



MCHENRY COUNTY COUNCIL OF MAYORS

AGENDA

Thursday, September 16, 2021

9:00 AM

Virtual Meeting

[Webex 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

LAKELAKE

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 – JULY 15

3. PUBLIC COMMENT

4. AGENCY REPORTS

- A. IDOT Highway Report – Katie Herdus
- B. Pace Report – Mary Donner
- C. Metra Update – Rick Mack
- D. RTA Update – Andy Plummer
- E. McHenry County Division of Transportation Update – Darrell Kuntz
- F. Illinois Tollway Update – Kelsey Passi
- G. IDOT STP Local Program Update – Gerardo Fierro
- H. CMAP Report and Executive Council of Mayors Committee Report –Kama Dobbs

5. CRRSAA FUND ALLOCATION – SCENARIOS

Action requested: Discussion

6. DISCUSSION - MCHENRY COUNTY CONNECTION BIKE PLAN

Action requested: Information

7. PLANNING LIAISON REPORT

8. OTHER BUSINESS / ANNOUNCEMENTS

9. NEXT MEETING DATE AND LOCATION

Thursday, November 18, 2021

MCHENRY COUNTY COUNCIL OF MAYORS MEETING MINUTES

Thursday, July 15, 2021

9:00 AM

McHenry County Division of Transportation/Zoom
16111 Nelson Rd, Woodstock, IL 60098

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 (virtual)
2. Village of Bull Valley – Emily Berendt (virtual)
3. Village of Huntley – Tim Farrell (virtual)
4. Village of Johnsburg - Claudett Sofiakis (in-person)
5. Village of Lake in the Hills – Tom Migatz (virtual)
6. City of McHenry – Troy Strange (in-person)
7. Village of Ringwood - Rick Mack, Chair (in-person)
8. Village of Spring Grove – Mike Lee (virtual)
9. McHenry County – Scott Hennings (in-person)

Staff Present:

1. McHenry County Council of Mayors – Emily Daucher, Planning Liaison (virtual)
2. McHenry County Council of Mayors – Jon Paul Diipla, Executive Director (in-person)

Others Present:

1. McHenry County DOT – Ryan Peterson (virtual)
2. McHenry County DOT – Darrell Kuntz (virtual)
3. City of Crystal Lake – Jeff Mawdsley (virtual)
4. Village of Cary – Courtney Sage (virtual)
5. City of McHenry – Greg Gruen (virtual)
6. IDOT – Katie Herdus (virtual)
7. Tollway – Kelsey Passi (virtual)
8. TranSystems – Todd Bright (virtual)
9. Thomas Engineering – Tim Vedder (virtual)
10. Pace – Mary Donner (in-person)
11. CMAP – Russell Pietrowiak (virtual)

2. MINUTES APPROVAL

Approval of the minutes for the May 13, 2021 McHenry County Council of Mayors meeting. A motion was made by Mr. Farrell and seconded by Mr. Hennings 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 gave an update on IDOT Projects in McHenry County. The Multi-Year Program has been released. A link was provided in the IDOT sheets. The sheets reflect the new MYP.

For construction, the resurfacing project at US 12 north of IL 173 is complete. The US 20 roundabout had a new culvert being put in and grading being completed. For the IL 47 at Kishwaukee River, construction is underway with reduced lanes.

B. Pace Report – Mary Donner

Ms. Donner announced that the Driving Innovations plan was available and requested that people review it. Pace is working with Senator Duckworth to secure funding to purchase 1 electric bus. Pace currently has hybrid buses. Pace is slowly returning back to in person.

C. Metra Update – Rick Mack

Chair Mack reported that Metra was seeing about 75% of pre-pandemic level passengers, up from about 3-4% at the beginning of the pandemic and up from 10% during the pandemic. Ridership continues to climb. Metra has reintroduced express service, although limited. Woodstock Station will hopefully have construction started in 2022.

D. RTA Update – Andy Plummer

Not present, no report.

E. McHenry County Division of Transportation Update – Scott Hennings

Mr. Hennings started with the Randall Road project, which is 90% complete. All the paving is done and permanent signal installation in progress, with signals being activated in the next few weeks. Striping is also in progress. August 31 is the expected completion date. For the County Paving, a Thin Lift Overlay is being done on Oak Grove Rd which will be completed by July 16th. The main county paving projects begin on July 19, including Vermont Road, Ackman Road, and Kishwaukee Valley Rd, which also has a culvert repair project in progress. The bridge was closed on June 29 and expected to be done by late November. A detour is in progress. Mr. Hennings also introduced new Assistant County Engineer, Darrell Kuntz.

F. Illinois Tollway Update – Kelsey Passi

Ms. Passi announced that the Tollway has expanded the I-Pass assistance program, which allows customers who couldn't use I-Pass previously because of cost to start

an account with a \$4 deposit and no \$10 transponder cost. The Tollway violation relief program was extended through August 2021. Fines were reduced from \$20 or \$50 to \$3 per toll. The Tollway saw 23% of \$50 fines paid and 85% reduction in \$20 fines. Cashless tolling is still in effect, with options being to be by I-Pass, plate, or EZ Pass. There is still a 14-day grace period.

