

# NORTH SHORE COUNCIL OF MAYORS FFY 2013 ANNUAL REPORT

October 1, 2012 to September 30, 2013

## 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 2013, the North Shore Council received approximately \$3.9 million in STP funds. In FFY 2013, 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 Chicago Metropolitan Agency for Planning (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 2013.

### Surface Transportation Program

The North Shore Council of Mayors utilized \$2,285,664 in Surface Trans-

portation Program (STP) funds in federal fiscal year (FFY) 2013.

The North Shore Council entered FFY 2013 with a small negative balance. Because the council spent less than its allocation, the council will enter FFY 2014 with a positive program balance for the first time since FFY 2006.

The North Shore Council of Mayors completed a call for projects in early FFY 2013. The call led to the programming of eight projects totaling just over \$10 million. The call programmed projects into FFY 2019. The call will enable the Council to aggressively pursue regional priorities and address critical infrastructure needs.

The North Shore Council plans to obligate \$7.1 million in FFY 2014. Despite entering FFY 2014 with a positive program balance, the large FFY 2014 program will require advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee.

### Congestion Mitigation and Air Quality Improvement Program

In FFY 2013, the North Shore Council municipalities obligated \$180,000 in CMAQ funding. North Shore Council

communities have over \$2.5 million programmed in FFY 2014. An additional \$5 million is on the CMAQ deferred list.

### Illinois Transportation Enhancement Program (ITEP)

The North Shore Council area had a productive FFY 2013 in obligating ITEP funds. Nearly \$3 million was spent to provide transportation enhancement for the region. Over \$1 million in ITEP funds is programmed for FFY 2014.

### Looking to the Future

In FFY 2014, The North Shore Council will continue to aggressively utilize Surface Transportation Program (STP) funding to complete important regional projects.

FFY 2014 marks the final year of the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization, which was only a two-year authorization. Congress will again have to address the long-range future of surface transportation funding.

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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 2013, 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 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 2013. 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 \$2,285,664 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2013. While the North Shore Council programmed over \$3.6 million in FFY 2013, a number of projects were delayed and moved into FFY 2014. This is not uncommon given the rigorous and timely Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) review process.

FFY 2013. This programming process was the first to use the newly revised project selection methodology, which aims to highlight various components of a project. The call led to the programming of eight projects totaling just over \$10 million. The newly programmed projects are outlined in the table at the bottom of the page. The call programmed projects into FFY 2019.

The chart on page 4 portrays the spending patterns of the North

addressing critical infrastructure projects.

The table on page 4 demonstrates that the North Shore Council plans to obligate \$7.1 million in FFY 2014. Despite entering FFY 2014 with a positive program balance, the large FFY 2014 program will require advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee. In September 2013, the North Shore Council of Mayors

FFY 13 Projects	Sponsor	TIP Number	Phase	Total Cost	STP Funding
West Lake/Greenwood Intersection	Glenview	02-06-0026	ENG II	\$ 86,400	\$ 60,480
Central/Pratt Intersection	Lincolnwood	02-12-0020	ENG II	\$ 60,000	\$ 32,000
Chestnut/Waukegan Intersection	Glenview	02-06-0019	Construction	\$ 4,453,846	\$ 2,193,184
				<b>Total \$ 4,600,246</b>	<b>\$ 2,285,664</b>

The North Shore Council entered FFY 2013 with a small negative balance. Because the council spent less than its allocation, the council will enter FFY 2014 with a positive program balance for the first time since FFY 2006.

