

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

LAKEWOOD

MARENGO

McCULLOM LAKE

McHENRY

OAKWOOD HILLS

PORT BARRINGTON

PRAIRIE GROVE

RICHMOND

RINGWOOD

SPRING GROVE

TROUT VALLEY

UNION

WONDER LAKE

WOODSTOCK

McHENRY COUNTY

MCHENRY COUNTY COUNCIL OF MAYORS

AGENDA

Thursday, November 18, 2021

9:00 AM

Virtual Meeting

[Zoom Link](#)

1. CALL TO ORDER

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

2. APPROVAL OF MINUTES – SEPTEMBER 16

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 – 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: STAFF RECOMMENDED PROGRAM

- A. Programming of Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) Funding
 - B. Revisions to STP-L program
- Action requested: Approval

6. DISCUSSION - MCHENRY COUNTY CONNECTION BIKE PLAN

Action requested: Information

7. DISCUSSION - MCHENRY COUNTY MOVES 2050 PLAN

Action requested: Information

8. DISCUSSION – FEDERAL INFRASTRUCTURE BILL: INFRASTRUCTURE INVESTMENT AND JOBS ACT

Action requested: Information

9. PLANNING LIAISON REPORT

10. OTHER BUSINESS / ANNOUNCEMENTS

11. PROPOSED 2022 MEETING DATES

Proposed 2022 meeting dates:

- January 20, 2022
- March 17, 2022
- May 19, 2022
- July 21, 2022
- September 15, 2022
- November 17, 2022

12. NEXT MEETING DATE AND LOCATION

Thursday, January 20, 2022

9:00 am; Location: TBD

13. ADJOURNMENT

MCHENRY COUNTY COUNCIL OF MAYORS MEETING MINUTES

Thursday, September 16, 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 – Jon Paul Diipla

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. City of Woodstock – Andrew Celentano
3. EEL – Joseph Cwynar
4. IDOT – Katie Herdus
5. Tollway – Lauren Platt
6. Pace – Mary Donner
7. CMAP – Kama Dobbs

2. MINUTES APPROVAL

Approval of the minutes for the July 15, 2021 McHenry County Council of Mayors meeting. A motion was made by Mr. Lee and seconded by Mr. Mitchard 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 provided an update via email due to technical difficulties during the meeting.
- 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. RTA Update – Andy Plummer
Not present, no report.
- E. 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.
- F. Illinois Tollway Update – Lauren Platt
Ms. Platt 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 – Kama Dobbs
Ms. Dobbs announced that the joint CMAP Board & MPO Policy Committee meeting will most likely be virtual. The first annual State of the Region event will be hosted on October 7th. CMAP staff is currently reviewing and seeking approval for all TIP changes. She also announced that IDOT is offering funding for improving freight routes and Safe Routes to School. IDOT is currently developing a new tool to create a data-driven project selection process.

5. CRRSAA FUND ALLOCATION - SCENARIOS

Mr. Diipla and Mr. Peterson provided updates on the new funding available to MCCOM. In total, the Council was provided \$1,080,983 in funding, with several criteria that must be followed in order to be allocated. The projects that receive this funding must exemplify Innovation, Safety, and Equity in order to be eligible. This funding must be spent within FY22. The program is due to CMAP by November 24, 2021. MCCOM staff is planning to present a draft program at the next Council meeting.

6. MCHENRY COUNTY CONNECTION BIKE PLAN

Mr. Peterson provided a short update, informing attendees that the project consultants from WSP have presented MCDOT and MCCOM staff with a draft plan, which they are provided input on prior to a public release. A final plan will hopefully be ready to present at the next Council meeting.

7. PLANNING LIAISON REPORT

Mr. Peterson reminded attendees of the upcoming deadline for submitting Safe Routes to School projects, which require a letter of concurrence from CMAP. Additionally, he requested that project sponsors submit their STP Quarterly Reports if they have not done so already.

8. NEXT MEETING DATE AND LOCATION

The next meeting is November 18, 2021. The location is TBD.

9. ADJOURNMENT

Mr. Morimoto 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
Abby Wilgreen	Crystal Lake	Approve
Tim Farrell	Huntley	Approve
Claudett Sofiakis	Johnsburg	Not present – arrived late
Greg Gruen	McHenry	Approve
Rick Mack, Chair	Ringwood	Approve
Mike Lee	Spring Grove	Approve
Jon Paul Diipla	McHenry County	Approve



FOR IMMEDIATE RELEASE

Metra Board approves 2022 budget

Includes no fare increase, and adds new \$6 Day Pass pilot to incentivize short trips

CHICAGO (Nov. 12, 2021) – The Metra Board of Directors today approved a 2022 operating budget of \$900 million and a 2022 capital program of nearly \$261 million. The operating budget makes conservative assumptions about ridership growth in 2022 but funds the restoration of service to pre-pandemic levels. To incentivize short trips and attract more customers, the agency will test a new \$6 Day Pass that will be valid for unlimited rides within three zones for a full day. There will be no fare increase next year.

