

MCHENRY COUNTY COUNCIL OF MAYORS

AGENDA

Friday, September 22, 2023

City of Harvard City Hall

201 W. Diggins Street, Harvard IL 60033

9:00 AM

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

1.

CALL TO ORDER

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

B. Agenda Changes/ Announcements

2.

APPROVAL OF MINUTES – May 12, 2023

3.

PUBLIC COMMENT

4.

AGENCY REPORTS

A. IDOT Highway Report – Katie Herdus

B. Pace Report – Edward Gallagher

C. Metra Update – Katie Dote

D. RTA Update – Anthony Cefali

E. McHenry County Division of Transportation – Scott Hennings

F. Illinois Tollway Update – Kelsey Passi

G. IDOT STP Local Program Update – Gerardo Fierro

H. CMAP Report – Mary Weber

5.

INFORMATION ITEMS

A. McHenry County - Sensible Salting Program

6.

APPROVAL ITEMS

A. STP-L Active Program

B. MCCOM Resolution in support of PART Plan

C. STP-L 2024-2029 Program Methodology

7.

DISCUSSION ITEMS

8.

PLANNING LIAISON REPORT

9.

OTHER BUSINESS / ANNOUNCEMENTS

10.

NEXT MEETING DATE AND LOCATION

Friday, November 17, 2023 - 9:00 am

Location: McHenry County Division of Transportation, 16111
Nelson Road, Woodstock IL 60098

11.

ADJOURNMENT

MCHENRY COUNTY COUNCIL OF MAYORS

MEETING MINUTES

Friday, July 21, 2023

McHenry County Division of Transportation

16111 Nelson Road, Woodstock, IL 60098

9:00 AM

1. CALL TO ORDER

Chairman Mack called the meeting to order at 9:01 AM.

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

The meeting met 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 Huntley – Tim Farrell
5. Village of Johnsburg – Claudett Sofiakakis
6. Village of Lake in the Hills – Ryan McDillon
7. Village of Lakewood – Jean Heckman
8. City of McHenry – Greg Gruen
9. Village of Richmond – Jon Schmitt
10. Village of Ringwood – Rick Mack
11. City of Woodstock – Christina Betz
12. McHenry County – Jazmin Vega, Scott Hennings, Andrew Duffin

Others Present:

1. Alex Dye – TAI
2. Steve Frerichs – Chastain & Associates
3. Tim Bassuener – Village of Cary
4. Cade Sundstedt – TAI
5. Ed Gallagher – Pace Bus
6. Jason Fluhr – Baxter & Woodman

2. APPROVAL OF MINUTES – May 12, 2023

Approval of the minutes for the May 12, 2023, McHenry County Council of Mayors meeting. A motion was made by Mr. Morimoto (Cary) and seconded by Ms. Berendt (Bull Valley) to approve

the minutes as presented. The motion carried unanimously.

3. PUBLIC COMMENT

There were no public comments.

4. AGENCY REPORTS

- A. IDOT Highway Report – Katie Herdus
Mr. Duffin gave an update on information received from Katie Herdus.
- B. Pace Report – Edward Gallagher
Mr. Gallagher provided an update to the council.
- C. Metra Update – Katie Dote
Chair Mack updated the Council on Metra ridership and upcoming projects.
- D. RTA Update – Kendra Johnson
Chair Mack noted that there was an RTA update included in the meeting packet.
- E. McHenry County Division of Transportation – Scott Hennings
Mr. Duffin stated that there were no updates from the Division of Transportation. Ms. Vega gave an update of MCRide.
- F. Illinois Tollway Update – Kelsey Passi
No update was provided.
- G. IDOT STP Local Program Update – Alex Househ
Mr. Househ gave an IDOT update to the Council.
- H. CMAP Report – Mary Weber
Ms. Weber gave an update on CMAP to the Council.

5. INFORMATION ITEMS

- A. Action Requested: Election of Officers (Chair, Vice Chair)
Chair Mack (Ringwood) indicated that he was willing to serve as Chair for another term. Ms. Berendt (Bull Valley) said she was willing to serve as Vice Chair as well. Mr. Hennings (McHenry County) nominated Mr. Mack and Ms. Berendt for Chair and Vice Chair, respectively. The nomination was seconded by Mr. Schmitt (Richmond), and approved unanimously.
- B. Action Requested: Approval - SFY 2024 Planning Liaison Contract
Mr. Schmitt (Richmond) made a motion to approve the contract as presented, seconded by Mr. McDillon (Lake in the Hills). The Council approved the contract unanimously.

C. Action Requested: Approval – STP Program

Mr. Duffin gave an update on the STP-L program. A motion was made by Ms. Wilgreen (Crystal Lake) and seconded by Ms. Heckman (Lakewood) to approve the program. The Council approved the program unanimously.

6. APPROVAL ITEMS

A. Action Requested: Election – Officers (Chair, Vice Chair)

Mr. Hennings nominated Mr. Mack as Chair and Ms. Berendt as Vice Chair. Mr. Schmitt (Richmond) seconded the nomination. Mr. Mack and Ms. Berendt were unanimously elected as Chair and Vice Chair, respectively.

B. Action Requested: Approval – State Fiscal Year 2024 Planning Liaison Contract

Mr. Hennings introduced the item to the Council, stating that it was a routine agreement which would designate a staff person for the Council, and allow the Division of Transportation to house that role. Mr. Schmitt (Richmond) made a motion to approve the contract, seconded by Mr. McDillon (Lake in the Hills). The motion passed unanimously.

C. Action Requested: Approval – STP Program

Mr. Duffin explained the changes to the STP Program since the May meeting. Ms. Wilgreen (Crystal Lake) made a motion to approve the program, seconded by Ms. Heckman (Lakewood). The motion passed unanimously.

7. DISCUSSION ITEMS

A. Potential Changes to the MCCOM STP Guidebook and Methodology

Mr. Duffin and Mr. Hennings led discussion on potential changes that could be made to the STP Guidebook and scoring methodology.

8. PLANNING LIAISON REPORT

Mr. Duffin notified the Council of Mayors that the Barreville Road project in the City of McHenry had changed in scope. The project would no longer include the originally proposed bike lane and instead become a LAFO project. The City was also partnering with the Village of Prairie Grove, which was working on its own project on Barreville Road. Mr. Duffin also notified the Council of a Green Infrastructure Talk & Tour hosted by the City of Crystal Lake and McHenry County Staff held on July 28th.

9. OTHER BUSINESS/ANNOUNCEMENTS

There was no other business, and there were no announcements.

10. NEXT MEETING DATE AND LOCATION

Chair Mack explained that another date was proposed for the September Council of Mayors meeting. He asked if any members of the council had any issues with the change in date. There were none. The next meeting will be held on:

Friday, September 22, 2023 at 9:00 am
Harvard City Hall
201 W. Diggins Street
Harvard IL
60033

11. ADJOURNMENT

At 10:24 AM, Ms. Berendt (Bull Valley) made a motion to adjourn, seconded by Ms. Betz (Woodstock).

DRAFT

McHenry County Council of Mayors Report

Pace Suburban Bus

Ridership

In May 2023, Pace carried about 1.7 million riders on fixed route service which was roughly 8.3% higher than this time last year. Pace's fixed route ridership has now reached 70% compared to pandemic levels. Our ADA ridership has reached 100%

In May Pace had 8,000 trips on Transport network companies. We continue to utilize these companies to fill the gaps in our service area.

Rideshare Access Program (RAP)

At Pace August Board Meeting, our Board of Directors approved several exciting initiatives that reinforce Pace's continued commitment to moving the agency forward, including a new Rideshare Access Program (RAP) modeled after the [City of Chicago Taxi Access Program \(TAP\)](#) and [DuPage Uber Access Program](#) pilot.

