



MCHENRY COUNTY COUNCIL OF MAYORS

AGENDA

16111 Nelson Road
Woodstock, IL 60098
T: 815.334.4642

Thursday, November 15, 2018
2:00 PM

Village Board Room, Huntley Municipal Complex
10987 Main Street, Huntley, IL

ALGONQUIN

BARRINGTON HILLS

BULL VALLEY

CARY

CRYSTAL LAKE

FOX RIVER GROVE

GREENWOOD

HARVARD

HEBRON

HOLIDAY HILLS

HUNTLEY

JOHNSBURG

LAKE IN THE HILLS

LAKEMOOR

LAKEMOOR

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)

2. AGENDA APPROVAL

A. Approval of the agenda for the November 15, 2018 McHenry County Council of Mayors meeting.

3. MINUTES APPROVAL

A. Approval of the minutes for the July 19, 2018 McHenry County Council of Mayors meeting.

4. MEETING SCHEDULE

A. Approval of the 2019 Meeting Schedule for the McHenry County Council of Mayors.

5. PROGRAM & AGENCY UPDATES

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 – Jeff Young

F. Illinois Tollway Update – Vicky Zuprynski

G. IDOT STP Local Program Update – Gerardo Fierro/Alex Househ

H. CMAP Report – Barbara Zubek

I. Executive Council of Mayors Committee Report – Barbara Zubek

6. MCDOT FIVE YEAR TRANSPORTATION PROGRAM (2019-2023)

7. TRI-COUNTY ACCESS PROJECT UPDATE

A. Tri-County Access Project Presentation.

8. IDOT COST SHARING AGREEMENTS

9. MCHENRY COUNTY COUNCIL OF MAYORS SURFACE TRANSPORTATION PROGRAM

A. Surface Transportation Program (STP) schedule for FFY 2018-2022.

10. PLANNING LIAISON REPORT

A. MCCOM STP Regional Fund Project Selection Subcommittee Update

11. OTHER BUSINESS / ANNOUNCEMENTS

12. NEXT MEETING DATE AND LOCATION

To be determined.

13. ADJOURNMENT

MCHENRY COUNTY COUNCIL OF MAYORS
MEETING MINUTES

DRAFT

Thursday, July 19, 2018

2:00 PM

Crystal Lake City Hall

100 W Woodstock Street, Crystal Lake, IL 60014

1. CALL TO ORDER

Chairman Mack called the meeting to order at 2:00 P.M.

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

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

Council Members Present:

1. Village of Bull Valley – Emily Berendt
2. Village of Cary – Erik Morimoto
3. City of Crystal Lake – Abigail Wilgreen
4. Village of Johnsburg – Claudett Peters
5. City of McHenry – Jon Schmitt
6. Village of Ringwood – Rick Mack, President (Chairman of MCCOM)
7. City of Woodstock – Jeff Van Landuyt & Ryan Livingston
8. McHenry County – Jeff Young

Staff Present:

1. McHenry County Council of Mayors – Scott Hennings, Principal Transportation Planner
2. McHenry County Council of Mayors – Cody Sheriff, Planning Liaison

Others Present:

1. IDOT- Gerardo Fierrao
2. IDOT – Mohammed Kenosh
3. Pace – Mary Donner
4. CMAP – Elizabeth Irvin
5. HLR Engineering – Amy McSwane
6. Baxter & Woodman – Jason Fluhr

2. AGENDA APPROVAL

A. Approval of the agenda for the July 19, 2018, McHenry County Council of Mayors meeting

A motion was made and seconded to approve the agenda as presented.

The motion carried unanimously.

3. MINUTES APPROVAL

- A. Approval of the minutes for the May 17, 2018, McHenry County Council of Mayors meeting. A motion was made and seconded to approve the minutes as presented. The motion carried unanimously.