At the toll plazas, additional signage and striping is being implemented to reduce maintenance costs. There are long-term plans for each site. In construction, I-294/I-55 interchange work has started, as well as work on I-490, which allows for direct access in and out of O'Hare.

G. IDOT STP Local Program Update – Gerardo Fierro

Not present, no report.

H. CMAP Report and Council of Mayors Executive Committee Report – Russell Pietrowiak

Mr. Pietrowiak announced that ITEP funding is available, as well as COVID relief dollars being distributed through the STP formula. He also discussed that the region is behind on ADA Transition Plans. He emphasized the importance of getting up to speed on our ADA plans.

5. CONFIRMATION OF COUNCIL OF MAYORS EXECUTIVE COMMITTEE REPRESENTATIVES

Ms. Daucher explained to the Council that confirmation of two representatives, the Chair and Vice Chair, to the Council of Mayors Executive Committee was needed. Mr. Hennings made a motion to approve Chair Mack and Vice Chair Berendt to the committee. Mr. Mitchard seconded. The motion carried unanimously. A list of the votes can be found on the last page.

6. SFY 2022 PLANNING LIAISON CONTRACT

Ms. Daucher presented the SFY 2022 Planning Liaison contract to the Council. She explained that the major differences were that the contract was now between the County and CMAP, rather than the Council and CMAP, the dollar amount of the contract changed, and that there was an additional item in the list of PL duties that accounted for various administrative tasks not covered in other requirements. Chair Mack asked if the contract was still an 80%/20% split between federal and local dollars. Ms. Daucher affirmed this. A motion to approve was made by Mr. Lee and seconded by Ms. Sofiakis. The motion carried unanimously. A list of the votes can be found on the last page.

7. SURFACE TRANSPORTATION PROGRAM LOCAL METHODOLOGY AND GUIDEBOOK

Ms. Daucher informed the Council of the public comment received regarding the guidebook. One comment was received regarding the scoring of pavement condition for resurfacing projects. Ms. Daucher explained the changes to the scoring. A motion was made to approve the guidebook with the new scoring system by Mr. Strange. It was seconded by Mr. Hennings. The motion carried unanimously. A list of the votes can be found on the last page.

8. STP AND COVID RELIEF FUNDS

Ms. Daucher gave a preview of the funding available from Surface Transportation Funds and the COVID relief funds. She reviewed the process for active reprogramming and requested that those who would like to be considered for moving up in the program let her know. Chair Mack commented that the Council had requested that these funds be distributed using the formula, which did occur. He then stated that the question is: how much funding will be available? He then asked Ms. Daucher if it would be an active project on the list that would receive funding. Ms. Daucher responded that any project on the active or contingency program would be eligible. New projects or projects not already on these lists would not be eligible. Mr. Mitchard asked if Ms. Daucher would reach out to sponsors or if they should reach out to her and by when. Ms. Daucher responded that they should email her as soon as possible.

9. MCHENRY COUNTY DIVISION OF TRANSPORTATION PRESENTATION – PARKING DAY

Mr. Peterson gave a presentation about Parking Day, an event where parking lots and spaces are used for other activities, such as café seating, recreation, or other opportunities. He explained how communities can get involved and where to look for more information. Anyone with questions about Parking Day can contact Mr. Peterson.

10. PLANNING LIAISON REPORT

Ms. Daucher said that she hopes to have a finalized bike plan by the September meeting. She explained that there will be an additional Advisory Committee meeting as well.

11. NEXT MEETING DATE AND LOCATION

The next meeting is September 16, 2021. The location is TBD.

12. ADJOURNMENT

Mr. Strange made a motion to adjourn and Mr. Farrell seconded.

APPROVAL OF THE MINUTES

Name	Community	Vote
Bob Mitchard	Algonquin	Approve
Emily Berendt	Bull Valley	Not present – arrived late
Tim Farrell	Huntley	Approve
Claudett Sofiakis	Johnsburg	Approve
Tom Migatz	Lake in the Hills	Approve
Troy Strange	McHenry	Approve
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Scott Hennings	McHenry County	Approve

CONFIRMATION OF REPRESENTATIVES TO THE COUNCIL OF MAYORS EXECUTIVE COMMITTEE

Name	Community	Vote
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Bob Mitchard	Algonquin	Approve
Emily Berendt	Bull Valley	Approve
Tim Farrell	Huntley	Approve
Claudett Sofiakis	Johnsburg	Approve
Tom Migatz	Lake in the Hills	Approve
Troy Strange	McHenry	Approve
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Scott Hennings	McHenry County	Approve

PLANNING LIAISON CONTRACT

Name	Community	Vote
Bob Mitchard	Algonquin	Approve
Emily Berendt	Bull Valley	Approve
Tim Farrell	Huntley	Approve
Claudett Sofiakis	Johnsburg	Approve
Tom Migatz	Lake in the Hills	Approve
Troy Strange	McHenry	Approve
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Scott Hennings	McHenry County	Approve
Bob Mitchard	Algonquin	Approve
Emily Berendt	Bull Valley	Approve