This approval allows Pace staff to explore options for providing supplementary service utilizing transportation network companies (TNCs). The RAP program will increase capacity offering a user side subsidy transit option, where Pace will pay up to \$30, to all ADA paratransit customers in the six-county region. RAP will allow Pace ADA paratransit customers the option to use rideshare services like Lyft, Uber, UZURV or Via in conjunction with dedicated ADA Paratransit services.

Pace reVision

Also approved at the August Board meeting was an ordinance for consulting services for a network revitalization and systemwide restructuring initiative. Pace's strategic vision plan, [Driving Innovation](#), specifically mentions the need for implementing and innovating fixed-route transit in the highest demand markets, while exploring the potential to harness technology and new or enhanced mobility solutions to provide more effective coverage services in lower-demand areas. The program will take nearly 24 months and will be known as **reVision**. Expect to hear more on this initiative in the coming months with opportunities for you and your communities to provide input in the types of services are needed in the communities.

Paratransit technology.

A number of technological enhancements are underway that improve the paratransit customer experience.

- UZURV - We've contracted with the ride hailing company UZURV to expand our paratransit operations capacity, which has given us 129 new drivers in this region.
- Our partnership with the trip planning app called Transit is bringing together not only Pace, Metra and CTA fixed route service, but also Pace's reservation-based services into a single trip planning platform.
 - o One can also book a TNC ride with this service for when they reach the end of their transit journey.

- Pace Connect: So, for the first time, a travel itinerary that takes one from Crystal Lake to employment locations at the O'Hare Cargo center will display in this app to show what fixed routes to take, but also how to make the last-mile connection to a job by taking the new Pace Connect, a reservation-based service.

All these innovations help make suburban public transit more competitive with the automobile and easier for people to use.

Electrification

Federal funding for Pace projects advance

The U.S. House Appropriations Committee recently advanced a FY24 transportation appropriations bill that includes funding for five Pace projects, including \$1 million for electric paratransit buses in McHenry County.

We sincerely appreciate the support from our local representatives in Congress, including Bill Foster, Jonathan Jackson, Delia Ramirez, Brad Schneider, and Lauren Underwood. Their work and commitment to investing in transit helped ensure these earmarks made it into the appropriations bill.

Pace is actively following the budget deliberations and hope to see movement on this package later this fall.

VanGo.

One of our many recent innovations from Pace is VanGo, in which a commuter can reserve a Pace van for a day to travel from a train station to a workplace and back. It meets the travel needs of workers who don't need to go to the office every day but do need a public transit option on the days they commute. Ridership continues to grow on the three existing VanGo services. Pace is open to exploring new VanGo service locations. If any of the board have suggestions, please Reach out to us on places where this service would be a good fit.

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CMAP News

The CMAP office is open daily and [staff](#) have established hybrid work schedules. All CMAP committee meetings are held in-person and a quorum of committee members must be physically present. CMAP continues to provide options for non-member attendees to participate in meetings virtually. Meeting materials, webinar links, minutes, and recordings can be found on [CMAP's Legistar page](#). For general questions, complete our [contact form](#). Subscribe to updates from CMAP on transportation, the economy, climate and more [here](#).

Job Opportunities

CMAP is hiring for several full-time positions: a [Senior Communications Specialist](#) and a [Designer](#) in the Communications and Engagement Department; a [Deputy of Administration Services and Finance](#) in the Finance and Administration Department; a [Policy Principal](#) in the Regional Policy and Implementation Department; and an [Intergovernmental Affairs Specialist](#) and a [Senior Intergovernmental Affairs Specialist](#) in the Legislative Affairs Department. Visit CMAP's [Careers page](#) to discover more job opportunities.

Additionally, Kane County Division of Transportation is hiring for a [Regional Planning Liaison and Special Projects Coordinator](#).

Plan of Action for Regional Transit (PART)

As directed by [Public Act 102-1028](#), CMAP is developing the [Plan of Action for Regional Transit](#) (PART) report, a set of legislative recommendations to strengthen the regional transit system, which is facing a funding crisis that has the potential to decimate service, cripple our regional and local economies, and diminish quality of life. This report must be approved by CMAP's Board and MPO Policy Committee before it is submitted to the General Assembly and Governor's Office by January 1, 2024. The PART report will leverage findings and input from the RTA and its [Transit is the Answer](#) strategic plan, as well as CMAP's [Mobility Recovery](#) project. Several recommendations for system improvements and funding approaches are available on the [PART page](#), and additional recommendations will be posted throughout the summer.

CMAP is also required to assemble a [steering committee](#) comprised of business, civic, labor, and environmental stakeholders who will help guide development of the recommendations. The PART steering committee have held four meetings, and will convene for a final time on Wednesday, September 6th. [Draft recommendations](#) are being posted on the [PART webpage](#) and will be presented at the joint CMAP Board/MPO Policy Committee meeting on September 13th, before they are brought to a vote at the October 11th joint meeting. If you are interested in receiving a briefing on the PART report, please contact Jane Grover at jgrover@cmapp.illinois.gov or 312-386-8802.

Community Alliance for Regional Equity (CARE)

CMAP is accepting applicants for the second [CARE](#) cohort, which will launch in January and run through December 2024. CARE is a group of community-based organizations that will work with CMAP to make our investment processes more equitable and strengthen community collaboration. We are seeking community-based organizations that are traditionally marginalized or excluded in the transportation planning process, including — but not limited to — Asian American, Arab American, Black, Latino, immigrants, LGBTQ+ organizations, Native American, Pacific Islander, people with disabilities, people experiencing homelessness, residents with low income, and young people. To compensate them for their time and expertise, each member organization will receive a \$10,000 honorarium. [Applications](#) are due by **September 19, 2023**.

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Program Status Updates

CRRSAA Program

On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) resulted in the allocation of \$42,647,247 to be programmed and managed by CMAP. The [Regional CRRSAA Status Report](#) and [Accounting Summary](#) were updated in July 2023.

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

Surface Transportation Program

The [STP Project Selection Committee](#) last met on August 31, 2023. At the meeting, the committee approved the Recommended FFY 2024 – 2028 Shared Fund [Active](#) and [Contingency](#) programs. CMAP's Transportation Committee and MPO Policy Committee will consider the TIP changes to incorporate the approved program in September and October. The committee is scheduled to meet next on November 2, 2023 at 9:30 am. [Meeting Materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. 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), Carbon Reduction (CRP) and Transportation Alternatives (TAP-L)

The most recent CMAQ Project Selection Committee (PSC) meeting was held on August 31, 2023., and the committee approved the Recommended FFY 2024-2028 [CMAQ, CRP](#) and [TAP-L](#) programs. CMAP's Transportation Committee and MPO Policy Committee will consider the TIP changes to incorporate the approved program in September and October. The committee's next meeting is scheduled for **November 2, 2023**. [Meeting materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. Information for submitting change requests for CMAQ or TAP-L funded projects can be found on CMAP's [CMAQ web page](#).

Staff Contact: [Doug Ferguson](#) (312-386-8824)

Safe Travel for All Roadmap (STAR)

CMAP's STAR program aims to improve the region's traffic safety environment. It will continue and build on the work of the Safety Action Agenda and align the effort with new federal funding opportunities including: the development of policy related to speed management, bicycle and pedestrian safety; the creation of safety action plans for qualifying local partners, the dedication of resources to planning and implementing complete streets projects and the creation of data resources for partners to better address safety.

Northeastern Illinois was awarded a \$5 million Safe Streets for All grant from the U.S. Department of Transportation to improve traffic safety across the region. The joint application submitted by CMAP and the region's counties will fund a comprehensive, regional program called [Safe Travel for All Roadmap](#) (STAR), which will provide a framework for safety research and programs to make northeastern Illinois safer for all travelers.