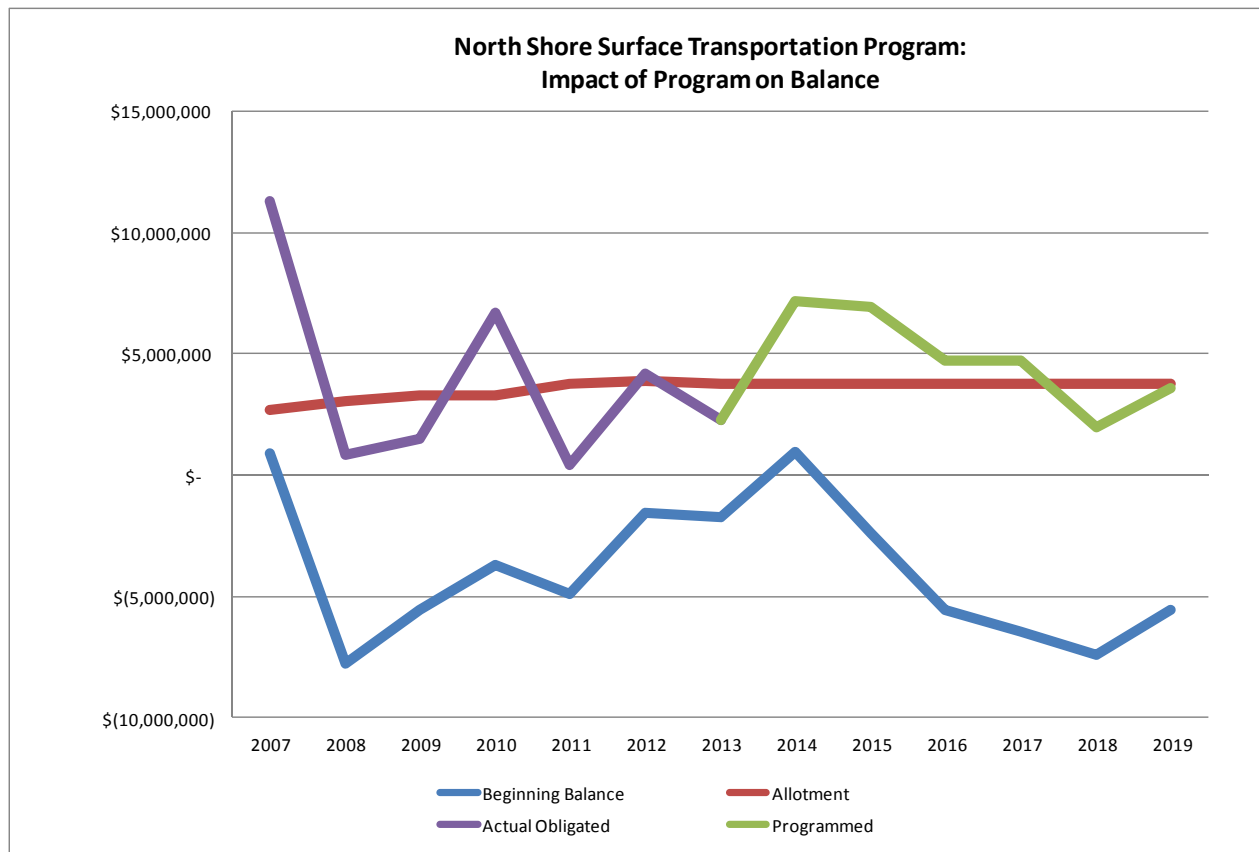
The North Shore Council of Mayors completed a call for projects in early

Shore Council and the impact on the STP balance. The council has slowly worked towards a positive program balance; however, the newly programmed projects will now move the program back towards a negative program balance. The North Shore Council continues to find that aggressively pursuing advanced funding provides strong benefits in

Technical Committee authorized the Planning Liaison to pursue advanced funding when needed for projects programmed in FFY 2014. If the council is able to obligate funding for all programmed projects in FFY 2014, it is estimated that the Council will enter FFY 2014 with a negative balance of roughly \$2.4 million.

Project Title	Sponsor	Phase	FFY	Total Cost	STP Funding
Asbury Ave. Reconstruction	Evanston	Construction	2018	\$1,200,000	\$840,000
Harlem Ave. Resurfacing	Glenview	ENG II	2016	\$52,000	\$36,400
		Resurfacing	2017	\$1,311,199	\$917,839
Kenilworth Ave. Resurfacing	Kenilworth	ENG II	2016	\$45,000	\$31,500
		Resurfacing	2017	\$605,000	\$423,500
Central/Pratt Intersection	Lincolnwood	ENG II	2013	\$60,000	\$32,000
		Construction	2014	\$752,000	\$394,667
Austin/Oakton Intersection	Morton Grove	ENG II	2016	\$162,500	\$113,750
		Construction	2017	\$2,372,486	\$1,660,740
Central Ave. Reconstruction	Wilmette	ENG II	2018	\$460,000	\$322,000
		Construction	2018	\$5,015,000	\$3,510,500
Locust Rd. Reconstruction	Wilmette	ENG II	2015	\$190,000	\$133,000
		Construction	2016	\$2,050,286	\$1,435,200
Northfield Rd. Reconstruction	Northfield	ENG II	2017	\$117,252	\$82,077
		Construction	2018	\$1,074,809	\$752,367
<b>Total</b>				<b>\$15,467,532</b>	<b>\$10,685,539</b>