“There’s still a great deal of uncertainty nearly two years into the COVID-19 pandemic, but our job is to be there for our riders,” said Metra CEO/Executive Director Jim Derwinski. “Adopting a budget with a conservative outlook to ridership growth and using federal relief funding so that we can ramp up our service in 2022 means that we’ll be ready when *My Metra* riders are ready.”

The operating budget assumes Metra will begin the year with ridership at about 25% of pre-pandemic levels and finish the year at about 35%. That conservative assumption for ridership growth projects \$146.4 million from fares and other system-generated revenues. The \$900 million budget also uses \$458.8 million in revenues from the regional transportation sales tax and \$294.8 million in federal COVID relief funding for operations.

The new \$6 Day Pass, valid for unlimited travel all day between three zones or less, will be offered as a one-year pilot program in addition to the current \$10 Day Pass, which is valid for unlimited travel all day across all 10 fare zones. The three-zone pass will be a more affordable option for shorter and intermediate trips, such as between suburbs or between Chicago neighborhoods, and could also be useful for college students commuting to class. Both day passes will be available only in the Ventra app, and the Round Trip Plus Ticket will be discontinued.

“With the new Day Pass, we want to provide our riders with value and the flexibility they need right now,” Derwinski said. “We are committed to rebounding from the pandemic and giving our riders schedules that accommodate their needs so that *My Metra* remains the region’s safest and most efficient transportation option.”

Other fare changes include reducing the expiration dates on the 10-Ride Ticket from one year to 90 days and on the One-Way Ticket from 90 days to 14 days. The changes will begin Feb. 1, 2022.

Metra's 2022 capital budget of nearly \$261 million continues significant investment in railcars, locomotives, bridges and stations. The work includes:

- \$40.8 million for **rolling stock**, primarily rehabilitations and upgrades to current cars and locomotives
- \$46.2 million for **bridges, track, and structures**
- \$50.6 million for **signal, electrical and communications**
- \$33.4 million for **facilities and equipment**
- \$59.4 million for **stations**, primarily rehabilitations and replacements to existing stations, platforms, shelters, and elevators
- \$30.5 million for **support activities**

The 2022 capital program is funded by \$181.6 million in federal formula funds, \$74 million from the state and \$5.5 million from the RTA.

###

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.

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FOR IMMEDIATE RELEASE

Metra approves ticket vending machine contract to make buying tickets easier and more convenient

\$70 million deal also lays foundation for revolution in fare collection

CHICAGO (Nov. 12, 2021) – By approving a \$70 million contract to buy and service new ticket vending machines at every station, the Metra Board of Directors on Friday did more than just make buying Metra tickets easier and more convenient – they also laid the foundation for a possible revolution in the way the agency sells and collects fares.

“These machines will allow Metra to meet a longstanding goal of eliminating cash sales of tickets onboard trains, and all the accounting hassles and safety issues that go with onboard cash sales,” said Metra Executive Director/CEO Jim Derwinski. “But they also will do much, much more, such as make tickets easier and more convenient to purchase, reduce person-to-person contact, speed up fare validation, reduce missed sales, reduce fare evasion, reduce printing costs, and allow for more flexible and promotional ticketing.”

“And, although other changes also would be needed, these vending machines can facilitate a best practices ‘proof of payment’ fare system – in which a ticket is required to board a train, with fines for those found without a valid ticket – and fare integration with CTA and Pace.”

The Metra Board approved a two-phase contract with VenTek International, of Petaluma, Calif., for a total of 650 machines. The total cost, including acquisition and five years of support and maintenance, is not to exceed \$70 million.

The first phase will consist of 225 machines to replace the 45 existing ticket vending machines (at downtown stations and the busiest Metra Electric Line stations) and existing point-of-sale credit card readers at 58 manned stations, and 75 machines to pilot a proof-of-payment system. The second phase will add 350 more machines so that all 242 Metra stations would have at least one vending machine.

The weather-hardened, fully ADA-accessible vending machines will accept cash or credit and could eventually accept Ventra cards. They will sell any Metra ticket, printing them at the time of purchase to save on costs, and will be available 24 hours a day. Currently, most stations do not have agents, and most of the staffed stations have agents only in the morning hours.

Metra expects the first-phase machines to be installed starting in the middle of 2022 and finishing about a year later. Phase Two deployment will depend on when the option is exercised.

In October, 14.3 percent of all ticket sales were through a conductor, 14.3 percent were through a ticket agent, 2 percent were through a vending machine, less than 1 percent were through a transit benefits program and the remainder – 68.6 percent – were through the Ventra app. The app, a popular ticket sales channel for Metra customers since its introduction in 2015, will remain a sales option.

###

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Illinois Tollway Updates – November 2021

Tolling – What Customers Need to Know

Illinois Tollway drivers continue to have the option to pay tolls with I-PASS, E-ZPass or pay online with the Tollway's Pay By Plate service without additional fees or fines.

The Tollway continues to maintain a 14-day grace period – one of the longest in the nation – allowing customers to pay unpaid tolls prior to being mailed an invoice that includes \$3 fees per unpaid toll.