4. PROGRAM & AGENCY UPDATES

- A. IDOT Highway Report – Katie Herdus
Ms. Herdus not present. Mr. Sheriff provided IDOT's updated status sheet to the council in the packet.

- B. Pace Report – Mary Donner
Ms. Donner provided an update on the Pulse Express Bus, also known as Arterial Rapid Transit. Pulse Express stations are upgraded with heat. Ms. Donner said it should be in service in the near future. There's a restructure on the North Shore Line which has received pushback from Evanston Residents in regards to the moving of bus stops and some services removed. Barrington Station is almost finished. Pace is seeking permission to use elevators in the tunnel for customers - providing access to Rosemont and the Northwest Transit Center. They are looking for a new location for their Northwest route due to capacity issues. Ms. Donner commented that there is some confusion in regards to the Zagster bike share in Chicago but they are calling the program Pace which has no relation to Pace Suburban bus.

- C. Metra Update – Rick Mack
Chairman Mack provided an update on Metra's Fare Update initiative. Mr. Mack explained Metra predicts the lowered prices in the outer zones of Harvard, Woodstock, and McHenry will increase ridership. Mr. Mack explained it will be essential for cities to work with Metra to help inform residents of the lowered fares. The Village of Cary Station is under construction. Metra is working with Crystal Lake to begin rehabilitation efforts on the more than 20 year old Pingree Rd. station. They are seeking an intergovernmental agreement with the city to take over the maintenance and operations of the station. They are also working with the City of Woodstock to provide maintenance to the Woodstock Station.

- D. RTA Update – Andy Plummer
Not present. Mr. Sheriff provided an update on the RTA Access to Transit call and explained applications are due soon and if the Council has any questions to contact him or Andy Plummer.

- E. McHenry County Division of Transportation Update – Jeff Young

Mr. Young explained the County DOT is wrapping up its summer paving – over 5,000,000 worth. Two bridge projects, Bay and Chapel Hill, are going to be done earlier than anticipated. Randall Rd. will have a preconstruction meeting coming up in next few weeks. Mr. Young also commented the area will start seeing utility relocation work being done in the fall. Also, there is a website (randallroad.info) that has an interactive info map that works on cell phones for the public to see. Mr. Mack asked about when the Chapel Hill Bridge is expected to be completed. Mr. Young explained they should be wrapping up in the end of July or early August.

F. Illinois Tollway Update – Vicky Zuprynski
Not present, no report.

G. IDOT STP Local Program Update – Gerardo Fierro
Mr. Fierro commented on the STP Status Sheets explaining if the Council has any questions on any of the projects to contact him after the meeting. Mr. Fierro informed the Council that the BLR 09150 form does not require the LPA signature and to leave it blank.

H. CMAP Report – Elizabeth Irvin
Ms. Irvin updated the Council on CMAQ obligations (65 million, 50% of goal). Reminded that cost, schedule, and scope changes for CMAQ projects are due August 2, 2018. The next Call for Projects will be in January 2019 for the Shared Fund. STP-L obligations for FY2018 will be robust due to the transition to the new program in FY2020. STP funded projects must provide all updates sooner rather than later due to fiscal constraint. Access to Transit program deadline is August 31, 2018. The last ONTO 2050 workshop is tonight but comments for the draft plan will go on through August 18, 2018. Official adoption will be the MPO policy & Board meeting on October 10, 2018. Municipal survey is out, August 15 LED workshop was provided in the Circular Letter.

I. Executive Council of Mayors Committee Report – Elizabeth Irvin
Updated provided under Agenda item 4.H.

J. CMAP Board Report - Carolyn Schofield
Ms. Schofield was not present, no report.

5. CMAP – STP SHARED FUND & ACTIVE PROGRAM MANAGEMENT PRESENTATION

Ms. Irvin provided a presentation on the changes to the STP-L program which include both the new draft Active Program management Policy and the Shared Fund. In regards to the Shared Fund, Mr. Mack commented that Transit Station Reconstruction should be a broader category to include additional improvements such as pedestrian elements that increase access. Ms. Irvin

responded she will bring the recommendation back to staff. In regards to Active Program Management, Mr. Mack commented that it will be difficult to account for Right-of-Way delays in projects because of the unpredictability and could last as long as 10 years. Mr. Mack also commented that he understands the reasoning behind aggressive deadlines. Ms. Irvin reiterated Mr. Mack's comments that the goal is to make sure the region is moving projects forward and spending down the money.

