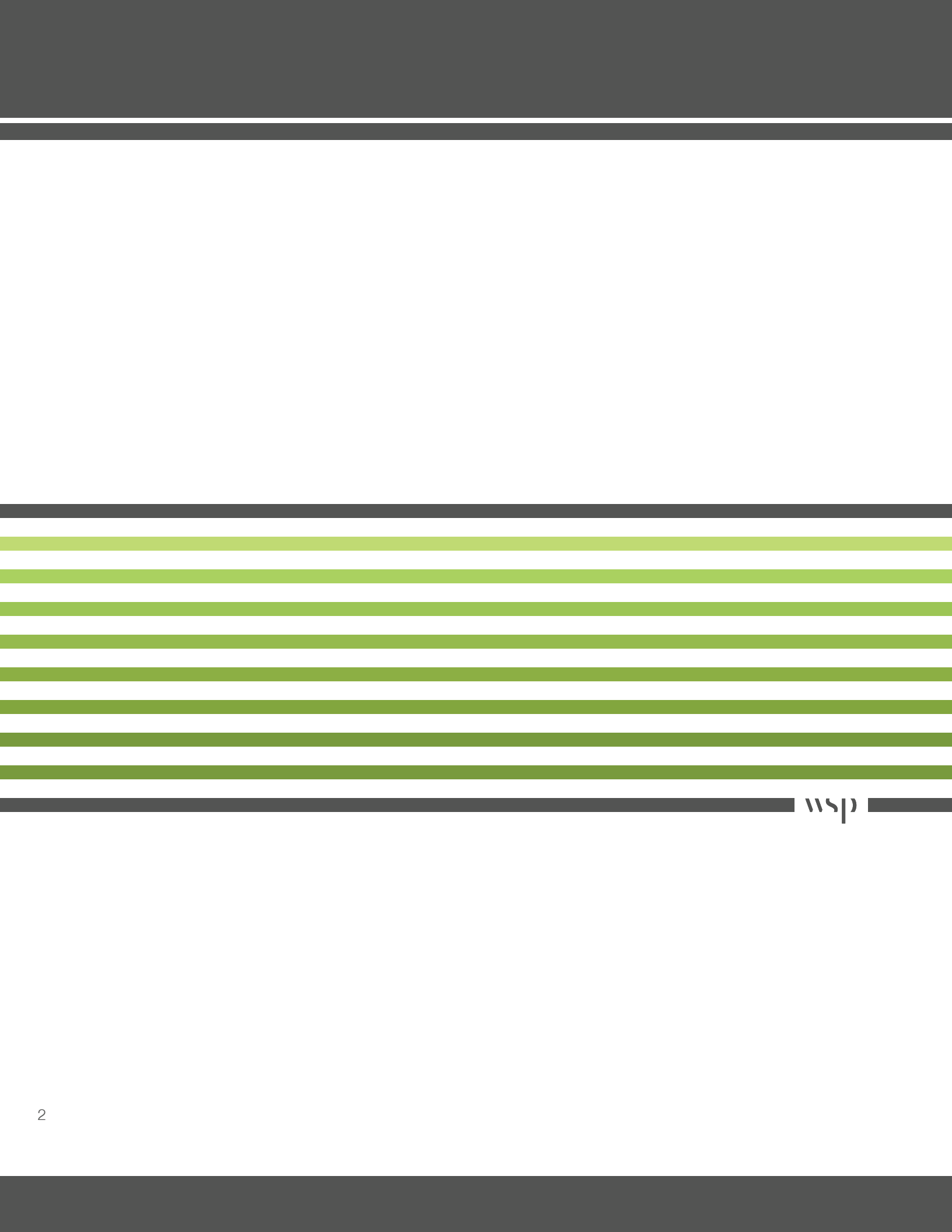
CONNECTION

A PEDESTRIAN BICYCLE AND TRAILS MASTER PLAN

PREPARED BY:



PREPARED FOR:
McHenry County
Council of Mayors



THE MCHENRY COUNTY
CONNECTION
 A PEDESTRIAN, BICYCLE, AND TRAILS MASTER PLAN

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PREPARED FOR:
 McHenry County
 Council of Mayors

Acknowledgements

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- > Jon Paul Dipla / Transportation Planning Manager
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- > Emily Daucher / Former Planning Liaison