## North Shore Surface Transportation Program (STP)



FFY 14 PROJECTS	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Church/Crawford Intersection	Skokie	02-99-0103	Construction	\$ 1,339,205	\$ 820,627
Willow Road	Winnetka	02-06-0021	ENG II	\$ 303,892	\$ 212,843
Gross Point Road	Skokie	02-06-0035	ROW	\$ 126,523	\$ 88,684
Gross Point Road	Skokie	02-06-0035	ENG II	\$ 202,201	\$ 141,895
Willow Road	Winnetka	02-06-0021	Construction	\$ 3,226,932	\$ 2,259,680
West Lake Avenue	Glenview	02-06-0026	Construction	\$ 3,147,054	\$ 2,202,937
Techny Trail - Seg. 5	Glenview	02-12-0012	ENG II	\$ 162,553	\$ 113,787
Techny Trail - Seg. 5	Glenview	02-12-0012	ROW	\$ 102,483	\$ 71,738
Happ Road	Northbrook	02-07-0011	LAFO	\$ 374,678	\$ 262,275
Skokie/Hibbard Intersection	Wilmette	02-07-0013	ENG II	\$ 232,337	\$ 162,636
Main Street	Skokie	02-12-0014	Resurfacing	\$ 604,713	\$ 423,299
Central/Pratt Intersection	Lincolnwood	02-12-0020	Construction	\$ 774,560	\$ 406,507
<b>Total</b>				<b>\$ 10,597,131</b>	<b>\$ 7,166,909</b>

## 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 2013, the North Shore Council municipalities obligated \$180,000 in CMAQ funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$2.5 million in FFY 2014. The FFY 2014 projects are outlined in the second table below. The projects highlighted in green were programmed as part of the Chicago Metropolitan Agency for Planning (CMAP) call for CMAQ projects. Project sponsors were required to fund and complete Phase I Engineering before CMAP would program a new project.

As part of the CMAQ project management policies, project phases must be completed before accomplishment sunsets. If a project phase is not completed by the sunset date, CMAQ funding for subse-

quent phases will be deferred. The Lincolnwood Union Pacific / Weber Spur Bike Trail currently has right-of-way (ROW) acquisition and construction deferred. The project is currently in Phase II Engineering and the village is working diligently to complete ROW agreement process with the Illinois Department of Transportation. The village anticipates removing the project from the deferred list in early FFY 2014.

FFY 13 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Dempster St. Signal Interconnect	Evanston	ENGI	\$ 30,000	\$ 24,000	2014
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
<b>Total CMAQ Funding \$</b>				<b>180,000</b>	

FFY 14 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Touhy Ave. Overpass	Lincolnwood	ENGI	\$ 1,769,000	\$ 141,520	2014
Old Orchard Rd. Sidepath	Skokie	ROW	\$ 41,250	\$ 33,000	2015
Dempster St. Signal Interconnect	Evanston	ENGII	\$ 63,750	\$ 51,000	2015
ComEd ROW / Skokie Valley Trail	Lincolnwood	Const.	\$ 880,000	\$ 704,000	2014
Touhy Ave. Overpass	Lincolnwood	ENGII	\$ 110,000	\$ 88,000	2016
Old Orchard Rd. Sidepath	Skokie	Const.	\$ 535,000	\$ 428,000	2016
Skokie Valley Trail	Skokie	Const.	\$ 680,000	\$ 544,000	2014
Dodge Ave. Protected Bike Lanes	Evanston	Const.	\$ 600,000	\$ 480,000	2016
Main St. Bike Lanes	Skokie	ENGII	\$ 40,000	\$ 32,000	2016
Gross Point Road Bike Lanes	Skokie	ENGII	\$ 40,000	\$ 32,000	2016
Church St. Bike Lanes	Skokie	ENGII	\$ 40,000	\$ 32,000	2016
<b>Total CMAQ Funding \$</b>				<b>2,565,520</b>	

Deferred Project Phases	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment
UP Line / Weber Spur Bike Trail	Lincolnwood	ROW	\$ 6,000,000	\$ 4,800,000	2013
UP Line / Weber Spur Bike Trail	Lincolnwood	Const.	\$ 860,000	\$ 688,000	2016
<b>Total CMAQ Funding \$</b>				<b>5,488,000</b>	

## Illinois Transportation Enhancement Program (ITEP)

With the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization, several changes were required to be made to the Illinois Transportation Enhancement Program (ITEP). The Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives. ITEP now falls under the TAP category. The Illinois Department of Transportation (IDOT), which programs ITEP funding, has incorporated the updated requirements of MAP-21 into our ITEP program.