Using Pay By Plate, customers simply enter their license plate, payment method and dates of travel, and the Pay By Plate system takes care of the rest. This service has been now leveraged by over 1.2 million customers to date demonstrating the quick and seamless transition for many cash customers to the new service.

With regard to the future of our toll plazas, over the last year changes were made to ensure the safety of our customers, and throughout 2021 more changes will be made to improve the customer experience. These changes include additional signage, striping and other changes to reduce our maintenance costs and further improve the service to our customers.

This work is common across all toll plazas on the Illinois Tollway system. A long-term plan for each site will be developed to assess the potential to better serve our customers, and as those changes are announced we'll be sure to share them with you.

I-PASS Assist Program Expanded

The Illinois Tollway is expanding the I-PASS Assist program to help individuals and families realize the benefits of I-PASS. Customers who have previously been unable to use I-PASS for financial reasons can go to www.illinoistollway.com to apply.

Updates to the program approved by the Tollway Board in June allow qualified participants to open an account with as little as \$4 in prepaid tolls, waive the \$10 transponder deposit, set automatic account replenishments as low as \$4 on low balances and qualify for dismissal of any future invoice fees through customer service for accounts in good standing.

Tollway Operations Update

Since March 2020, extensive protocols have been in place to protect employees, keep our essential and front-line workers safe and the entire agency working. The Illinois Tollway Board of Directors has continued to meet virtually each month to keep all business, roadway services and construction activity moving. The Tollway Customer Service Call Center is operational and assisting customers. In addition, Customer Service Centers at the Tollway Administration Building, the Belvidere Oasis on the Jane Addams Memorial Tollway and the Chicago Southland Lincoln Oasis and Lake Forest Oasis on the Tri-State Tollway (I-94/I-294/I-80) are open during the week to assist customers.

Construction

Hinsdale Oasis Pavilion Closed – Fuel Stations Remaining Open

The Illinois Tollway's Hinsdale Oasis pavilion closed to the public in September in preparation for the anticipated removal of the over-the-road structures as part of the \$4 billion Central Tri-State Tollway (I-294) Project. The two adjoining fuel stations and convenience stores operated by 7-Eleven will remain open and continue to provide services for both northbound and southbound travelers along I-294.

The anticipated closure of the pavilion was initially announced in 2017 upon the expansion of the *Move Illinois* capital program to include the widening of the Central Tri-State Tollway. Removing the oasis will allow a sixth lane to be added in each direction in this area as part of the Tollway project to reconstruct the roadway from Balmoral Avenue to 95th Street. The O'Hare Oasis over-the-road pavilion structure was removed in 2018 as part of the project.

If you have any questions, please reach out to Kelsey Passi at kpassi@getipass.com

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*11/9/2021	Selections: RCO: 11 Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS											
11	Fund: Tip Fund:		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 CD 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 * * *	Review * NIPC
1	ALGONQUIN 160009000PV	- Main St Railroad St to Edwards St RECONSTRUCTION	2,049,000	11-13-0007 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	11-21-0001 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	11-13-0016 E1: / / / E2: / / / RW: / / / C: FFY20 / STPL / 2,733,246 / 1,500,000 /	CE 2 12/18/2018	NR		Yes		11/5/2021	AH CR HLR	NR	NR	* * * * * * * *
2948				/ / / / / / / / / / / /			REMARKS: Item No. 89.	A 11/22/2019						* * * * * * * *
4	MCHENRY CO 180048000TL	- Alg / Wilmot Haligus to Pyott at Main SAFETY IMPROVEMENTS	724,700	11-18-0002 E1: FFY19 / HSIP / 140,000 / 126,000 / E2: / / / 44,800 / 40320 / 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.							* * * * * * * *

11/9/2021		Selections: RCO: 11		Engineer:		LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS																	
11		Fund:		Tip Fund:		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 CDCertified DTCD DT		ROW Req	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 * *	
Record id																							
5 RINGWOOD 17-00005-01-RS		FAU0166 - Ringwood Rd N Village Limits to Village Limits RESURFACING		258,385		11-21-0002				CE 1	NR			No			1/21/2022		AH CR H.R.Green	NR		NR	
				E1:		/ / / /				10/4 /2017												*	
				E2:		/ / / /																*	
				RW:		/ / / /																*	
				C: FFY22		/ STPL / 258,385 / 206,708 /				REMARKS:												*	
3070						/ / / /																*	
						/ / / /																*	
6 SPRING GROVE 210001801RS		- Winn Rd															3/11/2022					*	
				E1:		/ / / /																*	
				E2:		/ / / /																*	
				RW:		/ / / /																*	
				C:		/ / / /				REMARKS:												*	
3089						/ / / /																*	
						/ / / /																*	
7 WOODSTOCK 160011400PV		FAU0039 - S Madison St E South St to Lake Av INTERSECTION IMPROVEMENT ROUNDAABOUT		1,250,000		11-13-0002				CE 2	NR			Yes			1/21/2022		AH CR HLR			Exempt	
				E1:		/ / / /				11/28/2017												*	
				E2:		/ / / /						A 11/28/2017								NR		*	
				RW:		/ / / /														No		*	
				C: FFY20		/ STPL / 1,250,000 / 1,000,000 /				REMARKS:	ROW issues.											*	
2813						/ / / /																*	
						/ / / /																*	

CMAP News

The CMAP office is now open daily at approximately 50% capacity. [Staff](#) are assigned to teams on a rotating schedule for in-office and remote work. [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 an [Associate Policy Analyst](#) under the Plan Implementation and Legislative Affairs (PILA) division, a [Digital Communications Senior](#) and [Associate Designer](#) in the Communications and Engagement Division, and three Principal Planners for [Technical Assistance, SPR and Economic Collaboration](#), and a [Regional ADA Coordinator](#) in the Planning Division. Visit CMAP's [Careers page](#) to discover more job opportunities.