6. MCHENRY COUNTY COUNCIL OF MAYORS SURFACE TRANSPORTATION PROGRAM

Mr. Sheriff explained the STP-L program for the Council is winding down with only several projects remaining. The Woodstock roundabout project is currently requesting to move their letting date back to the September 2019 letting due to the discovery the city will need to remediate underground storage tanks next to the project site.

7. PLANNING LIAISON REPORT

Mr. Sheriff commented that if council members need any assistance with the application process for the Access to Transit Program to let him know. He also thanked the council members for their help in completing CMAP's 2018 Biennial survey and that he will follow up with those who have not. Mr. Sheriff also told the Council to look to the ON TO 2050 plan if looking to update their city's comprehensive plan.

8. OTHER BUSINESS / ANNOUNCEMENTS

Mr. Young commented on the IDOT Circular Letter (CL2018-08) and the new requirements on invoice submittals to IDOT within the first 6 months after an agreement is executed and funding obligated. Mr. Young explained the County DOT submitted an agreement for Chapel Hill Rd Bridge back in December and to date has not heard back from IDOT. Mr. Gregorio responded, explaining to Contact Temi Latinwo at IDOT for processing agreements.

9. NEXT MEETING DATE AND LOCATION

Thursday, September 20, 2018
Time: 2:00 p.m.
Location: McHenry County Division of Transportation
Room: Large Conference Room
Address: 16111 Nelson Road, Woodstock, IL 60098

10. ADJOURNMENT

The meeting concluded at 2:57 p.m.



MCHENRY COUNTY COUNCIL OF MAYORS

MEETING SCHEDULE - 2019

16111 Nelson Road
Woodstock, IL 60098
T: 815.334.4642

ALGONQUIN

BARRINGTON HILLS

BULL VALLEY

CARY

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FOX RIVER GROVE

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OAKWOOD HILLS

PORT BARRINGTON

PRAIRIE GROVE

RICHMOND

RINGWOOD

SPRING GROVE

TROUT VALLEY

UNION

WONDER LAKE

WOODSTOCK

McHENRY COUNTY

1. Thursday, January 17, 2019

Time: 2:00 p.m.

Location: McHenry County Division of Transportation

Room: Main Conference Room

Address: 16111 Nelson Road, Woodstock, IL 60098

2. Thursday, March 14, 2019

Time: 2:00 p.m.

Location: TBD

Room: TBD

Address: TBD

3. Thursday, May 16, 2019

Time: 2:00 p.m.

Location: McHenry County Division of Transportation

Room: Main Conference Room

Address: 16111 Nelson Road, Woodstock, IL 60098

4. Thursday, July 18, 2019

Time: 2:00 p.m.

Location: TBD

Room: TBD

Address: TBD

5. Thursday, September 19, 2019

Time: 2:00 p.m.

Location: McHenry County Division of Transportation

Room: Main Conference Room

Address: 16111 Nelson Road, Woodstock, IL 60098

6. Thursday, November 14, 2019

Time: 2:00 p.m.

Location: TBD

Room: TBD

Address: TBD

FOR IMMEDIATE RELEASE

No fare increase in proposed 2019 budget

But capital needs must be addressed soon or system will be downsized

CHICAGO (Oct. 9, 2018) – Metra today proposed a 2019 operating budget of \$822 million that does not include a fare increase. Metra also proposed a 2019 capital budget of \$185.6 million, far short of Metra’s needs, and warned about the system’s deterioration and possible downsizing unless chronic capital funding shortfalls are addressed.