STP GUIDEBOOK AND METHODOLOGY APPROVAL

Name	Community	Vote
Bob Mitchard	Algonquin	Approve
Emily Berendt	Bull Valley	Approve
Tim Farrell	Huntley	Approve
Claudett Sofiakis	Johnsburg	Approve
Tom Migatz	Lake in the Hills	Approve
Troy Strange	McHenry	Approve
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Scott Hennings	McHenry County	Approve
Bob Mitchard	Algonquin	Approve
Emily Berendt	Bull Valley	Approve

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

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

LOCATED IN THE CMAP **MC HENRY REGIONAL COUNCIL**

Record id	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 Est/Act 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:					
3	CRYSTAL LAKE 150012400PV	FAU0124 - N Main St IL Route 176 to RR Tracks RECONSTRUCTION; RS INTERSECTION IMPROVEMENT	2,733,246	11-13-016 E1: / / / / E2: / / / / RW: / / / / C: FFY20 / STPL / 2,733,246 / 1,500,000 /	CE 2 12 / 18 / 2018	NR		Yes	A 11 / 22 / 2019	11/5/2021	AH CR HLR	NR	* NR * * * * * * * * * *
2948								REMARKS: Need to resolve Hydraulics (8-30-19). (8-13-20).					
4	LAKE - THE HILL 210003800RS	FAU0475 - Reed Rd Village Limit to Lakewood Rd RESURFACING	98,311	11-20-013 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / STPL / 98,311 / 78,649 /	CE 1 4 / 13 / 2021	NR		No	5 / 31 / 2021	9/17/2021	AH CR Chastain	NR	* NR * * * * * * * * * *
3060								REMARKS:					

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 MCHENRY CO 180048000TL	- Alg / Wilmot Haligus to Pyott to at Main SAFETY IMPROVEMENTS	724,700	11-18-0002 E1: FFY19 / HSIP / 140,000 / 126,000 / / HSIP / 44,800 / 40320 / E2: / / / / / / / / RW: / / / / / / / / C: FFY21 / HSIP / 642,600 / 578,340 / / HSIP / 82,100 / 73,890 / / / / /	CE 1	NR				1/21/2022	AH CR CBBEL	NR	* NR * * * * * * * * * * * *
2874						REMARKS: Combining 2 HSIP's. Kick-off meeting held 6-11-18.						
6 RINGWOOD 17-00005-01-RS	FAU0166 - Ringwood Rd N Village Limits to Village Limits RESURFACING	258,385	11-21-0002 E1: / / / / / / / / E2: / / / / / / / / RW: / / / / / / / / C: FFY22 / STPL / 258,385 / 206,708 / / / / / / / / /	CE 1	NR		No		1/21/2022	AH CR H.R.Green	NR	* NR * * * * * * * * * * * *
3070						REMARKS:						
7 WOODSTOCK 160011400PV	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	NR		Yes		11/5/2021	AH CR HLR	NR	Exempt * * * * * * * * * * * *
2813						REMARKS: ROW issues.						

September 7, 2021

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: September 7, 2021

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 Harvard
US 14 At Ditch South of State Line	Culvert Replacement	\$485 NHPP	E12/31/20	NO	3 rd Quarter FY 22	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	1 st Quarter FY 22	MYP	1-80606-0000 Woodstock
US 14: Crystal Lake Ave to Teckler Blvd	SMART Overlay	\$1,720 NHPP	PS&E	NO	1st Quarter FY 22	MYP	1-80518-0000 Crystal Lake
US 14: E of Teckler Blvd to Pingree Rd	SMART Overlay	\$1,300 NHPP	PS&E	NO	1st Quarter FY 22	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	3 rd Quarter FY 21	MYP	1-78875-0000 Marengo
IL 31 Richmond Rd: Diamonds Dr to McCullum Lake Rd	SMART Overlay	\$1,200 NHPP	PS&E	NO	3 rd Quarter FY 21	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	1 st Quarter FY 22	MYP	1-90013-1000 Woodstock

- Entries in bold print indicate updates made since the last Transportation Committee Meeting.
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**Illinois Department of Transportation
MANAGEMENT MONITORING SCHEDULE**

REGIONAL COUNCIL: McHenry County

Katie Herdus, Area Programmer, 847/705-4090

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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
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 Lake County Line	Patching	\$1,465 State	PS&E	NO	9/2021	Annual	1-79512-0010 Hebron, Richmond, McHenry Co.
IL 173: Alden Rd to Lake County Line	Designed Overlay, Pedestrian Ramps/ADA, RR Flagger	\$10,800 NHPP	E08/28/20	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	1 st Quarter FY22	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
IL 176: Deerpass Road to Dean Street	Left Turn Lanes, Milled Rumble Strips, Guardrail, Pavement Widening	\$5,700 HSIP	E12/31/16	Yes	9/2021	MYP	1-79037-0000 Marengo