The McHenry Council of Mayors is hiring a Planning Liaison. Visit the McHenry County [Careers](#) page, and search for "Planning Liaison" to view the job announcement.

The effects of telecommuting on travel in northeastern Illinois

The COVID-19 pandemic has accelerated remote work in the region. But even before the pandemic began, more residents were telecommuting for work, with significant disparities in who was able to do so.

The third part of CMAP's My Daily Travel series examines [regional telecommuting behavior](#), and what My Daily Travel data says about the future of remote work in northeastern Illinois. It also explores the effect remote work has on peak travel times and trip-making. The four-part series looks at the different aspects of how and why people travel within northeastern Illinois, analyzing data from [My Daily Travel](#), a pre-pandemic household travel survey that involved 12,000 respondents from the region.

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. Eligibility for these funds is similar to the STP funds distributed to the councils and CDOT on an annual basis. As such, CMAP has [distributed](#) these funds in a manner that is similar the annual STP-Local distribution process.

CMAP also developed [guidance](#) for the programming and active program management of these CRRSAA funds to maximize the impact of these funds on the region's recovery from the Coronavirus pandemic. To ensure that funds are obligated prior to sunset, project selection will 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. More details on the projects selected by individual councils, CDOT, and the STP Project Selection Committee can be found on the Surface Transportation Program [web page](#).

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 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)

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.

The next CMAQ PSC meeting will be held on December 2, 2021. See the [October 28, 2021 PSC agenda](#) for the 2022 meeting dates.

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. 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 new 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.

New Community Data Snapshots

CMAP recently 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 new 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

City of Chicago Pilots Income-Based Traffic Fines

As part of its recently passed [2022 budget](#), the City of Chicago will pilot [traffic fine reforms](#) to reduce the burden on residents with low income. Implementing fine reform is a key recommendation of Improving equity in transportation fees, fines, and fares, a CMAP report published earlier this year. The report details how transportation fees, fines, and fares impact residents with low income and people of color and recommends policy changes to improve equity. Under the two-year Clear Path Relief Pilot Program, people who make less than 300 percent of the federal poverty level could qualify to pay 50 percent less for traffic fines. Chicago also offers a ticket debt relief program.

[CMAP's report](#) highlights the disproportionate burden of traffic fines, which can result in late fees and spiraling debt with escalating consequences for residents with low income. The report recommends adopting income-based fines or waivers, as well as improving collection practices.

Funding Opportunities

Consolidated Rail Infrastructure and Safety Improvements Program

The Federal Railroad Administration (FRA) issued a notice of funding opportunity (NOFO) through the Consolidated Rail Infrastructure and Safety Improvements grant program for nearly \$362 million. The program will fund a variety of projects including those that deploy railroad safety technology, capital projects that address rail service congestion challenges, reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or improve short-line or regional railroad infrastructure, highway-rail grade crossing improvement projects, and rail line relocation and improvement projects. States, local governments, intercity rail passenger carriers, Class II and Class III railroads, and others are eligible to apply through www.grants.gov by **5:00 pm ET on November 29, 2021**. Match rates may vary based on the source of awarded funding. Additional details can be found in the [NOFO](#).

Hometown grants

T-Mobile has partnered with Smart Growth America and Main Street America to invest in small towns and rural communities through the [Hometown Grants program](#). Communities with 50,000 or fewer residents can apply for up to \$50,000.

Public Input

ON TO 2050/FFY 2022-26 TIP Conformity Analysis and TIP Amendment

CMAP released the following conformity analysis of ON TO 2050 and the FFY 2022-2026 [Transportation Improvement Program](#) (TIP). Please review the [ON TO 2050/TIP conformity analysis](#) and [TIP amendment](#)

[22-03](#). Comments may be submitted to CMAP by [mail](#), [email](#), or phone (312-454-0400) through **Tuesday, December 7**.

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. Stay informed and connected by checking out the site. We look forward to hearing from you!

Opportunities

Cook County small business advising program

The Cook County COVID-19 Recovery: Small Business Advising Program offers advising for small businesses throughout Cook County. The program provides one-on-one business advising to help business owners address their unique needs, including acquiring new capital and customers; understanding financial, change, and risk management; adjusting business models; and operating under new safety regulations. Learn more about the [advising program and other resources](#).

