

NORTH SHORE COUNCIL OF MAYORS FFY 2016 ANNUAL REPORT

October 1, 2015 to September 30, 2016

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 subregional councils in the Chicago metropolitan region that receives STP funding.

In FFY 2016, the North Shore Council received approximately \$3.7 million in STP funds. In FFY 2016, 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. Northbrook Village Engineer Paul Kendzior stepped down from the chairmanship of the committee when he left the village. Village of Skokie Director of Engineering, Erik Cook was then named chairman.

Surface Transportation Program

The North Shore Council of Mayors utilized \$6,545,886 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2016.

The North Shore Council entered FFY 2016 with a positive balance. The council moved forward with several large projects, spending down the accrued STP balance. The council will enter FFY 2017 with a small negative program balance.

The North Shore Council plans to obligate \$7.7 million in FFY 2017. Due to the large number of projects programmed for FFY 2017, advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee will be required.

Congestion Mitigation and Air Quality Improvement Program

In FFY 2016, the North Shore Council municipalities obligated \$4.6million in CMAQ funding. North Shore Council communities have approximately \$478,000 programmed in FFY 2017. An additional \$3.1 million is on the CMAQ deferred list. CMAP will open a call for CMAQ projects in January 2017.

Illinois Transportation Enhancement Program (ITEP)

Nearly \$850 thousand was spent to provide transportation enhancement for the region. Over \$1.9 million in ITEP funds is programmed for FFY 2017.

Looking to the Future

In FFY 2017, The North Shore Council will continue to utilize Surface Transportation Program (STP) funding to complete important regional projects. The FFY 2017 program will see the major intersection improvements go to construction and the beginning of design engineering for the future projects.

A long-term federal surface transportation bill was passed in December 2015. The Fixing America's Surface Transportation (FAST) Act authorizes surface transportation funding for five years at similar levels to the previous long-term authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The act does not, however, provide a consistent, long-term funding source for federal transportation projects.

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Introduction

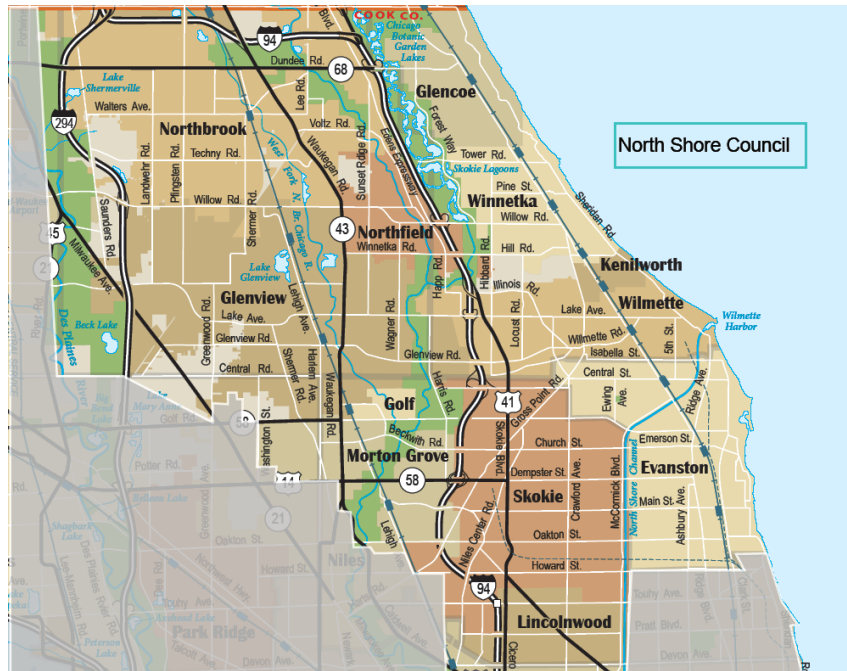
The North Shore Council of Mayors is a cooperative body focused upon programming federal transportation funding for local road, transit and bicycle facility projects. The North Shore Council consists of twelve member municipalities: Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, 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 2016, the North Shore Council received nearly \$3.9 million in STP funds.