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**Illinois Department of Transportation
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REGIONAL COUNCIL: McHenry County
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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
IL 176: Ditch 1.1 mi. W of IL 47 & Drainage Ditch 8.6 mi. E of IL 23	Culvert Replacement	\$340 NHPP	E12/31/16	Yes	3rd Quarter FY21	MYP	1-78891-0000 Marengo
Main St: W of Hart Rd to Ela Rd	Standard Overlay, ADA Improvements, RR Flagger	\$1,500 STP-U	PS&E	NA	4 th Quarter FY 22	Yes	1-79369-0000 Barrington Hills, South Barrington, Hoffman Estates, Inverness

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>

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

Updated 8/19/2021

Active Program - October

Federal Fiscal Year 2021

October 1, 2020 - September 30, 2021

FFY21 Estimated Mark \$ 4,353,803
 FFY20 Carryover \$ -
 FFY21 Estimated Balance \$ 4,353,803

TIP ID	Rank	Project Name	Phase	Project Sponsor	Project Type	Target Letting	Project Cost	STP Programmed	Local Match		Obligation Deadline	Notes
									Fed/Local	Ratio		
11-20-0011	2	Haligus Road Resurfacing and Improvement	CON/CE	Lakewood	Resurfacing	4/23/2021	\$ 890,907	\$ 712,726	80/20	9/30/2021	Project is combined with another project funded with	
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	ITEP	
11-13-0002	9	S Madison St-E South St-Lake Ave Roundabout	CON	Woodstock	Roadway/Intersection	3/5/2021	\$ 3,315,000	\$ 1,500,000	45/55	9/30/2021	Grandfathered project	
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	6/11/2021	\$ 98,311	\$ 78,649	80/20	9/30/2021		
11-20-0014	17	Diggins Street Road Improvement	E1	Harvard	Resurfacing	2021	\$ 33,330	\$ 29,998	90/10	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

TIP ID	Rank	Project Name	Phase	Project Sponsor	Project Type	Target Letting	Project Cost	STP Programmed	Local Match		Obligation Deadline	Notes
									Fed/Local	Ratio		
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		
11-21-0002	3	Ringwood Road Resurfacing	CON/CE	Ringwood	Resurfacing	2022	\$ 273,070	\$ 206,708	80/20	9/30/2022		
11-21-0003	7	Prospect Street Reconstruction	E2	Marengo	Roadway/Intersection	2022	\$ 120,000	\$ 60,000	50/50	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	Grandfathered Project	
11-20-0014	17	Diggins Street Road Improvement	E2	Harvard	Resurfacing	2022	\$ 42,840	\$ 38,556	90/10	9/30/2022		
		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		
11-21-0004	18											
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		
		Wonder Lake Road and Howe Road Reconstruction	E2	Greenwood	Roadway/Intersection	2022	\$ 23,465	\$ 21,115	90/10	9/30/2022		
11-20-0015	22											
11-20-0016	26	McCullom Lake Road Resurfacing	E2/CON	McCullom Lake	Resurfacing	3/11/2022	\$ 370,010	\$ 333,090	90/10	9/30/2022		
Total FFY22 Program							\$ 5,877,996	\$ 3,226,028				
FFY22 Unprogrammed Balance								\$ 443,484				

Federal Fiscal Year 2023

October 1, 2022 - September 30, 2023

FFY23 Estimated Mark \$ 3,480,707
 FFY22 Carryover \$ -

FFY23 Estimated Balance \$ 3,480,707

TIP ID	Rank	Project Name	Phase	Project Sponsor	Project Type	Target Letting	Project Cost	STP Programmed	Local Match		Obligation Deadline	Notes
									(Fed/Local)	Ratio		
11-21-0006	4	Riverside Drive Improvements Green Street Milling and Resurfacing	CON/CE	Johnsburg	Resurfacing	1/1/2023	\$ 2,593,700	\$ 1,500,000	42/58		9/30/2023	
11-21-0007	6	Improvement	CON/CE	McHenry	Resurfacing	1/1/2023	\$ 1,148,983	\$ 919,187	80/20		9/30/2023	
11-20-0014	17	Diggins Street Road Improvement Four Seasons Blvd. Recon., Sullivan Lake Blvd. Resurf. & Rte. 120 Rt. Turn Lane	CON/CE	Harvard	Resurfacing	6/1/2023	\$ 523,600	\$ 471,240	90/10		9/30/2023	
11-21-0004	18	Addition Wonder Lake Road and Howe Road	E2	Lakemoor	Roadway/Intersection	2023	\$ 98,800	\$ 43,000	44/56		9/30/2023	
11-20-0015	22	Reconstruction	CON/CE	Greenwood	Roadway/Intersection	1/1/2023	\$ 384,680	\$ 363,565	90/10		9/30/2023	
Total FFY23 Program							\$ 4,749,763	\$ 3,296,992				
FFY23 Unprogrammed Balance								\$ 183,715				

Federal Fiscal Year 2024
October 1, 2023 - September 30, 2024

FFY24 Estimated Mark \$ 3,480,707
FFY23 Carryover \$ -
FFY24 Estimated Balance \$ 3,480,707