National Highway Institute (NHI) Web-based Training

The NHI has no-cost trainings available that are recommended for engineers and construction workers. These includes topics such as such as Introduction to Safety Inspection of In-Service Bridges, Chip Seal Best Practices, Pipe Installation, Inspection, and Quality, Introduction to a Transportation Asset Management Plan and Hot In-Place Recycling. To browse courses and register visit <http://bit.ly/nhitraining> and enter your government email.

PROJECT INFORMATION					CURRENT PROGRAM						RECOMMENDED PROGRAM						Totals											
Rank	Project	Municipality	Project Type	Phase(s)	STP	2021	2022	2023	2024	2025	STP	2021	2022	2023	2024	2025	Unfunded	5-year total										
					\$	4,348,790	\$	3,559,118	\$	3,296,992	\$	3,202,139	\$	3,480,707	\$	4,353,803			\$	3,669,512	\$	3,480,707	\$	3,480,707				
					CRRSAA	\$	-	\$	-	\$	-	\$	-	\$	-	CRRSAA			\$	-	\$	1,080,983	\$	-	\$	-	\$	-
					STP Balance	\$									STP Balance	\$			5,013	\$	24,467	\$	-	\$	-	\$	-	
					CRRSAA Balance	\$	-	\$	-	\$	-	\$	-	\$	-	CRRSAA Balance			\$	-	\$	-	\$	-	\$	-	\$	-
8	N Main St	Crystal Lake	R&I	CON			\$1,500,000						\$1,500,000					\$1,500,000										
9	Madison/South/Lake St	Woodstock	R&I	CON		\$1,500,000						\$1,500,000						\$1,500,000										
1	Mason Hill Rd	Bull Valley	Resurfacing	CON, CE			\$1,144,000						\$1,144,000					\$1,144,000										
2	Haligus Rd	Lakewood	Resurfacing	CON		\$712,726						\$712,726						\$712,726										
3	Ringwood Rd	Ringwood	Resurfacing	CON, CE			\$206,708						\$206,708					\$206,708										
4	Riverside Dr	Johnsburg	Resurfacing	CON, CE				\$1,500,000						\$1,500,000			\$0	\$0										
5	Cary/Main St	Algonquin	R&I	CON		\$1,500,000						\$1,500,000						\$1,500,000										
6	Green St	McHenry	Resurfacing	CON, CE				\$919,187						\$919,187				\$919,187										
7	Prospect St	Marengo	Resurfacing	E2			\$60,000						\$60,000					\$1,500,000										
7	Prospect St	Marengo	Resurfacing	CON, CE					\$1,440,000						\$1,440,000													
10	Souwanas Tr	Algonquin	Resurfacing	CON					\$1,500,000				\$1,080,983				\$0	\$1,500,000										
11	Kreutzer Rd	Huntley	R&I	CON						\$1,500,000			\$419,017					\$1,500,000										
12	Johnsburg Rd	Johnsburg	Resurfacing	CON, CE						\$1,500,000								\$1,500,000										
13	Valley View Rd	Prairie Grove	Resurfacing	CON, CE		\$527,417						\$527,417						\$527,417										
14	Winn Rd	Spring Grove	Resurfacing	CON, CE						\$480,707					\$1,330,000		\$0	\$1,330,000										
15	Bull Valley Rd	McHenry	Resurfacing	CON, CE					\$262,139						\$262,139		\$0	\$262,139										
16	Reed Rd	Lake in the Hills	Resurfacing	CON, CE		\$78,649						\$78,649						\$78,649										
17	Diggins St	Harvard	Resurfacing	E1		\$29,998						\$29,998																
17	Diggins St	Harvard	Resurfacing	E2			\$38,556						\$38,556					\$539,794										
17	Diggins St	Harvard	Resurfacing	CON, CE				\$471,240						\$471,240														
18	Four Seasons Blvd/Sullivan Lake	Lakemoor	R&I	E1			\$43,000						\$43,000															
18	Four Seasons Blvd/Sullivan Lake	Lakemoor	R&I	E2				\$43,000						\$43,000				\$534,568										
18	Four Seasons Blvd/Sullivan Lake	Lakemoor	R&I	CON, CE	Unable to fund phase due to fiscal constraint.											\$448,568	\$665,372											
19	Marengo Rd	Harvard	Resurfacing	CON, CE	Unable to fund phase due to fiscal constraint.												\$480,707	\$333,667	\$480,707									
20	Three Oaks/Sands	Crystal Lake	R&I	CON	Unable to fund phase due to fiscal constraint.													\$1,316,285	\$183,715									
21	Pingree Rd	Lake in the Hills	Resurfacing	CON, CE			\$212,649						\$212,649		\$183,715			\$212,649										
22	Howe/Wonder Lake Rd	Greenwood	R&I	E2			\$21,115						\$21,115															
22	Howe/Wonder Lake Rd	Greenwood	R&I	CON, CE				\$363,565						\$363,565				\$384,680										
23	Dartmoor Dr	McHenry	Resurfacing	CON, CE	Unable to fund - project sponsor has two awarded projects.										Unable to fund - project sponsor has two awarded projects.			\$329,780	\$0									
24	Crystal Lake Ave/Walkup	Crystal Lake	R&I	CON	Unable to fund phase due to fiscal constraint.										Unable to fund phase due to fiscal constraint.			\$1,216,141	\$0									
25	Crystal Lake Rd	Lake in the Hills	Resurfacing	CON, CE	Unable to fund - project sponsor has two awarded projects.										Unable to fund - project sponsor has two awarded projects.			\$299,294	\$0									
26	McCullom Lake Rd	McCullom Lake	Resurfacing	E2	Dropped out.										Dropped out.													
26	McCullom Lake Rd	McCullom Lake	Resurfacing	CON, CE	Dropped out.										Dropped out.				\$0									