Staff Contact: [Victoria Barrett](#) (312-386-8641)

CMAP Products and Data

New CMAP Data Hub

CMAP is excited to announce the launch of the redesigned [Data Hub](#). The Data Hub provides vetted and trustworthy information about northeastern Illinois so local governments, community organizations, academic researchers, businesses, and more can learn and make informed decisions about their communities. The new Data Hub allows you to search or browse by categories and tags. You can find tables or shapefiles for transit routes and stops, greenhouse gas emissions, economically disconnected and disinvested areas, bikeway inventory system, and more!

2023 Community Data Snapshots

Updated CMAP [Community Data Snapshots](#) are now available. The annual snapshots provide data-driven profiles for every county, municipality, and Chicago Community Area (CCA) in our region. The snapshots include updated demographic, socioeconomic, and employment data from the American Community Survey (ACS) datasets, updated land use summaries using data from the [Land Use Inventory](#), and updated estimated vehicle miles traveled per household. Staff has also created a [toolkit](#) to help communities share this information.

Improving Accessibility in the Region

CMAP has launched a program to help communities in northeastern Illinois improve accessibility for their residents and visitors with disabilities. This [CMAP webpage](#) provides communities and partners with essential information about improving accessibility and complying with the Americans with Disabilities Act. Sign-up to receive the Accessible Communities newsletter by updating your subscriber preferences [here](#).

CMAP also conducts a series of free ADA trainings, which cover ADA and Title II requirements, completing a self-evaluation, the role of an ADA coordinator, and developing a transition plan. Training slides and recordings from spring sessions are available on the [CMAP website](#). Registration is now open for the [fall ADA trainings](#), which will cover the following topics:

- The ADA and Title II and Illinois Accessibility Code training - September 14, Glen Ellyn Police Department
- ADA coordinator training - October 11, Brookfield Village Hall
- ADA self-evaluation and design standards - November 8, Arlington Heights Senior Center
- ADA transition plans - November 9, Arlington Heights Senior Center

IIJA Booklet and Resources for Communities

CMAP has launched an [online resource](#) to provide communities and partners with the essential information they need to know about IIJA and its benefits to the region. This includes funding estimates for existing transportation programs as well as new programs that can make our regional transportation system stronger and more resilient for the next generation of users.

CMAP has also been working with partners and stakeholders to prioritize and achieve consensus around sustainable solutions to our region's transportation challenges. The highest priority projects for the region are reflected in the [IIJA booklet](#). These projects align with the [core principles](#) that guide IIJA and our region — inclusive growth, resilience, and prioritized investment.

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From Our Partners

2023 Walk and Roll to School Day

October 4, 2023 is National Walk and Roll to School Day. Visit the [event website](#) to register and learn more about the many benefits of walking, biking, or rolling to school.

IDOT 2022 Pavement and Structure Data

New pavement and structure condition data, collected in 2022, is available on the IDOT website [here](#). At the bottom of the page, you can download a zip file, which contains Excel and GIS layer packages containing the data.

2022 Statewide Crash Data

On June 20, 2023 IDOT released [Circular Letter 2023-18](#) regarding the 2022 statewide crash data and safety portal. The information can be accessed by logging into [IDOT's Safety Portal](#), which provides access to search and retrieve individual crash reports, view the location of a crash on a map, access the full 10-year retention period for historical and trend analysis purposes of sites and crashes, and generate standardized summary reports of crash data based on various input parameters. Additional crash data may be requested by contacting the Bureau of Data Collection at DOT.DTS.DataRequests@illinois.gov. Additionally, the 2021 Illinois [Crash Facts and Statistics Publications](#) are also available on the IDOT website.

Bicycle Facility Inventory System

IDOT has launched the [Bicycle Facility Inventory System](#). Users have access to add new facilities, update existing facilities, and mark facilities as decommissioned. A recording of the April 5th [webinar](#) which demonstrates how to use the system is available. For questions and additional information please email: DOT.BikePed@Illinois.gov.

Vulnerable Road User Safety Assessment

On March 15, 2023, IDOT released [Circular Letter 2023-10](#). With the passage of IIJA, IDOT is required to assist and support LPAs to perform a Vulnerable Road User (VRU) Safety Assessment as part of the state's Highway Safety Improvement Plan. The law establishes that the VRU Safety Assessment must be completed no later than **November 15, 2023**. You can help improve safety by identifying areas in your community that may be unsafe for bicyclists, pedestrians, or other vulnerable road in a new [online map](#).

FHWA Bicycle and Pedestrian Planning, Program, and Project Development Guidance

FHWA has issued updated Bicycle and Pedestrian Planning, Program, and Project Development Guidance. It is posted on FHWA's [BIL webpage](#) and the [Bicycle and Pedestrian Guidance webpage](#). For questions, please contact Todd Schmidt: todd.schmidt@dot.gov or 312-353-3868.

TRB Publication - "Making Travel More Equitable for People with Disabilities"

The Transportation Research Board published the fourth part in a blog series on equity, "[Making Travel More Equitable for People with Disabilities](#)." The blog focuses on the challenges faced by people with disabilities in accessing transportation systems and the need for improvements in infrastructure, policies, and services to address these barriers. The roles of inclusive design, technological advancements, and stakeholder collaboration in creating accessible transportation options are emphasized. The blog also presents examples of successful initiatives and best practices from different

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regions to inspire and guide future efforts towards enhancing the travel experience for individuals with disabilities.

Funding Opportunities

FY 2023 Reconnecting Communities and Neighborhoods Program (RCN)

USDOT has released the [FY 2023 NOFO](#) for the Reconnecting Communities and Neighborhoods Program. This RCN NOFO is a combination of two major discretionary grant opportunities: The [Reconnecting Communities Pilot](#) (RCP) and [Neighborhood Access and Equity](#) (NAE) Programs. USDOT has combined these two programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of award, the programs share many common characteristics, and it is possible for projects to be eligible and considered for both programs using a single application. Under the combined RCN Program, USDOT is offering three grant types: Community Planning Grants, Capital Construction Grants, and Regional Partnerships Challenge Grants. To apply, the three grant programs have been split into two application sites:

1. [Community Planning Grants and Regional Partnerships Challenge Grants with Planning Activities](#)
2. [Capital Construction Grants and Regional Partnerships Challenge Grants with Construction Activities](#)

Applications must be submitted through Valid Evaluation by **September 28, 2023**. A series of webinars are scheduled to provide information on the Reconnecting Communities and Neighborhoods grant program. Registration is not required – simply use the appropriate [webinar link](#) at the designated time. For questions, contact Andrew Emanuele at reconnectingcommunities@dot.gov.

2023 Safe Routes to School Call for Projects

The 2023 funding cycle for Safe Routes to School is now open. The program helps to support projects that make walking, biking, and rolling to school a safe option for students in grades kindergarten through high school. Additional information can be found in the [NOFO](#). Application forms and additional resources are available on the IDOT [Safe Routes to School Program webpage](#). Applications must be submitted electronically to srts2023@partner2013.illinois.gov as one group of documents. The deadline to apply is **October 2, 2023 at 4:30 PM CT**. For questions, please contact IDOT Safe Routes to School staff at DOT.SafeRoutes@Illinois.gov.

Additionally, to assist applicants with preparing materials, IDOT has partnered with the Active Transportation Alliance to offer an informational webinar series.