TIP ID	Rank	Project Name	Phase	Project Sponsor	Project Type	Target Letting	Project Cost	STP Programmed	Local Match		Obligation Deadline	Notes
									(Fed/Local)	Ratio		
11-21-0003	7	Prospect Street Reconstruction	CON	Marengo	Roadway/Intersection	1/1/2024	\$ 1,880,000	\$ 1,440,000	80/20		9/30/2024	
11-21-0008	10	Souwanas Trail Corridor Improvements	CON	Algonquin	Roadway/Intersection	1/1/2024	\$ 3,905,895	\$ 1,500,000	38/62		9/30/2024	
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	
Total FFY24 Program							\$ 6,113,569	\$ 3,202,139				
FFY24 Unprogrammed Balance								\$ 278,568				

Federal Fiscal Year 2025
October 1, 2024 - September 30, 2025

FFY25 Estimated Mark \$ 3,480,707
FFY24 Carryover \$ -
FFY25 Estimated Balance \$ 3,480,707

TIP ID	Rank	Project Name	Phase	Project Sponsor	Project Type	Target Letting	Project Cost	STP Programmed	Local Match		Obligation Deadline	Notes
									(Fed/Local)	Ratio		
11-21-0010	10	Kreutzer Road Reconstruction	CON	Huntley	Roadway/Intersection	1/1/2025	\$ 6,270,000	\$ 1,500,000	24/76		9/30/2025	
11-21-0011	11	Johnsburg Road Resurfacing Improvements	CON, CE	Johnsburg	Resurfacing	1/1/2025	\$ 1,875,000	\$ 1,500,000	80/20		9/30/2025	
11-21-0012	14	Winn Road Resurfacing & Bike Path	CON, CE	Spring Grove	Resurfacing	1/1/2025	\$ 1,958,434	\$ 480,707	25/75*		9/30/2025	\$1,019,293
Total FFY25 Program							\$ 10,103,434	\$ 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	
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	
<u>Total Contingency Program</u>					\$ 5,326,810	\$ 4,159,589	

Guidance for the Programming and Active Program Management of CRRSAA funds

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Background

On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) was enacted. As detailed in IDOT [Circular Letter 2021-13](#), this Act included a local government component that resulted in the allocation of \$42,647,247 to be programmed and managed by CMAP. Although these funds are not Surface Transportation Program (STP) funds, IDOT distributed the funds within the state according to their procedures for the distribution of STP funds and determined that the use of these funds shall generally follow STP guidelines. Similarly, CMAP will distribute funds throughout the region according to the performance-based STP distribution formula agreed to by the Councils of Mayors and City of Chicago in 2017, including an allocation for regional projects to be selected and programmed by CMAP’s STP Project Selection Committee (STP PSC). The councils, CDOT, and the STP PSC (hereafter the “selecting bodies”) shall select projects from their existing STP active and/or contingency programs that are in effect on October 15, 2021 to utilize these funds. This document establishes guidance for project selection and the active program management of the funds, in conjunction with each selecting body’s STP programs.

Regional Funding Distribution

The CMAP region established a performance-based distribution formula for STP funding in 2017. This formula, when applied to the CRRSAA funds results in the following programming marks:

Council	FFY 2022
Central	\$635,484
Chicago	\$15,877,003
DuPage	\$3,736,815
Kane/Kendall	\$2,550,716
Lake	\$2,304,067
McHenry	\$1,080,938
North Central	\$1,084,249
North Shore	\$1,283,163
Northwest	\$2,625,427
South	\$2,104,058
Southwest	\$1,857,133
Will	\$2,177,446
Shared Fund (12.5%)	\$5,330,928
Regional Total	\$42,647,427

When programming in the TIP, the STP PSC will use “CRRSAA-Shared” and the councils and CDOT will use “CRRSAA-Local.”

Project Selection and Programming

In order to maximize the impact of these funds on the region’s recovery from the Coronavirus pandemic and ensure that funds are obligated prior to sunseting, project selection should balance

consideration of the amount of funds available, project readiness, and implementing projects that have a meaningful innovation, equity and safety impact on the region's ongoing recovery efforts.

Eligible Projects

There will not be a separate call for CRRSAA-funded projects. Projects utilizing CRRSAA funds must be chosen from the selecting body's current (as of October 15, 2021) STP active or contingency programs. These selections should be made as soon as possible, but no later than Wednesday, November 24, 2021, as described in the program development schedule guidance below.

CRRSAA funds may also be used to provide cost increases for project phases that have not been federally authorized (including AC authorizations) and have not submitted a draft local agency agreement or draft UIGA as of October 1, 2021. CRRSAA funds cannot be added to already obligated phases or to agreements pending IDOT review and execution. It will be at the discretion of the selecting body to determine if any cost increases funded with CRRSAA may be used to exceed the body's STP maximum participation (dollars or percentage) thresholds. Additional information about using multiple federal fund sources on a single project phase is included later in this guidance.

Project Types

Selecting bodies are encouraged to direct funding first to projects that promote innovation, equity, and/or safety or, when considering readiness, to direct funds to projects that, if removed from the body's STP program, would result in projects of these types being advanced from an out year of a selecting body's active program or contingency program.