In FFY 2016, 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. Village of Northbrook Village Engineer Paul Kendzior stepped down as committee chair and Skokie Director of Engineering Erik Cook was named chairman. 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 \$6,545,886 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2016. While the North Shore Council programmed over \$8.2 million in FFY 2016, a number of projects were

more than its allocation, the council will enter FFY 2017 with a small negative program balance.

The chart and table on page 4 portray the spending patterns of the North Shore Council and the impact on the STP balance. After slowly working back to a positive program

The table below demonstrates that the North Shore Council plans to obligate \$7.7 million in FFY 2017. This large program, will require advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee.

FY 2016 Project	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Pratt Ave.	Lincolnwood	02-15-0001	LAFO	\$ 928,288	\$ 672,080
Kenilworth Ave.	Kenilworth	02-13-0006	Resurfacing	\$ 954,256	\$ 667,979
Harlem Ave.	Glenview	02-15-0008	ENG II	\$ 56,822	\$ 39,775
Glenview Road	Glenview	02-12-0013	ENG II	\$ 295,216	\$ 206,652
Chestnut Ave.	Glenview	02-16-0001	LAFO	\$ 802,346	\$ 561,643
Patriot Blvd. (south)	Glenview	02-16-0001	LAFO	\$ 1,827,124	\$ 1,278,987
Patriot Blvd. (north)	Glenview	02-16-0001	LAFO	\$ 1,419,066	\$ 235,692
Emerson Street Intersections	Evanston	02-06-0034	Construction	\$ 3,941,114	\$ 2,758,780
Austin/Oakton Intersection	Morton Grove	02-13-0002	ENG II	\$ 177,568	\$ 124,298
TOTAL				\$ 10,401,800	\$ 6,545,886

delayed and moved into FFY 2017 and 2018. This is not uncommon given the rigorous and timely Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) review process.

The North Shore Council entered FFY 2016 with a positive balance. Because the council spent slightly

balance, the 2017 program will move the program back towards a negative program balance.

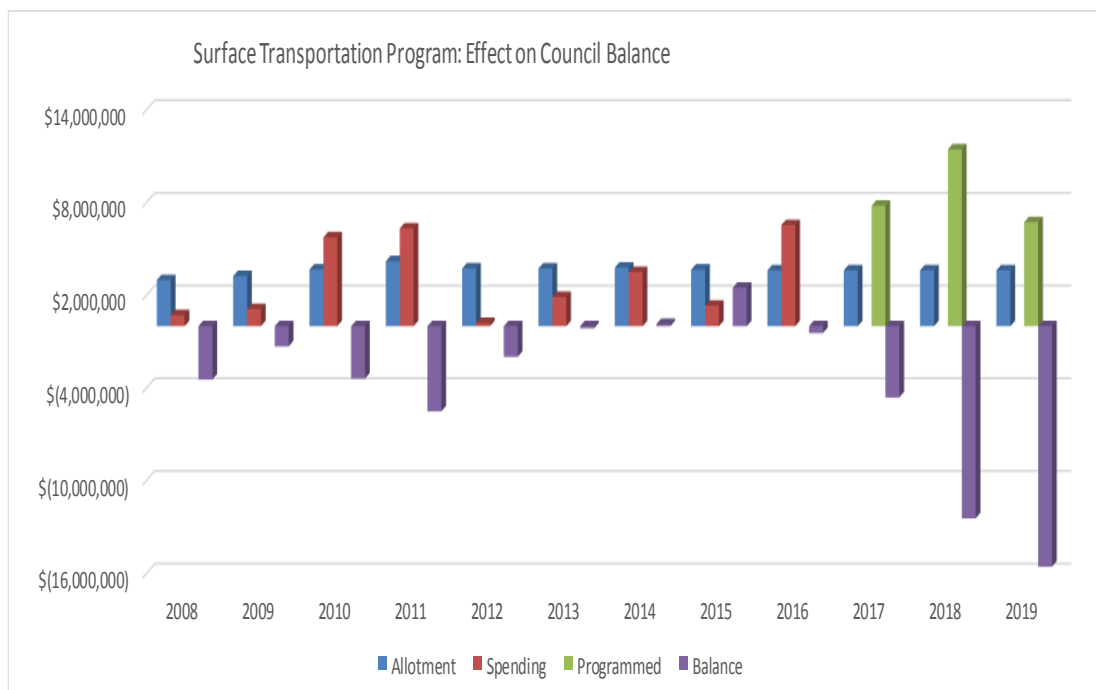
The North Shore Council continues to find that aggressively pursuing advanced funding provides strong benefits in addressing critical infrastructure projects.