SRTS Webinar 1 – Grant Overview

- Wednesday, July 12, 11:30am – 1pm
- Watch recording: <https://activetrans.org/resources/education/safe-routes-to-school>

SRTS Webinar 2 – Q&A with IDOT

- Wednesday, August 23, 11:30am – 1pm
- Watch recording: <https://activetrans.org/resources/education/safe-routes-to-school>

SRTS Webinar 3 – Q&A with IDOT

- Wednesday, September 20, 11:30am – 1pm
- Register here: https://us06web.zoom.us/webinar/register/WN_mfloVU7kSuG8vSgCi14low

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Public Input Opportunities

Draft Public Participation Plan

CMAQ welcomes feedback on its [draft Public Participation Plan](#). The plan guides CMAQ's proactive engagement of the residents and constituencies of northeastern Illinois and provides residents with guidance on participating in CMAQ's regional policy development and decision-making processes. Please submit comments on the draft plan by **5:00 p.m. on Friday, October 6, 2023**. Comments may be submitted by email to outreach@cmap.illinois.gov or by U.S. mail to:

Jane Grover
Chicago Metropolitan Agency for Planning
433 West Van Buren Street, Suite 450
Chicago, IL 60607

Training Opportunities

New FHWA Learning Management System

FHWA's National Highway Institute launched its new [Blackboard Learning Management System \(LMS\)](#) to provide a more interactive and user-friendly platform, offering easier access to course information, simplified course registration, transcript viewing, and online management of profile information and passwords. More than 30 self-directed training courses are currently available through NHI's LMS, and NHI will continue to migrate its Self-Directed Training courses between now and the Fall of 2023.

Utilizing DOT Data and Mapping Tools for Stronger Grant Applications

USDOT is hosting a webinar on Utilizing DOT Data and Mapping Tools for Stronger Grant Applications on **September 19 at 12:30 CT**. The webinar will spotlight resources and tips for preparing for grant success, provide an overview of available DOT mapping and data tools, and include presentations on the [Screening Tool for Equity Analysis of Projects \(STEAP\)](#) and the [Equitable Transportation Community \(ETC\) Explorer](#). Register [here](#) to attend the webinar! The webinar presentation and recording will be available following the webinar on the [USDOT Navigator Webinars page](#).

2023 IDOT Fall Planning Conference

Registration is now open for the [2023 IDOT Fall Planning Conference](#). The conference will be held **October 2 - 4, 2023**, at the Crowne Plaza Springfield Convention Center. The conference will include breakout session presentations and panels by your peers on the following topics: transit, rail, freight, aviation, marine and active transportation throughout Illinois with a focus on addressing underinvestment in disadvantaged communities. This conference provides an outstanding platform to meet people face-to-face in your field, exchange details and have discussions on future collaborations.

Integrating Transportation and Land Use

The [Integrating Transportation and Land Use](#) web-based training (WBT) course is designed to help practitioners plan multimodal transportation systems that supports community development goals and shape land use patterns that support transportation system performance goals. Course lessons include determining the interplay between transportation systems and land use development patterns, the processes and principles that influence integrated transportation and land use planning, and strategies for applying integrated land use and transportation principles to different types and scales of planning and decision-making processes. Target audience includes Mid-level State DOT employees, City and County engineers and planners, MPO staff, transit operators, Federal employees (FHWA, FTA, EPA),

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resource agency staff, consultants, elected officials, regulatory agency staff, local zoning officials, site designers, citizen activists, developers, media representatives and business leaders.

Every Day Counts (EDC) Virtual Summit

The EDC-7 summit was conducted virtually and included 2,000 attendees from State DOTs, local agencies, federal land management agencies, tribes and industry. The seven initiatives feature strategies to improve safety for all users, build sustainable infrastructure for the future, and grow an inclusive workforce. The presentations, fact sheets, videos, virtual booths, and pdfs of homegrown innovations developed by the National State Transportation Innovation Council (STIC) Network are available on-demand to all registered participants **through February 2024**. Register for the on-demand summit [here](#).

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Federally-Funded Project Implementation and Active Program Management Reminders – September 2023

9/11/2023

Final agreements due for projects targeting the November state letting

9/29/2023

Pre-final plans due for projects targeting the March 2024 state letting

9/30/2023

Quarterly status updates are due for all projects utilizing CMAQ, CRRSAA (local and shared), STP (local and shared), or TAP-L funds. Updates for selected through a subregional council should be submitted to the council planning liaison. All other updates should be submitted to transportation@cmap.illinois.gov.

Other recommended actions

Sponsors of projects with Phase 1 or Phase 2 Engineering programmed in FFY 2024 should consider beginning the Qualifications Based Selection (QBS) process for those project phases so that funding agreements can be submitted to IDOT as soon as possible to help ensure that federal funds are obligated within the programmed FFY.

As the end of the federal fiscal year approaches, planning liaisons will be reaching out to local project sponsors to confirm the status of all projects that should continue to be included in the CMAP TIP. Sponsors should inform the planning liaisons of changes to project information such as scope, schedule, or funding that needs to be updated in the CMAP TIP. To view current project information, visit etip.cmap.illinois.gov, and used the Advanced Search tab to locate your projects.

###

This information is compiled from these official sources:

- IDOT Bureau of Local Roads and Streets Region One Letting Schedule (latest version available from IDOT District 1 BLRS staff)
- CMAP's TIP Due Dates and Master Transportation Schedule (latest version posted [here](#))
- [STP Active Program Management Policies](#)
- CMAP's call for projects [web page](#) (Refreshed prior to each call)
- CMAP's [CMAQ and TAP-L Program Management and Resources web page](#)

If there are any discrepancies in dates, the dates listed on the official sources above should be used. Consult with your planning liaison to resolve any questions or concerns.



McHenry County



Sensible Salting 101 Workshop

~ Updated for 2023 ~

This workshop provides a comprehensive overview of current best management practices that maintain safety on roads while minimizing impacts from roadsalt to our water, environment, and infrastructure

!!! New For 2023 - Personal Calibration Days !!!

Municipalities/townships that attend can bring in their plow trucks for roadsalt and liquid calibration/training by our experts at three locations on the following dates:

10/16 McHenry County Division of Transportation (Woodstock)
10/18 Village of Algonquin Public Works
10/19 City of Crystal Lake Public Works

WHO: Operations staff actively involved in snow & ice removal on roads

- A separate Sensible Salting 201 Workshop is provided for managers/supervisors/elected officials on 10/17
- Salt Smart Training and Certification for Parking Lots and Sidewalks is also available

DATE: Tuesday 10/10 or Wednesday 10/11

TIME: 8:00 AM to Noon (doors open at 7:30 AM)

WHERE: Crystal Lake City Hall
100 W. Woodstock Street
Crystal Lake, IL 60014

To Register, visit

www.mchenryh2o.com

Registration fee: \$25.00 per person
includes training materials, donuts, lunch

Registration must be received by
Friday, October 6, 2023
(Checks can be delivered at Workshop)

For more information contact Scott Kuykendall,
McHenry County Water Resources Specialist, at
SHKuykendall@mchenrycountyil.gov or 815-334-2863

Or call Planning and Development at
815-334-4560 (select Option 1)

Workshop conducted by the McHenry County Division of Transportation and Department of Planning and Development, the Village of Algonquin, the City of Crystal Lake, and the Town of Linn



McHenry County



Sensible Salting 201 Workshop

~ For Managers, Supervisors, Elected Officials ~

This workshop provides decision-makers with a comprehensive overview of current best management practices and policies that maintain safety on roads while minimizing impacts from roadsalt to our water, environment, and infrastructure

Includes a tour of a commercial brine making system and anti-icing equipment, as well as presentations and a panel discussion with snow removal experts

WHO: Leadership involved in managing snow & ice removal on roads

- A separate Sensible Salting 101 Workshop is provided for operations staff on 10/10 or 10/11
- Salt Smart Training and Certification for Parking Lots and Sidewalks is also available

DATE: Tuesday 10/17

TIME: 9:00 AM to 12:00 PM (Registration opens at 8:30 AM)

WHERE: Ringers Landscape Services
2101 IL-176
Crystal Lake, IL 60014

To Register, visit

www.mchenryh2o.com

Registration fee: \$15.00 per person
includes training materials and breakfast

Registration must be received by
Friday, October 13, 2023
(Checks can be delivered at Workshop)

For more information contact Scott Kuykendall,
McHenry County Water Resources Specialist, at
SHKuykendall@mchenrycountyil.gov
or 815-334-2863

Or call Planning and Development at
815-334-4560 (select Option 1)



October 2022 » Columns » Are you Salt Wise?