Innovation

Innovation is bringing leading edge technology to transportation and reimagining mobility. For instance, projects utilizing ITS technology to achieve greater safety or congestion reduction results at a lower cost; projects that include transit signal priority or signal interconnects (without added through lanes); and/or projects that convert traditional intersections to modern roundabouts are examples of innovation.

Equity

Ensuring safe and affordable access to transportation for all users and providing technical and financial assistance to our region's lowest-capacity communities and users promotes equity. Projects within the region's highest need [community cohorts](#) or projects serving minority groups under the poverty line, projects that go beyond basic ADA compliance to implement ADA transition plan recommendations, and projects that serve the region's essential workers and provide access to and from essential services such as health care, food, and education are examples of projects that support equity.

Safety

Ensuring that our region's transportation system is safe for all users is among our highest priorities. While even maintenance projects provide some safety improvements, projects that are primarily focused on addressing safety for motorists, bicyclists, and/or pedestrians in areas that have a critical Safer Road Index rating or projects that have high crash reduction factors for motorists and/or bicyclists and pedestrians are examples of projects that do the most to support safety.

Readiness

In addition to directing funds toward specific project types, CRRSAA funds should be programmed for project phases targeting obligation within FFY 2022. The obligation deadline, discussed in more detail below, for these funds will be September 30, 2022.

Eligible project phases

Phases eligible for CRRSAA funding will be the same as the selecting body's phase eligibility criteria from the most-recently completed call for STP projects (the January 2020 call for councils and CDOT and the January 2021 call for the STP PSC).

Local match requirements

The match requirements for CRRSAA funds will be the same as the selecting body's match requirements from the most-recently completed call for STP projects (the January 2020 call for councils and CDOT and the January 2021 call for the STP PSC). Toll credits cannot be used to match CRRSAA funds. If CRRSAA funds will be used to replace STP funds on a project that is currently approved for the use of toll credits, the toll credits will not be used. Exceptions may be considered in consultation with CMAP staff.

Program development schedule

Each body shall develop a program of CRRSAA-funded projects for CMAP staff review by Wednesday, November 24, 2021. CMAP staff will review and approve the programs by Friday, December 3, 2021 in order to facilitate inclusion of the approved programs in the TIP amendment cycle that closes on December 7, 2021. Programs may also be submitted earlier for inclusion in the TIP amendment cycle that closes on November 9, 2021.

Concurrent with the development of the CRRSAA program, the selecting body will be expected to utilize STP Active Program Management (APM) procedures to fill any gaps created in the FFY 2022 STP active program due to the shifting of project phases from STP to CRRSAA funding. This re-programming should be completed as soon as possible, but no later than Friday December 31, 2021.

Program Development Action	Final Deadline	Alternate Early Action Deadline
Submit FFY 2022 CRRSAA program to CMAP staff for review	Wednesday, November 24	Friday, October 29
CMAP staff approval	Friday, December 3	Friday, November 5
TIP changes due	Tuesday, December 7	Tuesday, November 9
Submit revised STP program to CMAP	Friday, December 31	Prior to submitting TIP changes involving STP-funded project phases

If funding gaps in the FFY 2022 STP active program are not filled through APM, unprogrammed STP funds will be subject to the carryover limitations of the region’s APM policies for STP and may be withdrawn from the selecting body’s programming marks. The selecting body may utilize APM or the next call for STP projects to fill any gaps created in FFYs 2023 through 2025.

Combining federal fund sources

CRRSAA funds may be used in combination with other federal fund sources, including STP, however CRRSAA funds cannot be used to match any other federal fund sources. See Appendix A for examples of programming with multiple federal fund sources.

Project Management

Project management provisions for CRRSAA-funded project phases shall be the same as STP-funded project phases. This includes any training required by selecting bodies, designation of project managers, and submission of quarterly status updates.

Program Management

The selecting bodies shall incorporate the projects selected for CRRSAA funding into their STP Active Programs in such a way that it is clear what the programming marks, funds programmed, funds obligated, funds unprogrammed, and funds unobligated are for both CRRSAA and STP funds. CMAP staff will maintain a regional accounting report for the CRRSAA funding.

Award Letters

For all projects selected to be wholly or partially funded with CRRSAA funds, the selecting body staff shall issue an award letter to the project sponsor that includes, at a minimum:

- The amount of CRRSAA funding awarded
- The required local matching funds for the CRRSAA funding
- The amount of any STP funding that remains programmed for any phase(s) of the project
- The required local matching funds for any STP funding
- The obligation deadline for all CRRSAA and STP funded phases
- A link to this guidance and, if applicable, regional and selecting body STP APM policies

- A statement notifying the sponsor that this award letter supersedes any previously issued STP award letter(s)

A copy of the award letter shall be provided to CMAP staff and shall be attached to the project record in the eTIP database.

Obligation Deadlines

The obligation deadline for all projects utilizing CRRSAA funds will be September 30, 2022. If the ability to meet this deadline is in question, based on the March 2022 quarterly status update, the project sponsor may, by April 30, 2022, either:

1. Request a six (6) month extension of the phase obligation deadline.
 - a. For Phase 1 Engineering, Phase 2 Engineering, and Right-of-Way, the extended deadline will be March 31 of the following calendar year.
 - b. For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.

