

NORTH SHORE COUNCIL OF MAYORS FFY 2012 ANNUAL REPORT

October 1, 2011 to September 30, 2012

Executive Summary

Introduction

The North Shore Council of Mayors is a cooperative body focused upon programming federal transportation funding for local road, transit and bicycle facility projects. The primary responsibility of the North Shore Council of Mayors is to program federal Surface Transportation Program (STP) funds. The North Shore Council is one of eleven suburban sub-regional councils in the Chicago metropolitan region that receives STP funding. In FFY 2012, the North Shore Council received \$3.9 million in STP funds. In FFY 2012, Mayor George Van Dusen of Skokie and President Sandra Frum of Northbrook served as the co-chairs of the North Shore Council and represented the council on the CMAP Council of Mayors Executive Committee.

The North Shore Council of Mayors Technical Committee is the working body of the North Shore Council. Fred Schattner, Director of Engineering in the Village of Skokie, continued to serve as the chair of the committee in FFY 2012.

Surface Transportation Program

The North Shore Council of Mayors utilized \$4,206,088 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2012.

The North Shore Council entered FFY 2012 with a negative balance of roughly \$1.57 million. Because the council spent more than its STP funding allocation, the negative program balance grew to \$1.88 million at the end of FFY 2012.

The North Shore Council plans to obligate \$3.67 million in FFY 2013. Because of the Council's negative balance, projects advancing in FFY 2012 must receive advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The CMAQ Program was created in 1991. The Chicago region receives CMAQ funding because Northeastern Illinois is a moderate non-attainment area for the 8-hour ozone standard and a non-attainment area for the annual fine particulate matter standard (PM2.5).

In FFY 2012, the North Shore Council municipalities obligated \$674,000 in CMAQ funding. North Shore Council

communities anticipate obligating approximately \$5.1 million in FFY 2013.

Looking to the Future

FFY 2013 presents a number of opportunities and challenges for the North Shore Council of Mayors. The North Shore Council will continue to utilize Surface Transportation Program (STP) funding to complete important regional projects.

FFY 2013 brings increased stability for federal funding with the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization. After repeated extensions of SAFETEA-LU, Congress and the President passed MAP-21, which will serve as the federal surface transportation authorization for the next two years.

Given the strong demand for STP funding, the North Shore Council will continue to aggressively advance federally aid eligible projects.

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Introduction

The North Shore Council of Mayors is a cooperative body focused upon programming federal transportation funding for local road, transit and bicycle facility projects. The North Shore Council consists of twelve member municipalities: Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette and Winnetka.

The primary responsibility of the North Shore Council of Mayors is to program federal Surface Transportation Program (STP) funds. The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on any federal-aid roadways, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of STP funding is designated for the Chicago metropolitan region. Once STP funding reaches the region, it is split between the suburban Councils of Mayors system (52.25%) and the City of Chicago (47.75%). The North Shore Council is one of eleven suburban subregional councils in the Chicago metropolitan region that receives STP funding. Suburban Cook County accounts for six councils, and there is one council for each of the five collar counties. Each council is responsible for programming an annual allocation of STP funds. The suburban allocations are based on population within a council area. The North Shore Council of Mayors currently receives 5.71 percent of the suburban STP funding and 2.98 percent of the Chicago region's STP funding. These



percentages are based on the 2010 census and the funding agreement between the City of Chicago and the suburbs. At the beginning of each FFY, the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee approves the STP funding allocations. In FFY 2012, the North Shore Council received nearly \$3.9 million in STP funds. In FFY 2012, Mayor George Van Dusen of Skokie and President Sandra Frum of Northbrook served as the co-chairs for the North Shore Council and represented the council on the CMAP Council of Mayors Executive Committee.

The North Shore Council of Mayors Technical Committee is the working body of the North Shore Council. Fred Schattner, Director of Engineering in the Village of Skokie, continued to serve as the chair of the committee in FFY 2012. Each North

Shore Council municipality has a representative on the Technical Committee, and the committee typically meets quarterly. Recommendations from the Technical Committee are sent to the North Shore Council via the Northwest Municipal Conference's monthly board meeting. In this manner, the presidents/mayors of the North Shore Council remain the final step in the council approval process, while avoiding the need for additional meetings.

North Shore Surface Transportation Program (STP)

The table below shows that the North Shore Council of Mayors utilized \$4,206,088 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2012. While the North Shore Council programmed over \$5.2 million in FFY 2012, a number of projects were delayed and moved into FFY 2013.

The North Shore Council entered FFY 2012 with a negative balance of roughly \$1.57 million. Because the council spent more than its STP funding allocation, the negative program balance grew to \$1.88 million at the end of FFY 2012.