If the council is able to obligate funding for all programmed projects in FFY 2017, it is estimated that the Council will end that year with a negative balance of roughly \$4.6 million.

FY 2017 Project	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Gross Point Road	Skokie	02-06-0035	ROW	\$ 134,288	\$ 94,085
Gross Point Road	Skokie	02-06-0035	ENG II	\$ 214,515	\$ 150,537
Skokie/Hibbard Intersection	Wilmette	02-07-0013	CONST	\$ 2,119,736	\$ 2,249,329
Locust Road	Wilmette	02-13-0003	ENG II	\$ 207,618	\$ 145,333
Austin/Oakton Intersection	Morton Grove	02-13-0002	CONST	\$ 2,592,479	\$ 1,814,735
Harlem Ave.	Glenview	02-15-0008	CONST	\$ 1,432,782	\$ 1,002,947
Willow Road	Winnetka	02-06-0021	ENG II	\$ 546,894	\$ 382,454
Glenview Road	Glenview	02-12-0013	CONST	\$ 2,314,654	\$ 1,620,258
Northfield Road	Northfield		ENG II	\$ 124,393	\$ 87,075
Kenilworth Avenue	Kenilworth	02-16-0003	ENG II	\$ 50,000	\$ 35,000
Devon Avenue	Lincolnwood	02-16-0004	ENG II	\$ 304,000	\$ 212,800
TOTAL				\$ 10,041,359	\$ 7,794,553

North Shore Surface Transportation Program (STP)

Year	Allotment	Spending	Programmed	Balance
2008	\$ 2,979,980	\$ 708,673		\$ (3,449,964)
2009	\$ 3,244,679	\$ 1,105,953		\$ (1,311,239)
2010	\$ 3,666,986	\$ 5,750,626		\$ (3,394,879)
2011	\$ 4,204,991	\$ 6,323,983		\$ (5,513,871)
2012	\$ 3,739,044	\$ 210,861		\$ (1,985,688)
2013	\$ 3,733,376	\$ 1,887,658		\$ (139,970)
2014	\$ 3,791,687	\$ 3,502,998		\$ 148,719
2015	\$ 3,663,864	\$ 1,323,248		\$ 2,489,335
2016	\$ 3,617,275	\$ 6,545,886		\$ (439,276)
2017	\$ 3,617,275		\$ 7,794,553	\$ (4,616,554)
2018	\$ 3,617,275		\$ 11,444,876	\$ (12,444,155)
2019	\$ 3,617,275		\$ 6,735,335	\$ (15,562,215)



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 2016, the North Shore Council municipalities obligated \$4.6 million in CMAQ funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$478 thousand in FFY 2017. The FFY 2017 projects are outlined in the second table below.

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 subsequent phases will be deferred.

The Council anticipates that construction funds for the *Lincolnwood Touhy Overpass* project will be reinstated in FFY 2017.

CMAQ will open a call for CMAQ projects for FFY 2018-2022 in January 2017.