“While this budget contains good news for our customers, that good news comes with a warning: Metra cannot continue to operate the system as it now exists – and we cannot grow it - unless we receive the funding we need,” said Metra CEO/Executive Director Jim Derwinski. “We will be spending the coming months highlighting our needs and working with our business and political leaders to solve this problem.”

Metra expects its operating costs to grow by about \$36 million in 2019. The primary drivers of that growth are rising costs in labor, benefits, fuel, rents, materials and other costs associated with operating the service and meeting the maintenance and inspection requirements related to the equipment and infrastructure.

About \$11 million of the increase will be covered by an increase in RTA funding, primarily from the regional transportation sales tax. Metra will offset an additional \$12 million of that increase through two actions: 1) Identifying about \$6 million in efficiencies, primarily personnel savings in the Engineering, Mechanical and Administrative departments and cuts to IT costs, and 2) Reducing its budget by approximately \$6 million, reflecting a normal level of employees who are on a leave of absence and not receiving wages or benefits in 2019. The remainder of the increase will be covered by reducing the amount of fare revenue spent on capital needs by about \$13 million (thus allocating that \$13 million to the operating budget).

That results in a 2019 operating budget of \$822 million, which is \$25 million or 3.1 percent, higher than \$797 million in 2018.

No fare increase for operations will be needed. And Metra Board members agreed that a fare increase for capital needs in 2019 would burden customers after four fare increases in a row while providing only a fraction of the needed revenue.

Those capital needs, however, aren’t going away. About 40 percent of Metra’s assets are classified as in marginal or worn condition. Half of its bridges are more than 100 years old, and at the present rate of replacement of three bridges a year, it would take Metra 150 years to replace

the oldest bridges. Its diesel cars have an average age of 30 years, the oldest in the nation. The oldest cars in daily service are more than 65 years old. Its locomotives have an average age of 31 years, the oldest in the nation. The oldest locomotives are more than 41 years old.

To address those needs next year, Metra's 2019 capital program contains only \$173.6 million in federal funds, \$5 million in local RTA funds and \$7 million in fare revenues set aside for capital needs. About half of that budget will pay for priorities such as new and rehabilitated cars and engines, bridges, yard rehabilitation and PTC. The remaining half will go to routine capital maintenance of tracks, signals, stations and other facilities.

Additional funding is needed – much more than could come from fares. Metra needs help, and the most likely source of that help is the state of Illinois, which created the RTA in 1973 and then Metra a decade later after recognizing that the private railroads then operating commuter rail service in Chicago could not continue without public subsidies.

The proposed 2019 budget will be the subject of a series of eight public hearings throughout the Chicago area. The schedule accompanies this release. Metra customers and members of the public are encouraged to attend and provide comments on the proposed budget.

Comments on the proposed budget can also be emailed to 2019budgetcomments@metrarr.com, faxed to 312-322-7094 or mailed to the Assistant Secretary to the Metra Board, Room 1300, 547 W. Jackson Blvd., Chicago, IL, 60661. Comments must be received no later than 24 hours after the last public hearing on Nov. 5. All comments received will be presented to Metra's Board of Directors prior to voting on the final budget in November 2018.

For more information about Metra's proposed 2019 budget, please visit metrarail.com.

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About Metra

Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 trains and provides nearly 290,000 passenger trips each weekday.

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

Public hearing schedule for Metra's 2019 budget

Nov. 1, 2018, 4 p.m. to 7 p.m.

North Suburban Cook County

Arlington Heights Village Hall
Village Board Room
33 S. Arlington Heights Road

McHenry County

Crystal Lake City Hall
City Council Chambers
100 W. Woodstock St.

DuPage County

Clarendon Hills Village Hall
Village Board Room
1 N. Prospect Ave.