Consultant

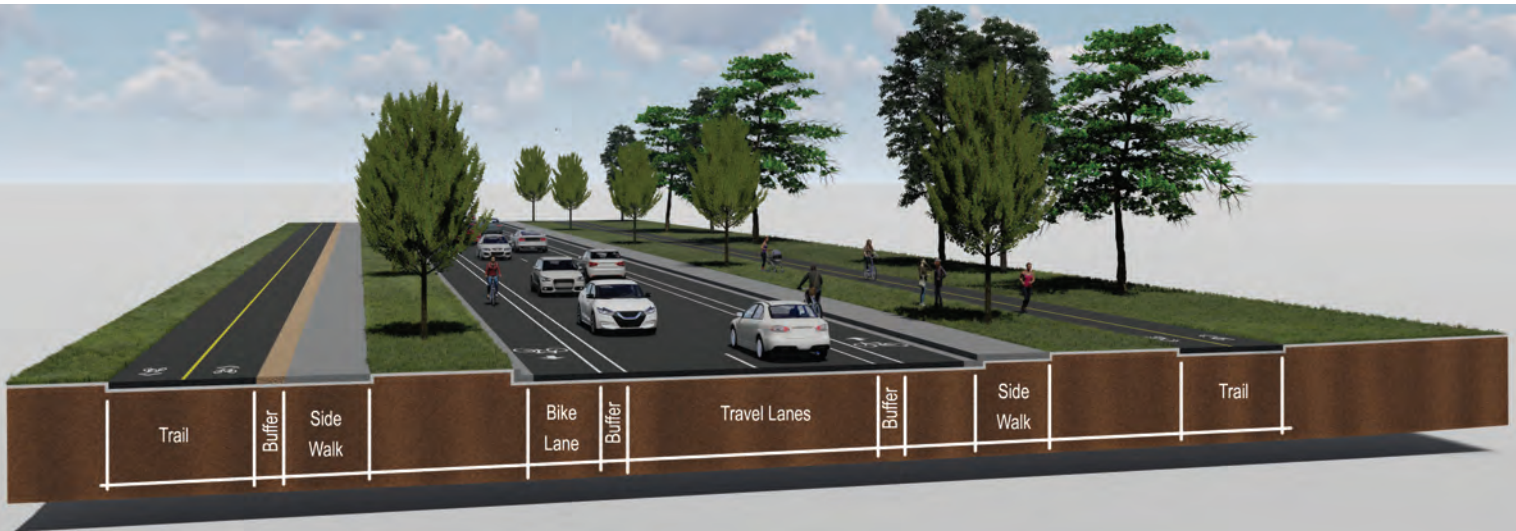
- > Jennifer Pangborn / Project Manager
- > Bryan Robinson / Deputy Project Manager
- > Charlie Romanow / Urban Planner
- > Adam Miliszewski / Urban Planner

Steering Committee

- > Active Transportation Alliance
- > City of Harvard
- > City of McHenry
- > CMAP
- > Consultant
- > Heartland Realtor Organization
- > McHenry County Bicycle Advocates
- > McHenry County College
- > McHenry County Conservation District
- > McHenry County Department of Public Health
- > McHenry County Planning & Development
- > McHenry County Division of Transportation
- > Northwestern Medicine
- > Ride Illinois
- > Village of Bull Valley
- > Village of Cary
- > Village of Johnsburg
- > Village of Lakewood
- > Village of Spring Grove
- > Visit McHenry County

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0.0 EXECUTIVE SUMMARY



Proposed urban corridor with on-street separated bike facilities, sidewalks, and separated trail facilities.

Overview

The McHenry County Connection Pedestrian, Bicycle and Trails Master Plan provides a framework for improving biking and walking infrastructure in McHenry County. This includes biking and walking for commuting to work and school, recreation, and all discretionary trips such as shopping or socializing.

The plan provides a guiding document for the McHenry County Council of Mayors and its partner jurisdictions to develop biking and walking infrastructure over the next several decades. Through a thorough analysis of existing conditions and datasets and inclusion of stakeholders throughout the planning process, a comprehensive set of infrastructure, policy and maintenance recommendations were developed to set a path for McHenry County and its partners in pursuit of improving biking and walking conditions for all roadway users.