FFY 16 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Gross Point Road Bike Lanes	Skokie	ENG II	\$ 40,000	\$ 32,000	2016
Touhy Ave. Overpass	Lincolnwood	ENG II	\$ 288,750	\$ 231,000	2016
Old Orchard Rd. Sidepath	Skokie	Const.	\$ 535,000	\$ 428,000	2016
ComEd ROW / Skokie Valley Trail	Lincolnwood	Const.	\$ 1,010,000	\$ 808,000	2014
UP Line / Weber Spur Bike Trail	Lincolnwood	Const.	\$ 955,000	\$ 764,000	2016
Dodge Ave. Protected Bike Lanes	Evanston	Const.	\$ 600,000	\$ 480,000	2016
Green Bay Road Improvements	Evanston	Const.	\$ 2,400,000	\$ 1,920,000	2021
Total CMAQ Funding \$ 4,663,000					

FFY 17 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Church St. Bike Lanes	Skokie	ENGII	\$ 40,000	\$ 32,000	2019
Gross Point Road Bike Lanes	Skokie	Const.	\$ 557,500	\$ 446,000	2017
Total CMAQ Funding \$ 478,000					

Deferred Project Phases	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Touhy Ave. Overpass	Lincolnwood	Const.	\$ 3,973,750	\$ 3,179,000	2018
Total CMAQ Funding \$ 3,179,000					

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 con-

junction with a TAP funded project.

In FFY 2016, the North Shore Council municipalities and local governments obligated \$846,710 in ITEP funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$1.9 million in FFY 2017. The FFY 2017 projects are outlined in the second table below.

2016 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	Construction	\$ 181,500	\$ 145,200
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	ENG II	\$ 16,200	\$ 12,960
On-Street Bicycle Signage and Pavement Markings	Northbrook	02-15-0002	Construction	\$ 72,190	\$ 57,750
Howard St. Bike Path	Skokie	02-14-0009	Construction	\$ 788,500	\$ 630,800
Total ITEP Funding					\$ 846,710

2017 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding
Sheridan Road/Chicago Avenue Bike Path	Evanston	02-15-0004	Construction	\$ 2,739,500	\$1,992,400
Total ITEP Funding					\$ 1,992,400

Looking to the Future

The North Shore Council of Mayors enters FFY 2017 poised to address new transportation challenges.

FFY 2017 will be a large year for Surface Transportation Program (STP) spending in the North Shore Council and have a profound impact on transportation in the North Shore region.

Several important intersections will be improved. Wilmette will work to improve the intersections at Skokie Boulevard and Hibbard Road and Morton Grove will begin work on the Austin Avenue and Oakton Street intersection.

Glenview will begin resurfacing and improving Harlem Avenue and Glenview Road. Assuming these projects stay on schedule, the North Shore Council will obligate over \$7 million in FFY 2017.

The North Shore Council will seek advanced funding from the Council of Mayors Executive Committee to

complete the FFY 2017 program. The Council has been aggressive in advancing projects but must remain cognizant of the long-term effect this will have on the overall program balance.

FFY 2017 will be a less active year for the North Shore Council's Congestion Mitigation and Air Quality (CMAQ) program. The council will focus on engineering as well as funding applications for the next round of projects.

The North Shore Council communities will continue to seek transportation funding from federal sources, such as STP, CMAQ and ITEP to accomplish projects.

FFY 2017 marks the beginning of the newest federal surface transportation authorization, Fixing America's Surface Transportation (FAST).

The bill is fully funded for five years and keeps funding at a level similar to that of the previous authoriza-

tion, MAP-21. It will benefit local governments by providing greater flexibility in design, allowing engineers to create roads that are more appropriate for their location. While Despite the five-year authorization, the long-term federal funding outlook remains uncertain. Revenue from the federal gas tax, which has not been raised since 1993, cannot sustain current spending levels. FAST leaves the gas tax unchanged and leaves this structural deficit unaddressed.

Revenue enhancement continues to be a politically difficult subject but one that is critically important to the maintenance and improvement of the nation's transportation infrastructure.

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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