Will County

Will County Office Building
County Board Room – 2nd Floor
302 N. Chicago St.
Joliet

Nov. 5, 2018, 4 p.m. to 7 p.m.

Lake County

Mundelein Village Hall
Village Board Room
300 Plaza Circle

South Suburban Cook County

East Hazel Crest Village Hall
Village Board Room
1904 W. 174th St.

Kane County

Kane County Government Center
Building A – 1st Floor Auditorium
719 S. Batavia Ave.
Geneva

City of Chicago

Metra
Board Room, 13th floor
547 W. Jackson Blvd.
Chicago

CRAIN'S CHICAGO BUSINESS

November 01, 2018 05:15 PM

UPDATED 197 HOURS AGO

A road-usage charge could modernize our antiquated transportation system

Illinois should conduct a pilot study to evaluate how a per-mile fee could be established and invested fairly.

JOSEPH C. SZABO



Getty Images

Illinois should conduct a pilot study to evaluate how a per-mile fee could be established and invested fairly.

As noted last month in an [op-ed](#) for Crain's by Howard Learner of the Environmental Law & Policy Center, the current Illinois motor fuel tax is simply not meeting our

state's and region's transportation needs. The recently adopted [ON TO 2050](#) comprehensive regional plan recommends at least a 15-cent increase of the MFT, which should also be indexed to inflation. In the near term, this would bolster the current gas tax, which the state has not raised since 1990, providing sorely needed revenues for infrastructure.

But the Chicago Metropolitan Agency for Planning differs with Learner on the potential for a road usage charge, otherwise known as a vehicle miles traveled VMT fee, to help [modernize](#) our state's antiquated funding system. The way people and goods get around is changing, and the gas tax will keep coming up even shorter year by year as vehicles grow more efficient. Inevitably, and possibly in the not-distant future, it will need to be replaced.

Illinois should conduct a pilot study to evaluate how a per-mile fee could be established and invested fairly. More than 20 states are actively evaluating the road usage charge and six states have begun or completed pilot studies with voluntary participation by drivers.

Compared to the gas tax, the road usage charge would be a fairer way to charge drivers for their actual use of the roads. Rather than a tax, it is a true fee for a service. It would also be more resilient to technological change, because it doesn't depend on a particular type of vehicle or fuel.

Current revenues are clearly insufficient to keep the transportation system in a state of good repair, let alone enhance it. CMAP calculates a \$24 billion gap over the next few decades to simply keep the system in the terrible condition it is in today. Across our region, nearly one in 10 bridges is rated "poor," as is one-quarter of every road mile. Regarding transit, about 25 percent of our rail cars have exceeded their useful life, with some dating back to the Eisenhower administration.

Each day, the system's deterioration takes a real toll on residents and businesses, harming quality of life and the economy. By *not* paying for infrastructure, as a region we ensure that the expense is passed along to *everyone* via missed economic opportunities and time stuck in traffic.

The road usage charge could help reduce emissions by, for example, setting a lower per-mile rate for higher-efficiency and lower-pollution vehicles. Variable rates would also help address the higher impacts from heavier vehicles. And a road usage charge is unlikely to discourage a transition to electric vehicles. For potential buyers, avoiding the cost of gas itself is a far greater savings incentive than merely avoiding the gas tax.

While electric vehicles aren't a large part of the market now, they could grow rapidly, which is desirable. But we would have a major drop in transportation revenue, leaving us worse off. Planning is about making sure we avoid problems rather than react to them.

There are legitimate concerns about a road usage charge. A pilot study will help us understand and address them. Regarding privacy, pilot studies elsewhere have let participants choose to submit an odometer reading rather than use a GPS device. Strict requirements can also be put in place for how any data is used, including safe-keeping with a third party, not the government.

Collecting usage fees from out-of-state drivers could be difficult at first. But as neighboring states adopt road usage charges, reciprocity could allow each state to give back to its neighbors for what its residents drive in the other states, something that isn't possible now.