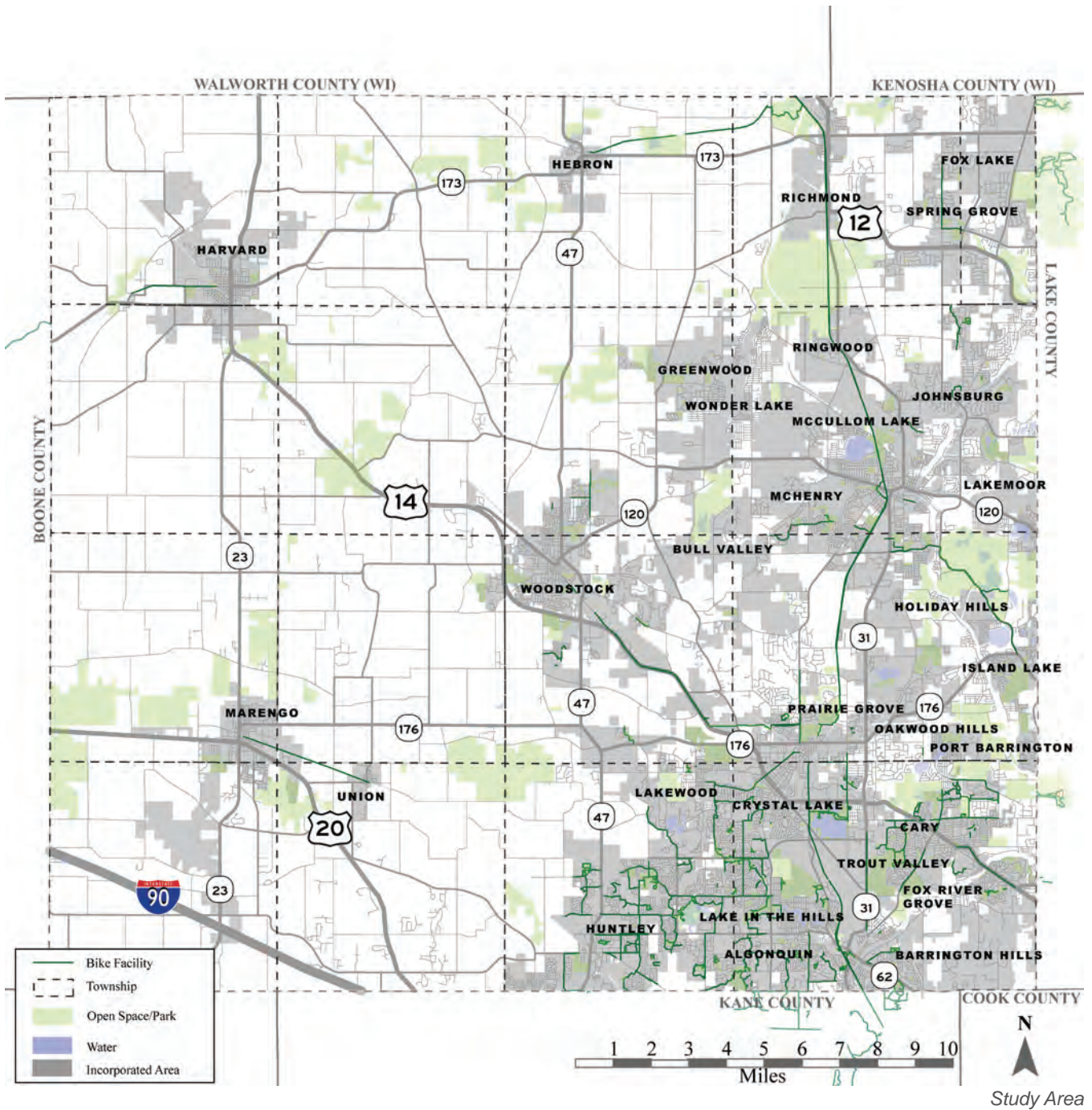
A visioning and goal-setting exercise was undertaken early in the process with the public and the project's advisory committee providing a basis for which further analysis and recommendation concepts were developed while assuring the Plan meets the County and stakeholder's needs.