Programmed funds will be eligible to be carried over to FFY 2023 if the request is approved. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the selecting body's STP contingency program, and the CRRSAA funds programmed will be removed from the selecting body's programming mark and reprogrammed as described later in this document. If the end of the six-month extension period has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before July 30, 2022 (Phase 1 of Phase 2 Engineering phases) or September 30, 2022 (construction and/or CE phases) 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. The additional extension will be to June 30, 2023 for engineering and right-of-way phases, and to the federal authorization date for the August 2023 state letting for construction/construction engineering phases.

2. Request the current phase and all subsequent phases be immediately removed from the CRRSAA program and placed in the selecting body's STP contingency program. Programmed funds will not be automatically carried over, but will be available for immediate active reprogramming by the selecting body in the current FFY as described below. The obligation deadline for the phase will be removed, and the phase will remain eligible for a future CRRSAA or STP extension request.
3. Proceed at their own risk. If the programmed funds are not obligated as of September 30, 2022 the programmed phase and all subsequent phases will be removed from the CRRSAA and STP programs, and will not be added to the selecting body's STP

contingency program. Programmed funds will not be carried over or available for reprogramming, and will be permanently removed from the selecting body's programming mark.

Requests for extensions will be reviewed by selecting body staff or the selecting body in consultation with CMAP, and as needed, IDOT and/or FHWA staff. Extensions will be granted based only on the ability of the sponsor to meet the extended obligation deadline. The reason for delay, whether within sponsor control or not, shall not be a factor in decisions to grant extensions. If an extension request is denied, the sponsor may choose another option or may appeal to CMAP staff, who may elevate the appeal to the CMAP STP Project Selection Committee for final consideration.

Requests for CRRSAA obligation deadline extensions after the April 30, 2022 deadline will not be considered.

Active Reprogramming

It is the goal of the region to obligate 100% of the federal CRRSAA funding allotted to the region. Recognizing that implementation delays can and do occur, selecting bodies shall have the flexibility to actively reprogram funds. Active reprogramming can occur at any time, and requires that the selecting body publish an updated STP/CRRSAA active program and an updated STP contingency program prior to making TIP changes associated with the reprogramming. Unless specifically prohibited by policies of the selecting body, staff of the selecting body shall have the authority to publish program updates without selecting body action.

Active reprogramming of CRRSAA funds can be used for:

- Cost changes for already obligated phases funded with CRRSAA funds; CRRSAA funds cannot be used for cost changes on STP-funded phases
- Cost changes for current FFY phases programmed with CRRSAA funds that are expected to meet the obligation deadline
- Accelerating phases programmed in out years of the selecting body's STP active program that are ready to obligate in the current FFY
- Accelerating phases included in the selecting body's STP contingency program that are ready to obligate in the current FFY

Selecting bodies have discretion in determining the relative priority of active reprogramming techniques. Any project phase(s) moved into the current FFY through active reprogramming is subject to the same obligation deadlines as all other current year phases.

Carryover Limitations and Redistribution of Unobligated Funding

Each selecting body is responsible for obligating 100% of the CRRSAA funding available to it in FFY 2022. Unobligated funds may only be carried over to FFY 2023 under the following circumstances:

1. The unobligated funds were programmed for a project phase(s) that was granted an obligation deadline extension.
2. The unobligated funds are the result of an “obligation remainder” that occurs when the actual federal obligation was less than the funding programmed for the project phase.

At the end of FFY 2022, unprogrammed CRRSAA funds will be withdrawn from all individual selecting bodies and will be reprogrammed by CMAP staff for ready to obligate phases of projects from any selecting body’s program that promote innovation, equity, and/or safety. Priority for this reprogramming will be given as follows:

- Regional program projects will be considered before local program projects.
- Construction phases will be considered before right-of-way, right-of-way before phase 2 engineering, and phase 2 engineering before phase 1 engineering.
- Active STP out year phases will be considered before STP contingency project phases.
- Readiness for obligation and the ability to utilize the funding amount available will also be considered.
- Cost increases for phases obligated or programmed with CRRSAA funds may also be considered, based on the amount of funding available.

Any funds carried over to FFY 2023 due to an obligation deadline extension that are not obligated by the extended deadline will be considered “unprogrammed” as of that deadline and will be withdrawn from all individual selecting bodies and reprogrammed by CMAP staff as described above.

Selecting bodies will have one opportunity to reprogram any obligation remainders carried over from FFY 2022 to FFY 2023 for projects targeting authorization in FFY 2023. The obligation deadline for these funds will be September 30, 2023. Any of these funds that are not reprogrammed by the selecting body before March 31, 2023 will be withdrawn from all individual selecting bodies and reprogrammed by CMAP staff as described above.

Additional Provisions

Grant Accountability and Transparency Act (GATA) and Qualifications Based Selection (QBS) provisions for CRRSAA-funded project phases shall be the same as STP-funded project phases.