With a pilot study, Illinois could consider how to address these and other concerns. We should take this opportunity to evaluate an important option to help put our transportation system — so central to metropolitan Chicago's economy and quality of life — on the path to stability at long last.

Joseph C. Szabo is executive director of the Chicago Metropolitan Agency for Planning.

Inline Play

Source URL: <https://www.chicagobusiness.com/opinion/road-usage-charge-could-modernize-our-antiquated-transportation-system>

McHenry County Council of Mayors

16111 Nelson Road
Woodstock, IL 60098
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MEMORANDUM

- ALGONQUIN
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TO: McHenry County Council of Mayors members
FROM: Scott Hennings, Principal Transportation Planner
DATE: November 15, 2018
RE: Agenda Item 6 – MCDOT Five Year Transportation Program (2019-2023)

BACKGROUND

Every year, the McHenry County Division of Transportation releases a draft Five Year Transportation Program (2019-2023) for public comment. The plan is a financial and planning tool to assist with the development of the annual budget and is consistent with the County’s 2040 transportation plan and strategic plan. As required by State statute, it contains a list of major improvements anticipated within the next five years, an estimate of revenues which will become available during that period, and identifies the work the County intends to undertake with respect to planning, design, construction, maintenance, and other related efforts.

RECOMMENDED ACTION

Information.

McHenry County Council of Mayors

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MEMORANDUM

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 McHENRY COUNTY

TO: McHenry County Council of Mayors members
FROM: Cody Sheriff, Planning Liaison
DATE: November 15, 2018
RE: Agenda Item 7 – Presentation of Tri-County Access Project

BACKGROUND

Led by the Federal Highway Administration, the Illinois Tollway, and the Illinois Department of Transportation, and sponsored by the Illinois Tollway, the Tri-County Access Project is a comprehensive regional study that will determine how to ease traffic congestion in Lake, northern Cook and eastern McHenry counties. Formerly known as the Route 53 north extension, the project was acquired by the Tollway in 2017 and rebranded the Tri-County Access Project with a new, region-wide focus – the north extension is one of several alternatives being analyzed. The Tri-County Access Project will analyze existing and future transportation needs in an area that is experiencing growth and worsening traffic congestion. As part of the Stakeholder Involvement Plan, project leaders have scheduled several stakeholder participation group (SPG) meetings throughout the year – with the latest being August 30, 2018. These meetings will help planners identify and measure alternative solutions. A meeting timeline (figure 1) and summary of recent SPG meetings.

Tri-County Access Project Schedule

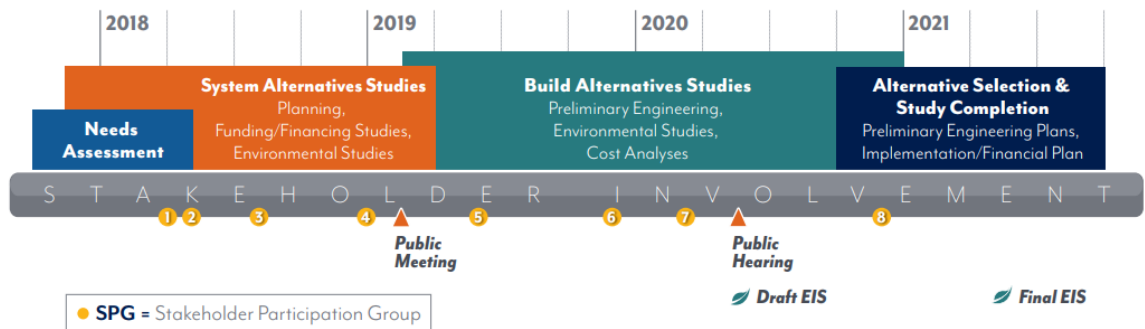


Figure 1 Tri-County Access Project Schedule

Meeting Summaries – Stakeholder Participation Group

- **March 21, 2018**
 - Introduced the TCA Project, the public involvement program, and the existing and future transportation system performance in the project area.
 - Outlined the purpose, roles, and responsibilities of SPG members.