Are you Salt Wise?

Matt Wittum Highway Superintendent Town of Linn, Wisconsin Salt Wise Partner and Municipal Champion



For decades, salt has been the “go to” product for winter maintenance professionals. Salt was readily available, cheap, and met the needs of the agencies tasked with making their roads safer during winter weather events. In the last 20 years salt prices have doubled or tripled nationwide and the amount of salt used has followed. As prices and use across the country were steadily increasing, so was the realization of what was occurring because of the product being used.

Negative effects of salt are easily spotted in the deterioration of our infrastructure and vehicles—we see them every day! What wasn't seen, at least not by many, was the impact of oversalting at ground level and below. Yes, you may have seen some dead grass in an area that had a heavy application, but what you didn't see is that salt slowly infiltrating through the soil into our groundwater supply or getting carried by rains into our lakes and streams/rivers. The

scary realization of contaminated drinking water supply for millions of people and compromised ecosystems that were being degraded was startling. One teaspoon of salt pollutes five gallons of water and turns it in a status that is considered toxic for freshwater ecosystems.

Visit Website (<http://www.apwa.net/elearning>)

So, now that all the bad news has been given, is there any good news? The answer is yes! Because of the attention being given to this subject by many groups and individuals, there are many ways to reduce the amount of salt we apply in winter weather events, reducing our impact on these fragile ecosystems and our drinking water. From APWA certification classes, local programs, and all the other resources, the best management practices that should be utilized by winter maintenance operators and all the information needed for you to become “salt wise” is out there and readily available. One of the newest to join the fight against the overuse of salt is the Wisconsin Salt Wise Partnership. Founded in Dane County 2015, the partnership’s goals are: to educate residents, leaders and winter maintenance professionals on salt pollution and solutions; provide training and promote best practices to reduce salt pollution; and recognize contractors committed to using the right amount of salt for conditions.

Salt Wise offers a vast amount of information and opportunities for winter maintenance professionals and agencies. From certification classes and equipment open houses to their monthly “Wednesday Webinar” series, they have made a strong push to increase awareness around the true cost of applying salt.

In 2021, Salt Wise expanded geographically and programmatically. Now a statewide partnership, they doubled their outreach efforts with the creation of an annual Salt Awareness Week and began offering an opportunity for agencies to become “Municipal Champions.” Congratulated on social media and on their website, champion agencies can share their salt reduction efforts and success stories. Successes range from agencies utilizing liquids in their operations to the revamping of operations to include the technology for the more accurate placement of materials to re-emphasizing mechanical removal. Salt Wise promotion of these agencies educates others and increases the general public’s awareness of the issue and support of BMPs.

The Town of Linn became a “Municipal Champion” in February 2021 after a complete rehabilitation of our snow and ice program, which as of today is still a work in progress. Highlights from the changes were the removal of the use of sand, implementing BMPs (including annual calibration) and upgrading and expanding our fleet. The Town adopted a snow and ice policy that calls for the use of liquids whenever practical prior, during and after a snow event. In a nutshell, we did away with the “This is the way we’ve always done it” mentality and showed that we can achieve the level of service we strive to provide while controlling the use of salt. Having said that, it wasn’t always a smooth process as we navigated all the changes. There were challenges funding and obtaining the equipment we felt was necessary. There were elected officials and members of the public that we had to educate on why we wanted so much change and what the benefits were.

Visit Website (<http://www.apwa.net/elearning>)

As parts of the program were implemented, we had to track and show our results both good and bad. One of the easiest ways to do that was pictures. One example was that we were a community that pre-treated certain roads with a salt/sand mix. The year we bought our first anti-ice applicator we were able to show what the different applications looked like. In addition, we provided costs for both practices and it quickly became apparent that there was a lot more cost involved in using sand than just buying and mixing it; hauling and cleanup costs were determined and used versus the cost to produce brine and apply it.

Be Salt Wise and to remember that when you do apply it—it affects more than just the surface.

Currently, the Town's role with the Salt Wise Partnership is to work on educational outreach materials and workshops. Educational materials range from published articles, to participating in the "Wednesday Webinar" monthly series. This fall we will help host and instruct two Smart Salting for Wisconsin Roads certification classes. We will also be assisting the EPA in conjunction with Salt Wise as the EPA will be launching a website on salt and chloride pollution this fall and wants to turn our "municipal champion" story into a more in-depth success story for use on their site.

The Town has taken the position to be a leader in the adoption of snow and ice BMPs and to assist any agency that it can with the goals of becoming better managers of salt use. We encourage anyone who applies salt to be Salt Wise and to remember that when you do apply it—it affects more than just the surface.

Mark Wittum can be reached at (262) 275-6300 (tel:2622756300) or linnhighway@townoflinn.com (<mailto:linnhighway@townoflinn.com>).

View as flipbook

Easy on the salt

EPA requires reducing chloride impacts during winter maintenance operations. Operator certification courses help make that happen.

With another winter just around the corner, imagine this scenario: All of your equipment is tested and ready to go, deicing products have been ordered and delivered, and your staff has completed its pre-season meetings and route dry runs.

Winter maintenance operations are just where they need to be.

Then it happens: You receive a communication from your local and state EPA.

They want to meet to discuss your department's past salt usage, review your current operations and practices, and possibly identify areas in your community to monitor chloride levels in the water and groundwater systems. Then they'd like you to present a plan for using less salt. To put a cherry on top of the sundae, they may even tell you how much you must lower usage by.

That same exact scenario may not be playing out, but public works departments from the Midwest to the East Coast are being required to reduce chloride impacts from their winter maintenance operations.

For example, the municipality for which I work is in an Illinois county that

sits on heavy sand/gravel deposits left behind from glacier movements, making groundwater contamination a very real issue. Monitoring wells verified what was feared: Chloride levels in some areas briefly spiked to unsafe consumption levels after a winter storm. As a result, we may soon have a total maximum daily limit (TMDL) for chloride in the groundwater.

If EPA doesn't raise the issue, someone else might.

Farmers in Canada and Michigan recently sued their local transportation departments for salt damage to crops and loss of property value. The Canadian court awarded the farmer \$100,000; in Michigan, the court sided with the DOT.

Getting ahead of regulation

There are three training programs designed to help public agencies develop environmentally friendly snow and ice control programs:

- Minnesota DOT's Salt Solutions Program, which includes a Winter Chemical Certification (anti-icers and deicers including additives).
- American Public Works Association's (APWA) Winter Maintenance Supervisor (WMS) Certificate, which is available in a workshop on the first

day of the association's annual North American Snow Conference.

- McHenry County, Ill., health, transportation, and water resources departments' Winter Snow and Ice Workshop. At the end of the day-long program, the attendees may receive Level 1 Certification: Snow and Ice Best Management Practices and also up to six professional development hours (PDH).

The latter class, which I help teach, came about from former county DOT Maintenance Superintendent Mark DeVries, who's active in the local and national APWA.