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:

1. 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;
2. 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;
3. 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;
4. 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;
5. Introduce the City of Crystal Lake’s previously un-funded Crystal Lake/Walkup Road project at \$183,715 for their Construction phase.

While the CRRSAA funding is being allocated to the Souwanas Trail project, the rationale for this allocation is allowing for projects like Marengo Road, Four Seasons Boulevard and Crystal Lake/Walkup Road to enter the program. Without the infusion of CRRSAA funding into the overall program, these three projects would not be funded.

These three projects meet the criterion put forward by CMAP. The City of Harvard’s Marengo Road project is the only feasible project from a Cohort 4 community that could be put into the program. It was a priority for MCCOM to incorporate this into the program, as it meets the Equity criteria. The quality of the pavement on Marengo Road has deteriorated to a state of great disrepair, meaning that the resurfacing will provide a massive safety benefit, satisfying another criterion. This will bring Harvard’s total allocation to over \$1 million in total project allocations throughout the MCCOM STP-L Program.

Under this program proposal, the Village of Lakemoor’s Four Seasons Boulevard project is granted an additional \$448,568 for their Construction phase. The Village of Lakemoor is a Cohort 2 community. This project meets the criteria for Safety and Innovation, due to the project’s inclusion of on- and off-street multi-modal facilities, green infrastructure, and resurfacing sub-par pavement conditions.

The City of Crystal Lake will receive additional funding for their Crystal Lake Avenue/Walkup Road project, in the amount of \$183,715. This project aims to convert a stop-controlled five-way intersection into a roundabout, drastically increasing the safety of the intersection. The project will also implement bicycle and pedestrian facilities, which are otherwise not present within the project location. These additions will allow all modes of travel to traverse the intersection with greater ease and safety. The project exemplifies the Safety and Innovation criteria put forward within the CRRSAA guidelines.

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 sunset, 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	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 Prgrmd			\$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 Prgrmd						\$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 Prgrmd			\$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	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 Prgrmd			\$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 Prgrmd					\$400,000	\$40,000	\$440,000			
2022	Local Funds					\$100,000	\$10,000	\$110,000			
								\$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 Prgrmd			\$0	\$80,000	\$0	\$400,000	\$40,000	\$520,000			
CRRSAA-Local			\$0	\$0	\$0	\$400,000	\$40,000	\$440,000			
GRAND TOTAL			\$100,000	\$100,000	\$0	\$1,000,000	\$100,000	\$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