- Asked each SPG member to participate in an online Context Audit using PollEverywhere. The online polling was used to collect information about the TCA Project area so that the TCA Project Team gains an understanding of transportation-related concerns, community resources and values.
- **April 24, 2018**
 - Presented the preliminary project goals and objectives, which are based on transportation problems discussed at the first SPG meeting on March 21, 2018
 - **Goal of TCA Project:** To provide efficient travel options that meet current and future transportation needs by reducing congestion, providing modal options, and improving access to homes and jobs.
 - **Objectives of TCA Project:** 1) Relieve congestion and improve reliability of travel, 2) improve travel options that connect major origin and destination centers, and 3) improve local and regional travel efficiency.
 - Introduced the alternatives analysis process
 - SPG members participated in a facilitated group exercise in which SPG members provided input on various improvement components that they suggest for consideration to address the goals and objectives of the TCA Project.
- **August 30, 2018**
 - Purpose (what we are trying to accomplish) & need (Specific issues we need to solve to meet the purpose) were established.
 - Purpose is identical to the goal of the TCA project.
 - Need is identical to objectives of the TCA project.
 - Environmental resource study
 - System alternative evaluation criteria
- **Winter 2018**
 - System alternatives evaluation

MCCOM SPG members: 21

- Algonquin
- Barrington Hills
- Bull Valley
- Cary
- Crystal Lake
- Fox River Grove
- Holiday Hills
- Johnsburg
- Lake in the Hills
- Lakemoor
- McCullom Lake
- McHenry
- Oakwood Hills
- Port Barrington
- Prairie Grove
- Richmond
- Ringwood
- Spring Grove
- Trout Valley

- Wonder Lake
- McHenry County

MCCOM Non-SPG Members: 8

- Greenwood
- Harvard
- Hebron
- Huntley
- Lakewood
- Marengo
- Union
- Woodstock

RECOMMENDED ACTION

Information.

**MCHEMRY COUNTY COUNCIL OF MAYORS
SURFACE TRANSPORTATION PROGRAM
FFY 2018-2020**

FFY 2019 - October 1, 2018 thru September 30, 2019												
TIP #	Project Name	Agency	Total Construction Cost	Programmed STP	Potential STP Max Amount	STP Funding Increase Request	AF Request Approved	Letting Date	Stage Completed	Project Type	Notes	
11-16-0015	Three Oaks Rd	Cary	\$2,100,000	\$1,500,000	\$1,500,000	N/A - maxed out	\$0	1/18/2019	None	Traffic Signal modernization, intersection improvements, bike lanes, sidewalks & resurfacing	Phase I kick-off meeting on 7/9/2015. Phase I has been initiated. Phase I Draft Report submitted to IDOT on 8/18/2017. Received HSIP funds.	
11-10-0006	Crystal Lake Av/Main St	Crystal Lake	\$2,515,000	\$1,500,000	\$1,500,000	N/A - maxed out	\$0	3/8/2019	None	Intersection Improvements	Phase I kick-off meeting on 1/11/2013. Phase I has been initiated. Phase I & II occurring concurrently. Phase I submitted to IDOT. Project moved from January to March 2019 letting.	
11-13-0002	Lake/South/Madison Roundabout	Woodstock	\$1,250,000	\$1,000,000	\$1,100,000	None	\$0	9/20/2019	None	Roundabout	Had Phase I kick-off meeting on 3/24/2016. Phase 1 has been initiated and is underway. Due to ROW acquisition, it's likely that this project may instead hit the November 9, 2018, letting (FFY 2019). Project moved letting date from November 2018 to September 2019.	
TOTALS			\$4,615,000	\$3,000,000	\$3,000,000		\$0					
FFY 2019 Mark =		\$0	Left over \$ =									

