

## RESOLUTION 07-13

### ***TRANSPORTATION FUNDING for MCHENRY COUNTY***

*Whereas*, the population in McHenry County has increased ten fold since the 1980's and,

*Whereas*, McHenry County is undergoing some of the most substantial population growth in the northern United States, greatly increasing pressure on local streets, roads and highways; and,

*Whereas*, this population increase continues to tax the largely McHenry County built and maintained transportation system; and,

*Whereas*, a bypass of the Algonquin intersection of Routes 31 and 62 has been studied multiple times since the 1980's due to the fact that these highways carry a large percentage of traffic in the region; and,

*Whereas*, Illinois Route 31 is one of the most congested roads in Illinois, partly because it is required to do double-duty as a street and as a highway; for example, Illinois Route 31 is also Main Street in Algonquin; and,

*Whereas*, in 1998, the conclusion of a state-funded 18-month study of the pressing transportation needs of southeastern McHenry County cited the Algonquin Western Bypass as of critical need; and,

*Whereas*, McHenry County, which includes the intersection of Routes 31 and 62, was recently cited in U.S. News and World Report (May 8, 2007) as being the seventh most congested county in the United States and the most congested in Illinois; and,

*Whereas*, current federal transportation law has set aside \$19 million to build this bypass and widen Illinois Route 31; and,

*Whereas*, thirty-eight million dollars were set aside by the State of Illinois to complete this project in 2000; and

*Whereas*, because of delays and increases of the scope of the project, the estimated cost for the Western Bypass of Algonquin is nearly \$70 million; and,

*Whereas*, McHenry County has been the recipient of only 62 cents for every local dollar sent for transportation to the State of Illinois; and

*Whereas*, McHenry County has other major transportation projects that have received federal earmarks needing state matching funds or those federal funds may be lost, specifically the widening of State Route 47 from I-90 north to Woodstock, Richmond Bypass, and Route 31 widening between Crystal Lake and Algonquin; and,

*Whereas*, the Western Bypass of Algonquin has recently been removed from IDOT's five-year plan, thereby eliminating that funding source; and,

*Whereas*, the construction of this bypass and the other projects in McHenry County will enhance McHenry County's transportation network by reducing congestion through efficient access to central business districts, employment and commercial centers; and,

*Whereas*, this major transportation project is as critical to the State of Illinois as any other project in the state.

***NOW, THEREFORE, BE IT RESOLVED*** by the President and the Board of Trustees of the Village of Barrington Hills, Cook, McHenry, Kane and Lake County, Illinois, as a Home Rule Municipality (if applicable), and the additional communities executing this Resolution to request the Governor of the State of Illinois:

- 1) Immediately restore the \$38 million in funding for the Algonquin Western Bypass and add the necessary increases that have been incurred due to the years of delay of the project to ensure construction and completion of improvements to the Western Bypass.
- 2) Put McHenry County on an equal transportation funding footing with other congested counties in northeastern Illinois.
- 3) Accelerate funding sources for other McHenry County projects, including Illinois Route 31 widening, Route 47 widening and Rakow Road improvements, to Bring McHenry County's transportation system in line with other northern Illinois counties
- 4) Include all eligible McHenry County roadways in the State's five-year and Long-Range Capital Improvement Programs.

DATED this 23rd day of July, 2007.

AYES 6 NAYS 0 ABSENT 1 ABSTAIN 0

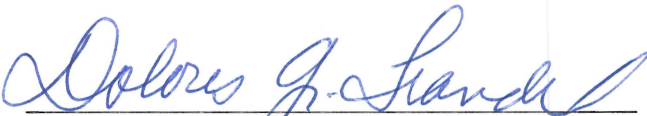
SIGNATURES BY:

APPROVED:

  
\_\_\_\_\_  
Village of Barrington Hills, President

(SEAL)

ATTEST:

  
\_\_\_\_\_  
Village of Barrington, Village Clerk