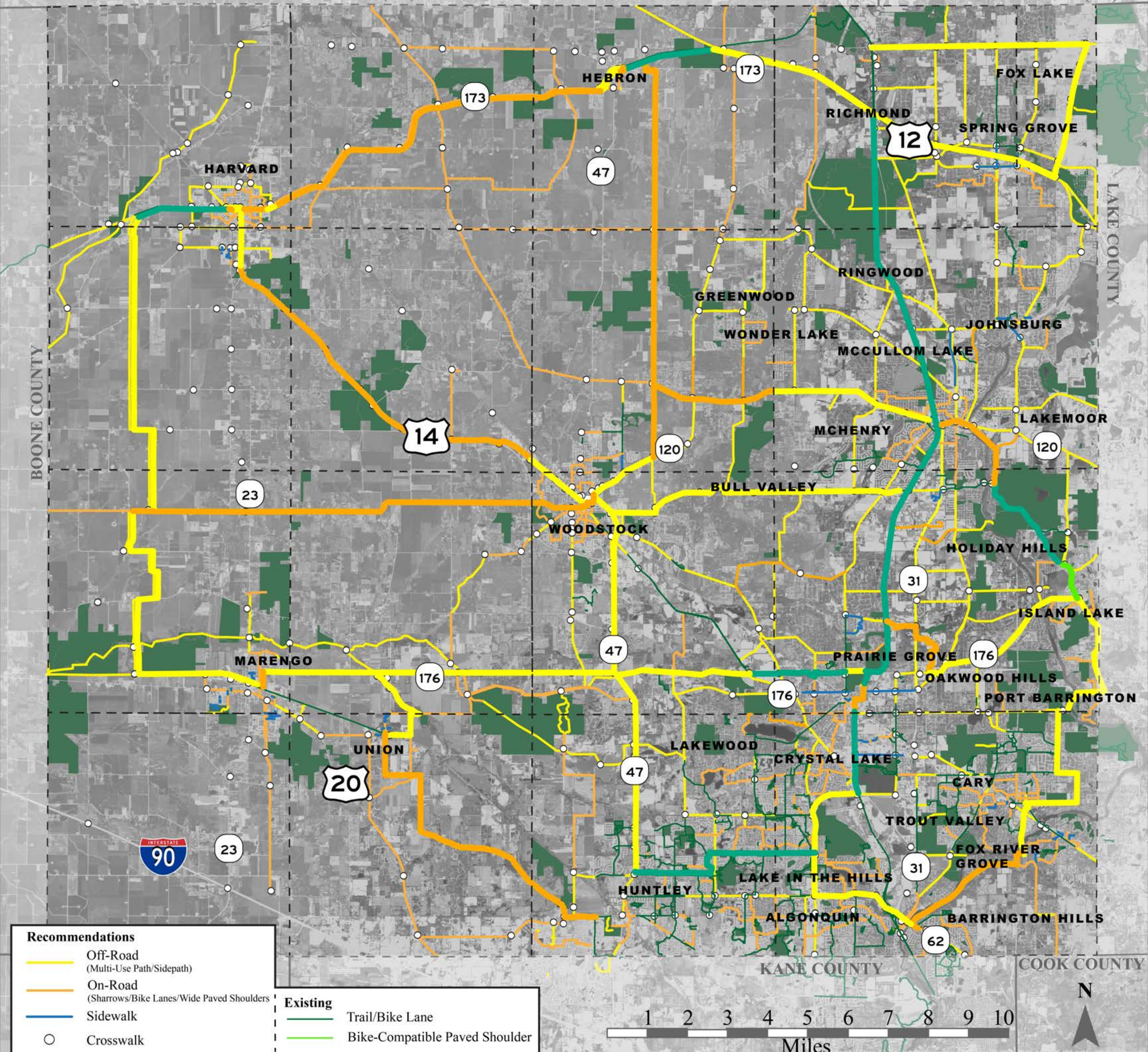
Programming Information (\$0)										Prior Fund(s)	Funding History
FFY	FUND TYPE	AC/C	ENG I	ENG II	ROW	CON	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
2020	Local Funds		\$100,000					\$100,000			
2021	STP - Locally Prgrmd			\$100,000				\$100,000			
2021	Trans Credit - Local/State Hwy			\$20,000				\$0			
2022	CRRSAA-Local					\$500,000	\$50,000	\$550,000			
2022	STP - Locally Prgrmd					\$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 Prgrmd	\$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

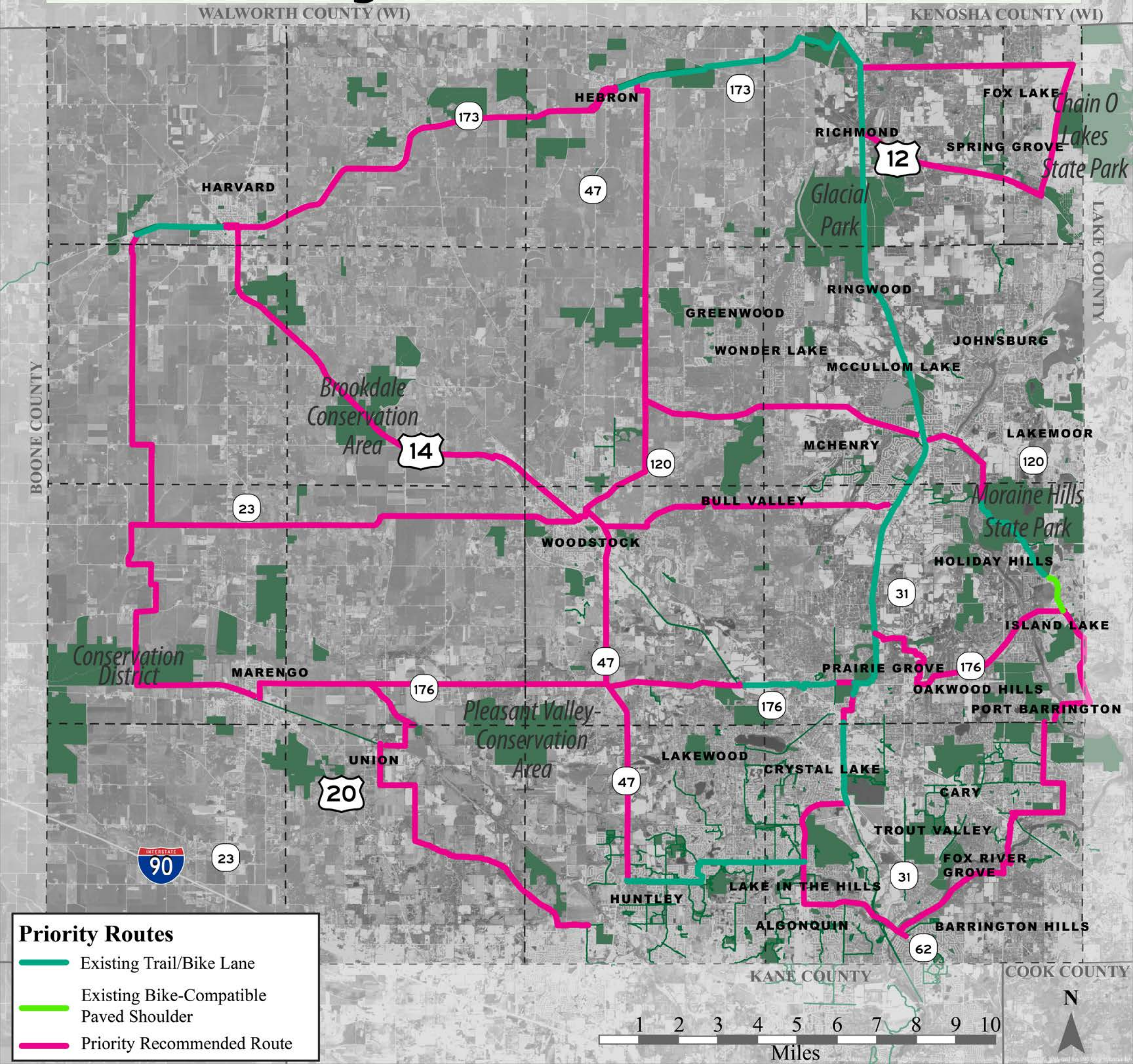
Recommended Facilities (Draft)