It occurred to us that equipment operators must be certified to spray pesticides and flaggers require training, to name a few of the public works jobs for which specialized education is required. Why not for applying a chemical that can damage the environment?

The workshop theme says it best: We need to manage ourselves before someone manages us.

In-depth education for only \$25

The county's groundwater resource manager explains that one tablespoon of salt contaminates five gallons of wa-

ter forever. By applying that calculation to the average five-yard plow truck, attendees quickly understand how winter maintenance affects water supplies.

The course also offers several best management practices:

Spreader calibration. Do operators know what they're putting down? Is setting 2 on the salter or sprayer appropriate for the situation or just what your agency's always used?

Calibrating equipment doesn't cost anything; overapplication wastes time and money and increases environmental damage.

Vehicle and equipment cleaning also is covered.

Weather basics. Air temperature has nothing to do with effective snow and ice control; success depends on pavement temperature.

It can take up to four times the amount of material to break a pavement/ice bond than to prevent it. Dry salt shouldn't be applied when pavement temperature falls below 15° F. Usually, 300 pounds per mile is enough.

Never use salt to "burn off" snow from pavement. Plowing removes the accumulation; the salt put down during and after is just to prevent the bond from reforming.

We supplement this information with application rate recommendations, route cycle times, and charts.

Snow and ice control policies. What's your agency trying to achieve? Is it realistic?

Let's say you work in a region where pavement temperatures are routinely around zero and your agency doesn't use liquids. Does a bare pavement policy make sense?

Dry and wet material storage. In addition to good housekeeping practices, the course addresses the true monetary and environmental costs of abrasives.

After lectures, the class splits between a hands-on calibration demonstration and an exercise that presents different scenarios for application rates.

Finally, those who score 80% or better on an exam receive their operator certification sticker.

How we're preparing for water monitoring

I was concerned when I learned about potential chloride monitoring in our area. However, over the last 10 years we've reduced salt usage without compromising service levels. I can show we've made a very strong effort to do our part.

Budgets didn't allow us to do everything all at once. Therefore, ideas and programs were prioritized and put in place as we were able.

We added liquids to our winter maintenance operations, beginning with a very simple brine production system that's grown to in-house production and blending. We pre-wet and anti-ice. All front-line equipment has pavement temperature sensors; most trucks have computer-controlled dispensing systems.

All of our progress and reductions have been documented and all staff has been certified.

Our efforts have earned us two APWA Excellence in Snow and Ice Control awards, a Salt Institute Safe and Sustainable Snowfighting Award, and McHenry County Council of Governments Environmental MP3 Award.

All agencies must start taking a similarly proactive approach to winter maintenance. The balancing act used to be budget versus service level. That's still

the case, but environmental impacts are starting to become a heavy weight on the balance beam.

Begin by improving your current practices.

Already using liquids? If possible, expand. Treated material and liquid (straight and blends) options have grown so quickly in recent years that you have many to choose from.

Want to get started but not sure how? Contact someone who has done it. Remember: Manage your operation before someone else decides to. **PW**

Matt Wittum has been public works director for the Village of Spring Grove, Ill., a community of 6,000 that borders Wisconsin, for 10 years. E-mail mwittum@springgrovevillage.com.



WPR [HTTP://WPR.ORG]



A salt truck spreads brine on the road as a winter storm moves through the area near Durham, N.C., Sunday, Jan. 16, 2022. *Gerry Broome/AP Photo*

Using road salt has its drawbacks, some community leaders see a solution in brine

Road salt runoff harms aquatic life and damages infrastructure, leading communities to look for environmentally friendly alternatives

By Gaby Vinick

Published: Thursday, February 2, 2023, 6:50am

Community leaders in Wisconsin are increasingly [<https://wisconsindot.gov/Documents/doing-bus/local-gov/hwy-mnt/winter-maintenance/WisDOTSaltFactSheet.pdf>] turning to liquid brine, a mixture of salt and water, to minimize environmental and safety concerns and manage winter road conditions.

"I think there's a lot more momentum and discussion about it today than there was even five years ago," said Shannon Haydin, stormwater section manager for the Wisconsin Department of Natural Resources.

She said road salt, also called rock salt, can blow off of roads and into the state's waterways.

“There's nothing that removes chlorides from the water. And as we get saltier water, it begins to impact the aquatic biology, the plants and the fish and the bugs that live in the lake”

"There's nothing that removes chlorides from the water. And as we get saltier water, it begins to impact the aquatic biology, the plants and the fish and the bugs that live in the lake," Haydin said.

Haydin said areas that use road ditches instead of storm sewers are at risk of the saltier water infiltrating soil and groundwater [<https://www.wri.wisc.edu/research/mass-discharge-of-road-salt-via-groundwater-to-surface-waters-in-southeastern-wisconsin/>]. In other cases, people on a low-sodium diet could be consuming salt in their water without realizing it. Rock salt is also corrosive and damages infrastructure. Nationwide, it costs about \$5 billion a year in repairs, [according to the U.S. Environmental Protection Agency](https://www.epa.gov/snep/winter-coming-and-it-tons-salt-our-roads) [<https://www.epa.gov/snep/winter-coming-and-it-tons-salt-our-roads>].

"It's really everywhere right now, and it's going up at an alarming rate. And right now is the time to really slow that down so that we can limit the negative impacts that we have on our water quality," Haydin said.

Instead, more street maintenance operators are using brine, [made of 23 percent salt](https://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Documents/Brine_plus_Salt_Material_-_Snow_and_Ice_Control_Treatments.pdf?Mobile=1&Source=%2FDivisions%2FPlanning%2FLocalPrograms%2FLTAP%2F_layouts%2Fmobile%2Fview.d3317390cde8%26ViewMode%3DDetail%26CurrentPage%3D1#:~:text=Brine%20is%20made%20by%20mix) [https://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Documents/Brine_plus_Salt_Material_-_Snow_and_Ice_Control_Treatments.pdf?Mobile=1&Source=%2FDivisions%2FPlanning%2FLocalPrograms%2FLTAP%2F_layouts%2Fmobile%2Fview.d3317390cde8%26ViewMode%3DDetail%26CurrentPage%3D1#:~:text=Brine%20is%20made%20by%20mix] and the rest water. Depending on weather conditions, winter weather professionals use brine before a storm by putting liquid down on pavements, also called anti-icing, or combining salt and brine after a storm to de-ice the roads.

In 2018, Matt Wittum, a highway superintendent for the Town of Linn — south of Lake Geneva — bought a livestock watering tank to make about 1,000 gallons of salt brine. He also replaced an older fleet with new trucks with applicators that can spray brine and temperature sensors for operators to make adjustments based on how much brine is needed. The new system saved 400 tons of salt and \$25,000-\$30,000 for the 2021-2022 winter season, according to Wittum.

"An insanely small percent of this planet is freshwater, and [1 teaspoon of salt contaminates 5 gallons of drinking water permanently](https://www.wisaltwise.com/) [<https://www.wisaltwise.com/>]. There's no way to turn that around. And we need to be more responsible with what we do," he said.

Now, he's teaching others how to make brine. And Walworth County's public works department is selling and hauling brine to other municipal agencies.

"Our county will sell you the brine and haul it to your facility with their truck," Wittum said, "so you just need that tank and pump and you could be utilizing salt brine."

The Wisconsin Department of Transportation partners with all 72 county highway departments to maintain some 35,000 miles of state, federal and interstate highways, said Emil Juni, winter maintenance engineer for the agency.

"Salt brine activates on the road faster than salt because salt needs to be wet for it to help melt the ice," Juni said. "Using brine is less slippery than using just rock salt."