Appendix A – Examples of programming CRRSAA with other federal fund sources

Example 1. Different fund sources by phase

Phase 1 Engineering was funded locally in FFY 2020; Phase 2 Engineering was funded with STP-L in FFY 2021; Construction will be funded with CRRSAA in FFY 2022; Construction Engineering will be funded with STP-L in FFY 2022

Programming Information (\$0)

Prior Fund(s) [Funding History](#)

FFY (OCT-SEPT)	FUND TYPE	AC/C	ENG I	ENG II	ROW	CON	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
2020	Local Funds		\$100,000					\$100,000			
2021	STP - Locally Prgmd			\$80,000				\$80,000			
2021	Local Funds			\$20,000				\$20,000			
2022	CRRSAA-Local					\$800,000		\$800,000			
2022	Local Funds					\$200,000		\$200,000			
2022	STP - Locally Prgmd						\$80,000	\$80,000			
2022	Local Funds						\$20,000	\$20,000			
								\$0			

FFY 2020	\$100,000	\$0	\$0	\$0	\$0	\$100,000
FFY 2021	\$0	\$100,000	\$0	\$0	\$0	\$100,000
FFY 2022	\$0	\$0	\$0	\$1,000,000	\$100,000	\$1,100,000
Local Funds	\$100,000	\$20,000	\$0	\$200,000	\$20,000	\$340,000
STP - Locally Prgmd	\$0	\$80,000	\$0	\$0	\$80,000	\$160,000
CRRSAA-Local	\$0	\$0	\$0	\$800,000	\$0	\$800,000
GRAND TOTAL	\$100,000	\$100,000	\$0	\$1,000,000	\$100,000	\$1,300,000

Example 2. Phase funded with a combination of CRRSAA and STP funds

Phase 1 Engineering was funded locally in FFY 2020; Phase 2 Engineering was funded with STP-L in FFY 2021; Construction and CE will be funded with a combination of CRRSAA and STP-L in FFY 2022

Programming Information (\$0)

Prior Fund(s) Funding History 

FFY (OCT-SEPT)	FUND TYPE	AC/C	ENG I	ENG II	ROW	CON	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
2020	Local Funds		\$100,000					\$100,000			
2021	STP - Locally Prgmd			\$80,000				\$80,000			
2021	Local Funds			\$20,000				\$20,000			
2022	CRRSAA-Local					\$400,000	\$40,000	\$440,000			
2022	Local Funds					\$100,000	\$10,000	\$110,000			
2022	STP - Locally Prgmd					\$400,000	\$40,000	\$440,000			
2022	Local Funds					\$100,000	\$10,000	\$110,000			
								\$0			

FFY 2020	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
FFY 2021	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
FFY 2022	\$0	\$0	\$0	\$1,000,000	\$100,000	\$0	\$1,100,000
Local Funds	\$100,000	\$20,000	\$0	\$200,000	\$20,000	\$0	\$340,000
STP - Locally Prgmd	\$0	\$80,000	\$0	\$400,000	\$40,000	\$0	\$520,000
CRRSAA-Local	\$0	\$0	\$0	\$400,000	\$40,000	\$0	\$440,000
GRAND TOTAL	\$100,000	\$100,000	\$0	\$1,000,000	\$100,000	\$0	\$1,300,000

Example 3. Phase funded with a combination of CRRSAA and STP funds; STP funds are matched with Toll Credits

Phase 1 Engineering was funded locally in FFY 2020; Phase 2 Engineering was funded with 100% STP-L in FFY 2021, using toll credits for match; Construction and CE will be funded at 100% with a combination of CRRSAA and STP-L in FFY 2022

Programming Information (\$0)

Prior Fund(s) Funding History 

FFY (OCT-SEPT)	FUND TYPE	AC/C	ENG I	ENG II	ROW	CON	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
2020	Local Funds		\$100,000					\$100,000			
2021	STP - Locally Prgmd			\$100,000				\$100,000			
2021	Trans Credit - Local/State Hwy			\$20,000				\$0			
2022	CRRSAA-Local					\$500,000	\$50,000	\$550,000			
2022	STP - Locally Prgmd					\$500,000	\$50,000	\$550,000			
2022	Trans Credit - Local/State Hwy					\$100,000	\$10,000	\$0			
								\$0			
								\$0			

FFY 2020	\$100,000	\$0	\$0	\$0	\$0	\$100,000
FFY 2021	\$0	\$100,000	\$0	\$0	\$0	\$100,000
FFY 2022	\$0	\$0	\$0	\$1,000,000	\$100,000	\$1,100,000
Local Funds	\$100,000	\$0	\$0	\$0	\$0	\$100,000
STP - Locally Prgmd	\$0	\$100,000	\$0	\$500,000	\$50,000	\$650,000
*Trans Credit - Local/State Hwy	\$0	\$20,000	\$0	\$100,000	\$10,000	\$130,000
CRRSAA-Local	\$0	\$0	\$0	\$500,000	\$50,000	\$550,000
* Trans Credit is not part of YEARLY & the GRAND TOTAL						
GRAND TOTAL	\$100,000	\$100,000	\$0	\$1,000,000	\$100,000	\$1,300,000