While the council’s program balance remains negative, the North Shore Council of Mayors Technical Committee programmed multi-year B (MYB) list projects and opened a call for new projects in FFY 2012. The council programmed nine projects from six municipalities totally roughly \$9 million. These projects had remained on the MYB list since the 2006 call for projects.

The graph on page 4 displays the historic and planned STP obligations in the North Shore Council. With the programming of MYB list projects, the North Shore Council will

still reach a positive program balance in FFY 2018. The Technical Committee remains aggressive in utilizing STP funds and is in the process of programming additional projects in the out-years of the council’s program.

A subgroup of the Technical Committee finalized the council’s new project selection methodology and programming policies. The new methodology and policies are the basis for the current call for projects.

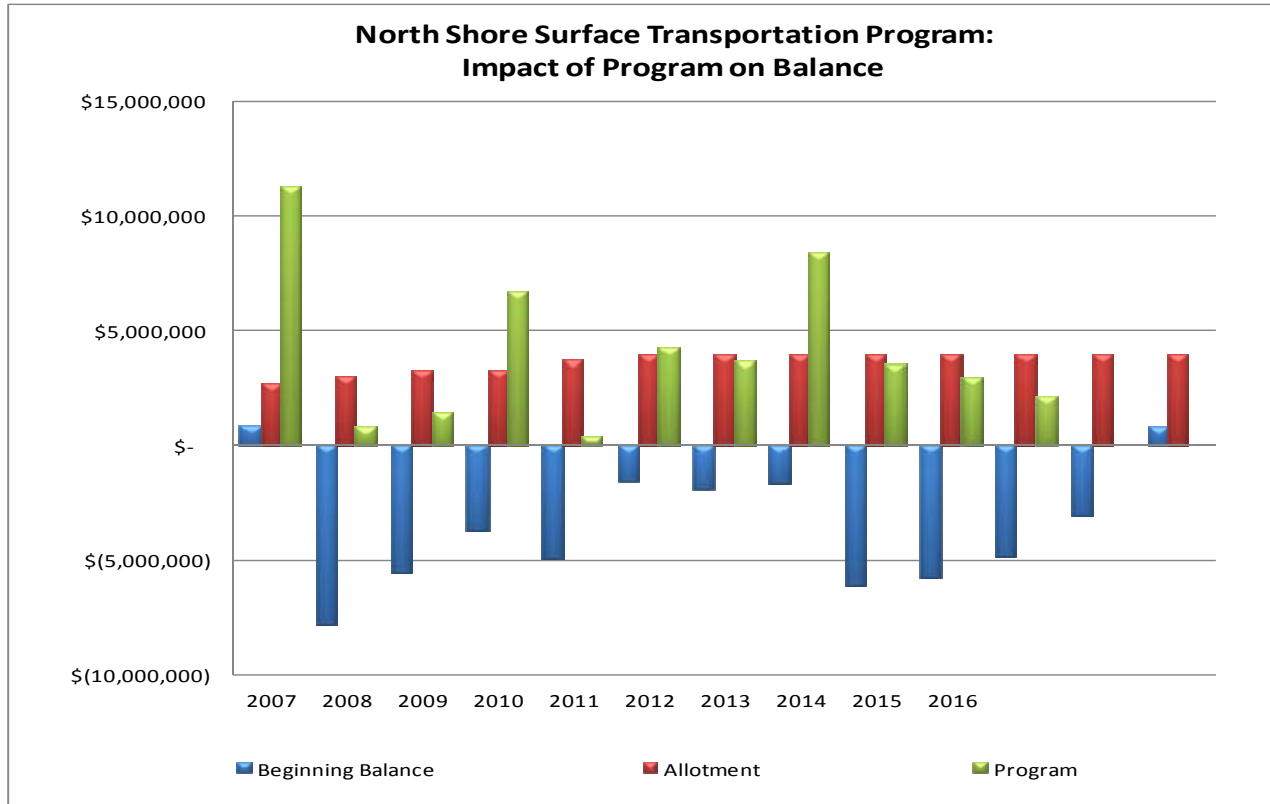
The table on page 4 demonstrates that the North Shore Council plans to obligate \$3.67 million in FFY 2013. Because of the council’s negative balance, projects advancing in FFY 2013 must receive advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee. The Council has already secured advanced funding for the Phase II Engineering of the West Lake Ave. project and Construction of the Church/Crawford and Chestnut/Waukegan intersection improvement projects. The council will request additional advanced funding for the remaining FFY 2013

projects when projects are ready to move forward.

If the council is able to obligate funding for all programmed projects in FFY 2013, it is estimated that the Council will enter FFY 2014 with a negative balance of roughly \$1.65 million.