A recent [study \[https://wisconsindot.gov/Pages/about-wisdot/newsroom/news-rel/41922brinestudy.aspx\]](https://wisconsindot.gov/Pages/about-wisdot/newsroom/news-rel/41922brinestudy.aspx) by the DOT found that on average, liquid salt cleared roads two hours faster than rock salt.

Juni said the DOT has visited counties to raise awareness about the effects of salt and ways to more efficiently manage snow and ice control. The agency has also allocated \$9 million over the past five years to county highway departments for the purchase of high-capacity brine makers. So far, that has funded about 50 different brine makers.

"We have been extremely successful ever since our salt reduction initiative for the past few years," Juni said, adding that total salt use per lane mile across the state's highway system is at a 30-year low, even though [it slightly rose last year \[https://wisconsindot.gov/Documents/doing-bus/local-gov/hwy-mnt/winter-maintenance/WisDOTSaltFactSheet.pdf\]](https://wisconsindot.gov/Documents/doing-bus/local-gov/hwy-mnt/winter-maintenance/WisDOTSaltFactSheet.pdf).



Salt trucks leave the Wayne County Department of Public Services, Wednesday, Jan. 25, 2023, in Wayne, Mich. *Carlos Osorio/AP Photo*

Allison Madison, the program manager of Wisconsin Salt Wise, educates winter maintenance professionals on salt reduction methods and how to use brine with equipment. She said while the cost of salt has steadily increased, it's still relatively cheap.

Madison said communities under financial pressure can recoup the costs of buying equipment because they're using less salt when they switch to brine.

"There is no silver bullet here. Brine is very helpful in that it's enabling us to reduce the total use of salt, but brine still is salt," she said.

Still, upfront costs, storage space and a lack of knowledge in how to use equipment and apply materials effectively are some barriers for municipalities. Haydin of the DNR said the state is working to provide low-interest loans to communities to cover equipment costs and training needs. She said the DNR is also thinking of ways to help businesses adopt salt reduction strategies.

Lawmakers push to reduce excess road salt application

In January, state Sen. André Jacque, R-De Pere, and state Rep. Elijah Behnke, R-Oconto, introduced limited liability legislation that would protect businesses documenting their salt practices against potential slip-and-fall lawsuits. The bill also calls for a DNR-sponsored program, self-funded by fees from voluntary participants, to earn a de-icer applicator certification.

"What it hopefully means for Wisconsin residents is fresher water, less damage to infrastructure, and really some smart training on best practices that are going to protect public safety and hopefully reduce some of the cost related to ice and snow maintenance in Wisconsin," Jacque said.

Jacque said he thinks over-salting is a result of fear over potential "financial ruin."

"It's something where those that are investing in, taking and implementing the training, will see the benefit of peace of mind knowing that essentially, they've done what they can to limit their financial risk from a lawsuit," Jacque said.

The legislation has received bipartisan support and earned praise from environmental groups.

"It sets a framework for a certification program for people who are applying salt in winter during winter maintenance so they're trained on the right place, right time," said Haydin of the DNR. "And then, once they're certified, it is provided that they follow the process, and they also document what they've done. If there is a slip and fall claim, the applicator would ultimately not be held liable."

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TIP #	Project Name	Agency	Project Phase	Match Amount	Programmed STP	Phase Total	STP Funding Increase Request	Authorization Deadline	Target Letting/ Auth Date	Project Type
11-22-0030	Barreville Road	McHenry	CON/CE	\$177,477	\$709,906	\$887,383	none	9/30/2027	Q1, 2027	Resurfacing
11-22-0032	Maple Street	Marengo	CON/CE	\$224,000	\$896,000	\$1,120,000	none	9/30/2027	Q1, 2027	Roadway & Intersection
11-22-0033	Ringwood Road/Fox Lake Road	Johnsburg	CON/CE	\$860,245	\$1,500,000	\$2,360,245	N/A - maxed out	9/30/2027	Q1, 2027	Resurfacing
11-22-0035	Frank Road	Lake in the Hills	CON/CE	\$667,000	\$1,500,000	\$2,167,000	N/A - maxed out	9/30/2027	Q1, 2027	Roadway & Intersection
11-22-0036	Barreville Road	Prairie Grove	CON/CE	\$173,393	\$693,572	\$866,965	none	9/30/2027	Q1, 2027	Resurfacing
TOTALS					\$5,299,478					
FFY27 Allotment:	\$5,368,798	Carryover from FY26:	\$0	FFY27 Mark:	\$5,368,798	Left Over \$:	\$69,320			

Approved:
Revised: 9/12/2023

MCHENRY COUNTY COUNCIL OF MAYORS

RESOLUTION NUMBER: R23-002

APPROVED DATE: September 22, 2023

**A RESOLUTION EXPRESSING THE OPINION OF THE MCHENRY COUNTY COUNCIL OF MAYORS
REGARDING RECOMMENDATIONS IN THE PLAN OF ACTION FOR REGIONAL TRANSIT (PART)**

WHEREAS, the McHenry County Council of Mayors are duly elected local officials as defined in the Federal Highway Acts of 1970, 1973, and 1976, the Surface Transportation Assistance Acts of 1978, 1982, 1987, the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the 21st Century of 1998, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users of 2005, Moving Ahead for Progress in the 21st Century of 2012 and Fixing America's Surface Transportation Act of 2015, the Infrastructure Investment and Jobs Act of 2021, and represent a total of twenty-nine local governments in McHenry County, being twenty-eight municipalities and the County of McHenry; and

WHEREAS, transit agencies in northeastern Illinois are facing an estimated \$730 million operating budget shortfall beginning in 2026 due to changes in travel behavior following the COVID-19 pandemic and the expiration of emergency federal assistance; and

WHEREAS, the Illinois General Assembly tasked the Chicago Metropolitan Agency for Planning (CMAP) with developing legislative recommendations on the region's transit system; and

WHEREAS, CMAP has released a [draft Plan of Action for Regional Transit \(PART\) report](#), which contains recommendations in three subject areas – the system we want, how to pay for it, and how to implement it; and

WHEREAS, the McHenry County Council of Mayors has thoroughly reviewed the draft PART report and offers the following comments to CMAP.

NOW, THEREFORE BE IT RESOLVED, that the McHenry County Council of Mayors hereby supports all efforts to strengthen the region's transit system and understands that transit is crucial in addressing the region's goals of improving mobility, maintaining economic competitiveness, combating climate change, and building a more equitable region; and

BE IT FURTHER RESOLVED, that the McHenry County Council of Mayors supports the PART report's vision of *The Transit System The Region Wants*, especially the recommendations of *supporting Metra's transformation into a regional rail provider and strengthening non-ADA demand-responsive transit service with improved coordination, integration, and governance*; and

BE IT FURTHER RESOLVED, that while the McHenry County Council of Mayors understands a combination of new tax revenues, fare increases and service cuts will be necessary to maintain the region's transit system and make targeted improvements in the future, our members insist that any new revenue generated from residents of McHenry County be directed to service improvements in areas of McHenry County currently underserved (or unserved) by transit; and

BE IT FURTHER RESOLVED, that the McHenry County Council of Mayors does not support the integration of the RTA and the service boards into one regional transit entity. Instead, the Council suggests that the final report only include one governance recommendation – *Strengthening a re-envisioned RTA to coordinate transit across the service boards*; and

BE IT FURTHER RESOLVED, that the McHenry County Council of Mayors would like the Illinois General Assembly to consider governance changes that respond to the unique nature of transit in McHenry County, consisting mainly of non-ADA demand responsive service provided by the County's MCRide program; and

BE IT FURTHER RESOLVED, that the McHenry County Council of Mayors also insists that any changes made to regional board appointments not dilute the voices of suburban residents who today feel underrepresented in regional transit decision-making; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to CMAP to make them aware of the desires and opinions of the McHenry County Council of Mayors.