Walkers in Glacial Park

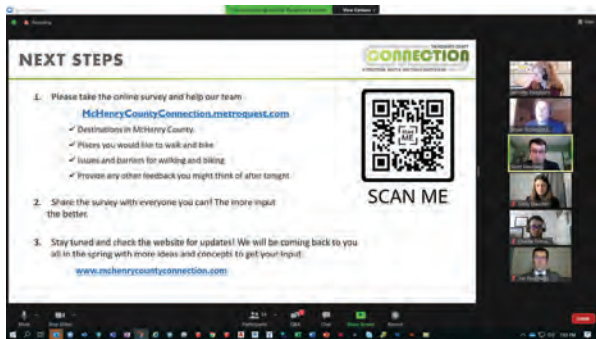


Public Preference for Protected Bike Lanes



Study Area

The Study Area includes the 307,789 people living in McHenry County, the 96,222 people employed in the County, the 17 townships, 28 incorporated areas, and expansive unincorporated areas of the County as well as all others who pass through the County’s 611 square miles. The area includes a diverse array of communities including rural centers to the west, and sprawling suburban communities in the east with Woodstock, the county seat located in the geographic center.



Screenshot from Public Meeting



Recommendations Concepts

Planning Process

and consistent public engagement is necessary for the success of any planning project. Guidance, direction and feedback from stakeholders allows for an outreach process, set of recommendations, and report with maximal support from the community. Public engagement also leads to a plan that truly represents the interests and needs of those most impacted.

- An advisory committee composed of representatives from the McHenry County Council of Mayor’s partner municipalities, and regional and stakeholders helped guide the planning process throughout, providing valuable feedback at each step and assisting with engaging a larger audience.
- Two virtual public meetings provided a forum to share updates on the project and elicit feedback while the project website provided a means for stakeholders to stay involved throughout the project’s span.
- Two surveys linked on the project website obtained thousands of data points concerning stakeholders active transportation habits and needs as well as ideas and responses to preliminary recommendations.
- Several focus groups supplemented these by providing focused input concerning locations and topics.