FFY 12 Projects	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Old Orchard/Skokie	Skokie	02-00-0103	Construction	\$6,861,616	\$3,866,353
Chestnut/Waukegan	Glenview	02-06-0019	ROW	\$ 485,336	\$ 339,735
Total				\$8,930,772	\$4,206,088

North Shore Surface Transportation Program (STP)



FFY 13 Projects	Sponsor	TIP Number	Phase	Total Cost	STP Funding
West Lake Avenue	Glenview	02-06-0026	ENG II	\$ 354,738	\$ 247,972
Church/Crawford	Skokie	02-99-0103	Construction	\$ 1,300,199	\$ 796,725
Willow Road	Winnetka	02-06-0021	ENG II	\$ 295,041	\$ 206,643
Gross Point Road	Skokie	02-06-0035	ROW	\$ 122,838	\$ 86,101
Gross Point Road	Skokie	02-06-0035	ENG II	\$ 196,311	\$ 137,762
Chestnut/Waukegan	Glenview	02-06-0019	Construction	\$ 4,453,846	\$ 2,193,184
				Total \$ 6,085,181	\$ 3,668,388

Congestion Mitigation and Air Quality (CMAQ) Program

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The CMAQ Program was created in 1991. The Chicago region receives CMAQ funding because Northeastern Illinois is a moderate non-attainment area for the 8-hour ozone standard and a non-attainment area for the annual fine particulate matter standard (PM2.5).

In FFY 2012, the North Shore Council municipalities obligated \$674,000 in CMAQ funding as outlined in the

first table below. The CMAQ Project Selection Committee enacted new programming policies that set accomplishment sunsets for project phases. If a project phase is not completed by the sunset date, CMAQ funding for subsequent phases will be deferred.

North Shore Council communities anticipate obligating approximately \$5.1 million in FFY 2013. The FFY 2013 projects are outlined in the second table below. Lincolnwood's acquisition of current Union Pacific right-of-way accounts for \$4.8 million of the CMAQ funding programmed in FFY 2013.

The Chicago Metropolitan Agency

for Planning (CMAP) anticipates holding new call for CMAQ projects in December 2012 for FFY 2014-2018. New programming requirements make Phase I Engineering the responsibility of local sponsors. In addition, Phase I Engineering must be complete or nearly complete before CMAP will select a project for CMAQ funding.

FFY 12 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Sunset
Sheridan Rd. Signal Interconnect	Evanston	Const.	\$ 842,500	\$ 674,000	n/a
Total			\$ 842,500	\$ 674,000	

FFY 13 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Sunset
Dempster St. Signal Interconnect	Evanston	ENGI	\$ 30,000	\$ 24,000	2014
Dempster St. Signal Interconnect	Evanston	ENGII	\$ 63,750	\$ 51,000	2015
Old Orchard Rd. Sidepath	Skokie	ROW	\$ 41,250	\$ 33,000	2015
ComEd ROW / Skokie Valley Trail	Lincolnwood	ENGII	\$ 105,000	\$ 84,000	2013
UP Line / Weber Spur Bike Trail	Lincolnwood	ENGII	\$ 90,000	\$ 72,000	2013
UP Line / Weber Spur Bike Trail	Lincolnwood	ROW	\$ 6,000,000	\$ 4,800,000	2013
Touhy Ave. Overpass	Lincolnwood	ENGI	\$ 110,000	\$ 88,000	2014
Total			\$ 6,440,000	\$ 5,152,000	

Looking to the Future

The North Shore Council of Mayors enters FFY 2013 poised to address new transportation challenges. Early in FFY 2013, the council will program approximately \$10 million in new funding for STP projects. The North Shore Council has scheduled Construction for two intersection improvements in FFY 2013. The Chestnut Avenue and Waukegan Road intersection in Glenview and Church Street and Crawford Avenue intersection in Skokie will utilize STP funds for construction of intersection improvements to address safety and congestion.

In addition, the NWMC and North Shore municipalities are actively

pursuing implementation of the Skokie Valley Trail in northern Cook County through CMAQ and other funds. The North Shore Council communities will continue to seek transportation funding from federal sources, such as STP, CMAQ and ITEP to accomplish projects.

FFY 2013 brings increased stability for federal funding with the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization. After repeated extensions of SAFETEA-LU, Congress and the President passed MAP-21, which will serve as the federal surface transportation authorization for the next two years. While

implementation details are still be worked out at all levels of government, the authorization should mean a small increase in STP funds for the North Shore Council. Nonetheless, the long-term federal funding outlook remains uncertain. Revenue from the federal gas tax cannot sustain current spending levels, and revenue enhancement continues to be a politically difficult subject. Regardless of the federal outcome, the North Shore Council remains in a strong position to utilize federal funds coming to the Chicago region.

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