FFY 2020 - October 1, 2019 thru September 30, 2020												
TIP #	Project Name	Agency	Total Construction Cost	Programmed STP	Potential STP Max Amount	STP Funding Increase Request	AF Request Approved	Letting Date	Stage Completed	Project Type	Notes	
11-13-0016	N. Main St	Crystal Lake	\$2,733,246	\$1,500,000	\$1,500,000	N/A - maxed out	\$0	January 2020	None	Intersection Improvements & Resurfacing	Phase I kick-off meeting on 11/16/2015. Phase I has been initiated and is underway. Public meeting held on 11/7/2017. Need Updated PPI	
TOTALS			\$2,733,246	\$1,500,000	\$1,500,000		\$0					
FFY 2020 Mark =		\$0	Left over \$ =									

SUMMARY of STP PROGRAM - FFY 2018-2022	
Number of STP Projects =	7
STP Allotment Total for FFY 2018 =	\$3,958,003
Total Advance Funding Request Amount =	n/a
Approved Advance Funding Amount =	n/a
Available Program Balance as of 2/21/2017 =	n/a

Notes

- Council cannot spend/program past the 5-year mark (FFY 2017-2021).
- FFY = Federal Fiscal Year, which is October 1st through September 30th.
- STP Max Amount = 10% over the STP application's original federal cost. Capped at \$1,500,000
- Contract Awards typically occur within 90 days after letting date.
- City of Woodstock's Lake Shore Drive project (TIP # 11-00-0013) was permanently removed from the Council's STP scheduled program on March 19, 2015
- Village of Johnsburg's Church Street project (TIP # 11-15-0007) was moved onto 5-year program from MYB list on May 28, 2015
- Village of Lake in the Hills' Miller Road/Ackman Road project (TIP #11-10-0007) was permanently removed from the Council's STP scheduled program on March 17, 2016
- Remaining 6 MYB projects were moved onto 5-year program from MYB list on March 17, 2016.
- All local STP Programs frozen on October 11, 2017 until the next call for projects in 2020

**Approved:
Revised 11/5/18**

McHenry County Council of Mayors

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MEMORANDUM

ALGONQUIN

BARRINGTON HILLS

BULL VALLEY

CARY

CRYSTAL LAKE

FOX RIVER GROVE

GREENWOOD

HARVARD

HEBRON

HOLIDAY HILLS

HUNTLEY

JOHNSBURG

LAKE IN THE HILLS

LAKEMOOR

LAKESWOOD

MARENGO

McCULLOM LAKE

McHENRY

OAKWOOD HILLS

PORT BARRINGTON

PRAIRIE GROVE

RICHMOND

RINGWOOD

SPRING GROVE

TROUT VALLEY

UNION

WONDER LAKE

WOODSTOCK

McHENRY COUNTY

TO: McHenry County Council of Mayors members

FROM: Cody Sheriff, Planning Liaison

DATE: November 15, 2018

RE: Agenda Item 10.A. – MCCOM STP Regional Fund Project Selection Subcommittee Update

BACKGROUND

The McHenry County Council of Mayors STP Regional Fund Project Selection Subcommittee met on November 2, 2018 to discuss regionally significant projects. At the last meeting in May, the subcommittee identified several projects as potential candidates for the STP Shared Fund – IL 47 (Charles- US 14), IL 47 (Reed- US 14), IL 31 (IL 176 – IL 120), and Randall Road (Alexandra-Acorn/Polaris). IDOT has indicated that the County is free to apply for STP funding for IDOT projects on their behalf. The County will meet with IDOT in the near future to finalize these details. In total, the Council has 25 points to allocate to projects – 15 points maximum per project. The next step after finalizing what projects to apply for the Shared Fund, the subcommittee will provide a recommendation to the Council on how to allocate its’ 25 points.

RECOMMENDED ACTION

Information.