A significant change to the ITEP program includes the elimination of the following categories: Safety & Educational Activities for Pedestrians

and Bicycles; Acquisition of Scenic Easements and Scenic or Historic Sites; Scenic or Historic Highway Programs (including visitor and welcome centers); Operation of Historic Transportation Facilities and the Establishment of Transportation Museums. Landscape and Scenic Beautification (Streetscape) projects will no longer be allowed as stand-alone projects, rather they must be a part of the construction of a federal-aid roadway project or in conjunction with a TAP funded project.

In FFY 2013, the North Shore Council municipalities and local governments obligated \$2,944,625 in ITEP funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$1.1 million in FFY 2014; however, a number of projects may reallocate funding resources into future years. The FFY 2014 projects are outlined in the second table below.

IDOT held a call for new ITEP projects in FFY 2013. IDOT is still reviewing and evaluating the proposals and is expected to announce selected projects in February 2014. IDOT anticipates programming ITEP funds on a yearly basis. The next call for project will occur in the summer of 2014.

2013 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding
E Oakton St Streetscape Imps	Skokie	02-11-0007	Construction	\$ 1,487,543	\$ 992,280
Techny Trail Segment 4	Glenview	02-11-0009	ENGII	\$ 46,429	\$ 37,143
Lake-Cook Rd Bike Path	Cook Co FPD	02-11-0017	Construction	\$ 1,431,851	\$ 1,181,212
Willow Road Enhancements	Northfield	02-09-0003	Construction	\$ 917,488	\$ 733,990
<b>Total ITEP Funding \$</b>					<b>2,944,625</b>

2014 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding
Ladd Arboretum Multiuse Trail	Evanston	02-13-0005	ENGI	\$ 45,000	\$ 36,000
Lincoln Ave Realignment	Morton Grove	02-11-0011	ENGI	\$ 50,000	\$ 40,000
Lincoln Ave Realignment	Morton Grove	02-11-0011	ROW	\$ 250,000	\$ 125,000
Lincoln Ave Realignment	Morton Grove	02-11-0011	Construction	\$ 2,025,000	\$ 256,000
Lincoln Ave Realignment	Morton Grove	02-11-0011	CE	\$ 32,000	\$ 25,600
Techny Trail Segment 4	Glenview	02-11-0009	ROW	\$ 50,000	\$ 25,000
Techny Trail Segment 4	Glenview	02-11-0009	Construction	\$ 500,125	\$ 400,100
Ladd Arboretum Multiuse Trail	Evanston	02-13-0005	ENGII	\$ 65,000	\$ 52,000
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	ENGII	\$ 16,200	\$ 12,960
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	Construction	\$ 181,500	\$ 145,200
<b>Total ITEP Funding \$</b>					<b>1,117,860</b>



## Looking to the Future

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The North Shore Council of Mayors enters FFY 2014 poised to address new transportation challenges.

FFY 2014 will be a busy year for Surface Transportation Program (STP) spending in the North Shore Council. The council has two Surface Transportation Program (STP) funded projects scheduled for the January letting. The Village of Skokie has over \$800,000 in federal STP funds programmed for the Crawford Ave. and Church St. intersection improvement. The project will enhance the safety and operation of this intersection by providing additional capacity and protections. The Village of Northbrook has approximately \$260,000 in STP funds programmed for Happ Rd. between Sunset Ridge Rd. and the village limits for a Local Agency Functional Overlay (LAFO), which is a basic resurfacing project without any geometric changes to the roadway. The North Shore Council has another \$2.6 million programmed for the

February letting. If additional projects can stay on schedule, the North Shore Council will obligate over \$7 million in FFY 2014.

In addition, the NWMC and North Shore municipalities are actively pursuing implementation of the Skokie Valley Trail in northern Cook County through the Congestion Mitigation and Air Quality (CMAQ) program and other funding program. The North Shore Council communities will continue to seek transportation funding from federal sources, such as STP, CMAQ and ITEP to accomplish projects.

FFY 2014 marks the final year of the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization, which was only a two-year authorization. Congress will again have to address the long-range future of surface transportation funding. 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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