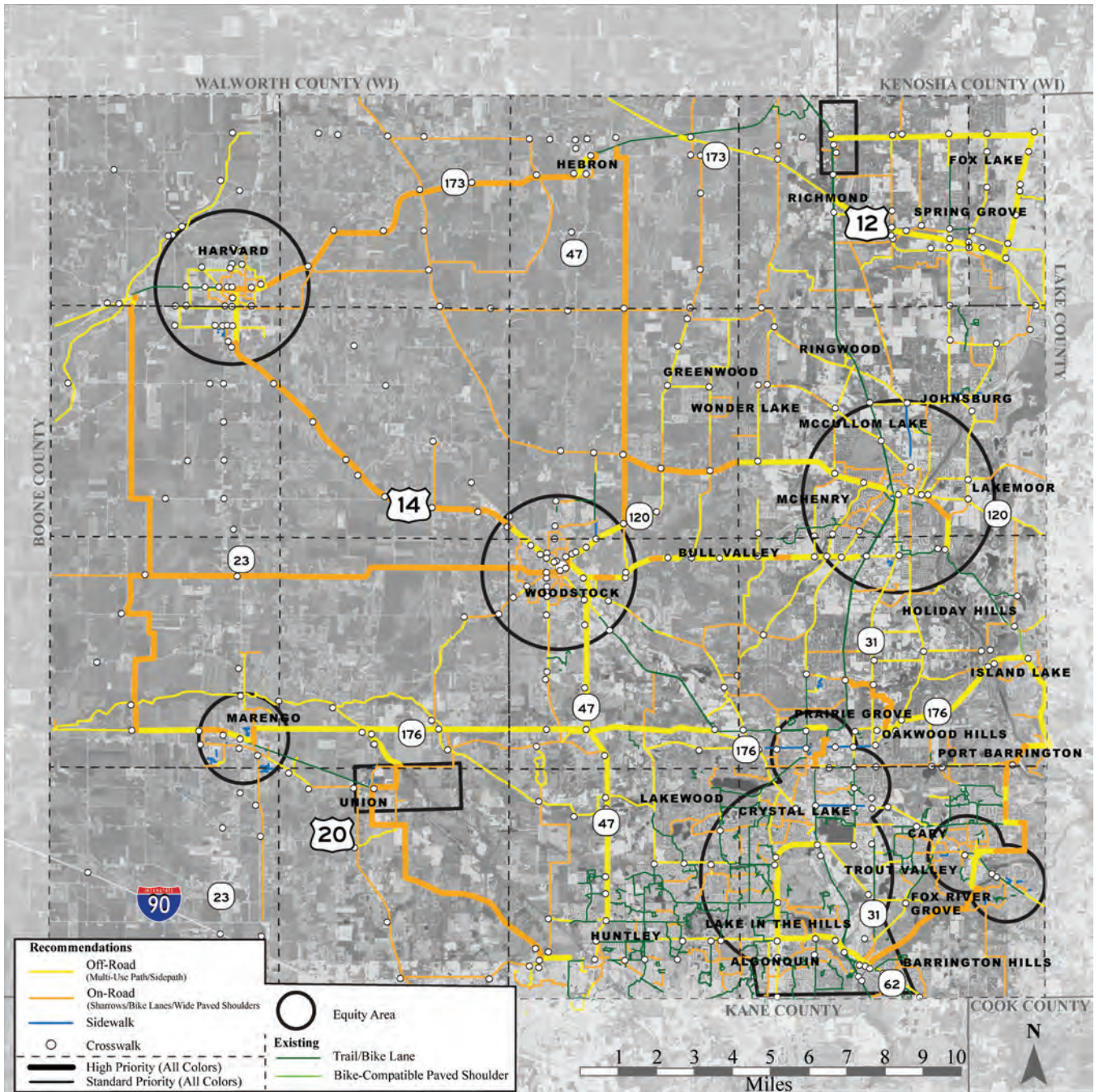
Vision & Goals

A visioning and goal-setting process was undertaken early in the planning process to assure the project’s direction matched the interests and desires of residents and stakeholders. The vision statement below succinctly the County’s interest in providing adequate facilities for all roadway users across all purposes of trip:

“The McHenry County Connection aspires to establish a safe regional active transportation network that will build community equity, provide access for all pedestrians and cyclists, and support commuting, recreation, and tourism.”

The six goals, each with a one-word theme, support the aforementioned vision statement:

- > **People:** Building Community & Equity around the multi-modal transportation system
- > **Routes:** Increasing Connectivity & Safety throughout communities and neighborhoods
- > **Wayfinding:** Promoting the Economy & Tourism of the natural and built environment
- > **Programming:** Improving Health & Education of users and groups of all ages and abilities
- > **Facilities:** Embracing Sustainability & Design on future implementation projects
- > **Operations:** Simplifying Management & Maintenance of system assets



Recommended Facilities

Master Plan Framework

This master plan includes policy, programming, operations, maintenance and infrastructure recommendations aimed at building and sustaining a strong biking and walking network in McHenry County.

Identifying the location of infrastructure recommendations built of the existing conditions and systems analysis processes, assuring the ultimate plan factored in past studies, trends, and recommendations. This process, and consideration of best practices, assures a plan that the County's many communities.

0.0 EXECUTIVE SUMMARY



Proposed rural crossing with ramps, high visible crosswalk, and rumble strips

Recommendations

This Master Plan includes a comprehensive set of recommendations aimed at designing facilities, infrastructure, policy and maintenance procedures built to sustain McHenry County's biking and walking infrastructure well into the future.

A map of recommended facilities is provided, creating a thorough bike network connecting the County's many destinations, including recreational areas, schools, historic downtowns, and employment centers. A range of facilities are recommended, based on the nature and context of the roadway. Numerous sidewalk and crossing recommendations are also included to improve the ability for pedestrians to travel through the County and for cyclists to reach biking facilities.

Other recommendations include provisions for and bike parking; promoting pedestrian and bike friendly environments; and placemaking. Operations and maintenance strategies aim to create an overarching system of management that will streamline funding and maintenance going forward as a comprehensive biking and walking network is only as as the condition of facilities.

- » **653 miles of recommended facilities in addition to 225 miles of existing facilities (does not include trails in conservation areas and parks)**
- » **288 miles of off-road facilities and 347 miles of on-road facilities**
- » **326 crossings and 18 miles of sidewalk**
- » **Crossings are located in 38 townships, villages and cities**
- » **Sidewalk recommendations are located in 12 municipalities**
- » **Bike facility recommendations are spread across 46 municipalities (all municipalities in County except Riley Township)**
- » **Alden Township has the most recommended mileage with 32.3 miles**
- » **Municipality with most off-road recommended mileage is Crystal Lake with 28.9 miles**
- » **155 miles of regional priority recommended routes and 196 miles of equity area routes (includes overlap between the two)**

McHenry County *moves* → 2050

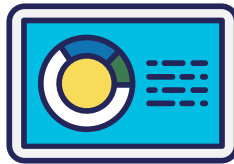


YOUR INPUT

MATTERS!



**TAKE OUR
BRIEF SURVEY**



**EXLPLORE OUR
ONLINE FORUM**



**VISIT OUR
WEBSITE**