APPROVED this 22nd day of September in Harvard, Illinois.

Richard Mack
Chair, McHenry County Council of Mayors
and
Village President, Village of Ringwood



2024 Call For Projects

Methodology Changes



Topics

1. Changes to the CFP Timeline
2. Suggested document changes
3. Suggested scoring changes

Introduction

- Required by CMAP to revise and publish our methodology prior to every Call for Projects
- Opportunity to adjust how projects are scored and ultimately who gets federal funding for transportation projects

New Call for Projects Timeline

- CMAP has told the Planning Liaisons that Calls for Projects should start earlier than in the past
 - Now between October 1 and December 31
 - Allows CMAP to approve the program before the beginning of the FFY, giving recipients more time to obligate and use their funding
- Approve new methodology in September to open the CFP in October
 - Could convene a working group if more discussion is needed

Suggested Document Changes

- Changes which are not related to project scoring
- Reformat the scoring section
 - Either add pages that explain each category in more detail and keep one-page sheet, or remove one-page sheet entirely
- Change the milestone extensions language to match the CMAP policy
 - A strict application of both policies as-written would give project sponsors a two-week window in April to ask for an extension
 - Sponsors who realize they need an extension in June would effectively lose their funding

Suggested Scoring Changes

1. Safety
2. Local Needs (New Category)
3. Complete Streets
4. Green Infrastructure
5. Traffic Volumes

Safety

- Maximum of 20 points (no change)
- Divide into two subcategories: Crash Reduction Factor (10 points) and Safer Road Index (10 points)
- If there are multiple crash-reducing changes, the highest-scoring CRF will contribute to the overall safety score

SRI Category	Points
Critical	10
High	8
Medium	6
Low	3
Minimal	0

CRF	Points
50% or greater	10
40-49%	8
30-39%	6
20-29%	4
10-19%	2
Under 10%	0

Existing and Proposed Scoring (Roads and Intersections)

Safety (Crash Reduction Factor)	50% or greater	20
	40% - 49%	15
	30% - 39%	10
	20% - 29%	7
	10% - 19%	3
	Less than 10%	0

Existing Scoring

Safety (Crash Reduction Factor)	50% or greater	10
	40% - 49%	8
	30% - 39%	6
	20% - 29%	4
	10% - 19%	2
Safety (Safer Road Index)	Critical	10
	High	8
	Medium	6
	Low	4
	Minimal	2

Proposed Scoring

Existing and Proposed Scoring (Resurfacing)

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

Existing Scoring

Safety (Crash Reduction Factor)	Restriping	Adding New Striping (not restriping)	3
	Signage	30% - 39%	3
		20% - 29%	2
		10% - 19%	1
		Under 10%	0
	Other Measures	25% - 30%	3
		20% - 24%	2
		15% - 19%	1
		Under 15%	0
Safety (Safer Road Index)	Critical		3
	High		2
	Low		1

Proposed Scoring

New Category: Local Needs

- 5 total points
 - Project Readiness would be reduced from 15 points to 10
- Points awarded based on the amount of time since a sponsor last had award money authorized for use by FHWA

Local Needs/Most Recent Funding	
Year of Last FHWA Authorization	Points
FFY 2020 - FFY 2021	1
FFY 2018 - FFY 2019	3
FFY 2017 or earlier	5

Existing and Proposed Scoring (Roads and Intersections)

Project Readiness	Pre-final plans ready to submit to IDOT	20
	Phase II contract executed	16
	Design Approval received	12
	Draft PDR submitted to IDOT	8
	Phase I contract executed	4
	Project scoping	0

Existing Scoring

Project Readiness	Pre-final plans ready to submit to IDOT	20
	Phase II contract executed	16
	Design Approval received	12
	Draft PDR submitted to IDOT	8
	Phase I contract executed	4
	Project scoping	0
Local Needs	FFY 2020 - FFY 2021	1
	FFY 2018 - FFY 2019	3
	FFY 2017 or earlier	5

Proposed Scoring

Existing and Proposed Scoring (Resurfacing)

Project Readiness	Pre-final plans ready to submit to IDOT	16
	Phase II contract executed	13
	Design Approval received	9
	Draft PDR submitted to IDOT	6
	Phase I contract executed	3
	Project scoping	0

Existing Scoring

Project Readiness	Pre-final plans ready to submit to IDOT	10
	Phase II contract executed	8
	Design Approval received	6
	Draft PDR submitted to IDOT	4
	Phase I contract executed	2
	Project scoping	0
Local Needs	FFY 2020 - FFY 2021	2
	FFY 2018 - FFY 2019	4
	FFY 2017 or earlier	6

Proposed Scoring

Complete Streets

- Maximum of 10 points (no change)
- List of facilities and treatments taken from CMAP resources
 - Divided into three categories based on the complexity or intensity of the element
- Three highest-scoring complete streets elements are added together
 - Two possible points if the sponsor has a complete streets policy

Tier	Points
A	3
B	2
C	1

Existing and Proposed Scoring (Roads and Intersections, Resurfacing)

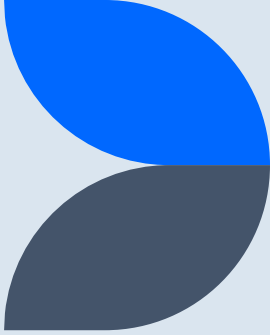
Complete Streets	Adding Complete Streets elements	10
	Maintaining Complete Streets elements	5

Existing Scoring

Complete Streets	Tier "A" Element	3
	Tier "B" Element	2
	Tier "C" Element	1
	Applicant has a Complete Streets Policy	2
Three highest-tier elements added to score		

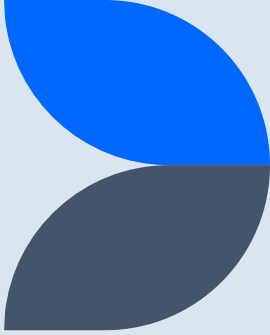
Proposed Scoring

Green Infrastructure – Options



- Option A: Score multiplier
 - For example, a project could score a total of five points for GI elements, which could be doubled to 10 points if a maintenance plan is submitted with the STP application
 - Points could also be awarded based on both the types of GI and the types of benefits they provide.
- Option B: Points for benefits
 - Points awarded for specific benefits, such as reducing impervious area or providing retention/detention, utilizing native plantings in stormwater or to reduce roadside maintenance needs

Green Infrastructure – Options



- Option C: No change
 - Points are awarded for adding new green infrastructure elements and for maintaining existing elements
- Another consideration: reduce Green Infrastructure weight
 - 5 possible points rather than 10
 - Required by CMAP to allocate 5 points to either Community Cohorts category or Complete Streets category

Traffic Volumes

- Maximum of 15 points (no change)
- The calculation for a 4-lane road, ADT/4000, was a typo. The correct calculation, ADT/2000, was used in scoring projects in the last cycle. No change is suggested.

Maximum award amount

- Increase the maximum award from \$1.5 million to \$2 million
 - The maximum award has remained unchanged for a decade
 - This change would roughly account for inflation over the past decade

The U.S. Inflation Calculator measures the dollar's buying power over time.

Inflation Calculator

If in (enter year)

I purchased an item for \$

then in (enter year)

that same item would cost: **\$1,964,583.59**

Cumulative rate of inflation: **31.0%**

[Learn how this calculator works.](#) The US Inflation Calculator uses the latest US government CPI data published on July 12 to adjust and calculate for inflation through June. (See recent [inflation rates](#).) The U.S. Labor Department's Bureau of Labor Statistics will release inflation data for July on August 10.