WALWORTH COUNTY (WI)

KENOSHA COUNTY (WI)



Priority Recommended Routes

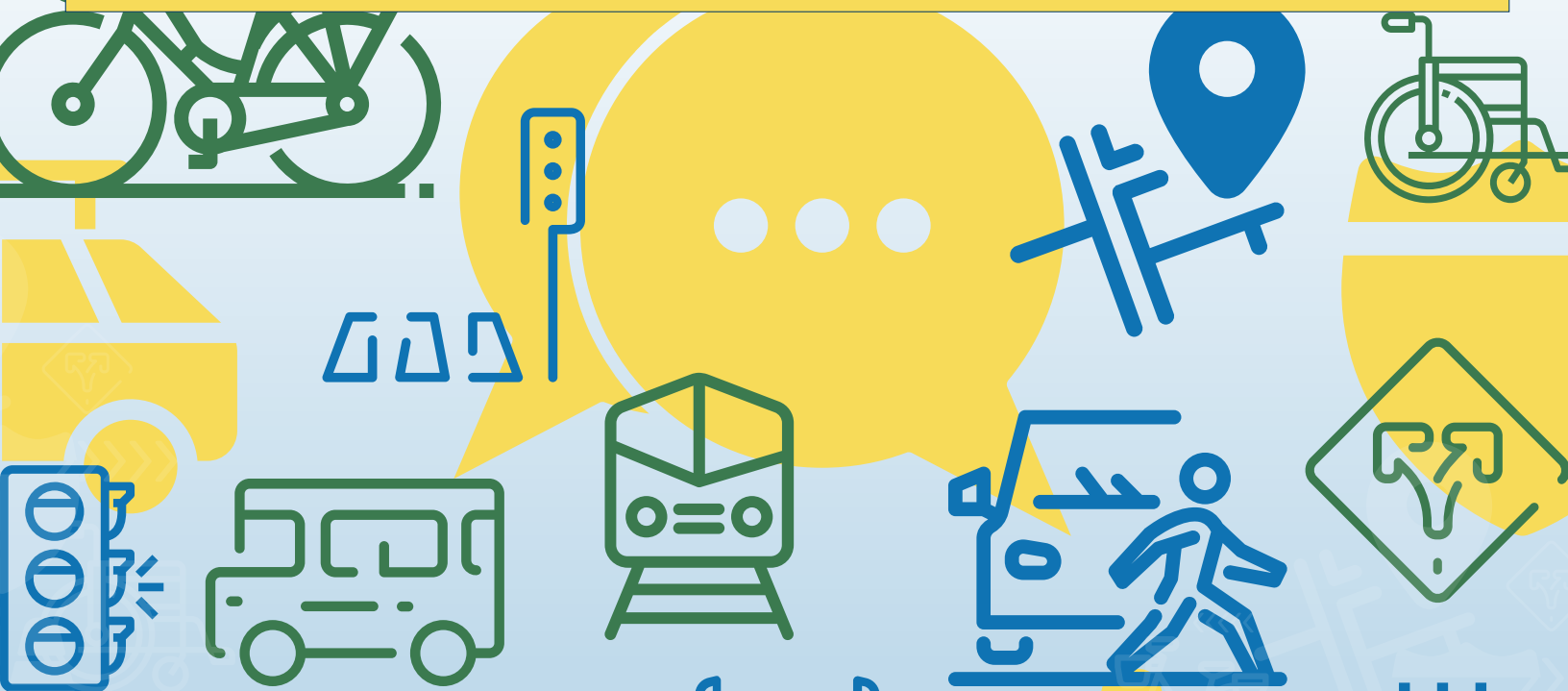


McHenry County *moves* → 2050

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Questions or comments on the Plan?

Jon Paul Dipla, Transportation Planning Manager • JPDipla@mchenrycountyil.gov • (815) 334-4959

Visit our project website to learn more! www.McHenryCountyMoves2050.com