

NORTH SHORE COUNCIL OF MAYORS FFY 2015 ANNUAL REPORT

October 1, 2014 to September 30, 2015

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 2015, the North Shore Council received approximately \$3.7 million in STP funds. In FFY 2015, 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 and long-time committee chair retired. Village of Northbrook Village Engineer Paul Kendzior took over the chairmanship.

Surface Transportation Program

The North Shore Council of Mayors utilized \$1,572,545 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2015.

The North Shore Council entered FFY 2015 with a positive balance. Because of this, coupled with the fact that the council spent less than its allocation, the council will enter FFY 2016 with a large positive program balance.

The North Shore Council plans to obligate \$8.2 million in FFY 2016. Due to the large number of projects programmed for FFY 2016, advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee will be required.

The North Shore Council completed a call for STP projects in 2015. 17 applications were received from 8 municipalities. Of these, four projects were added to the North Shore Council program.

Congestion Mitigation and Air Quality Improvement Program

In FFY 2015, the North Shore Council municipalities obligated \$3.3 million in CMAQ funding. North Shore Council communities have approximately \$2.1 million programmed in FFY

2016. An additional \$231 thousand is on the CMAQ deferred list.

Illinois Transportation Enhancement Program (ITEP)

Nearly \$2.7 million was spent to provide transportation enhancement for the region. Over \$1.6million in ITEP funds is programmed for FFY 2016.

Looking to the Future

In FFY 2016, The North Shore Council will continue to utilize Surface Transportation Program (STP) funding to complete important regional projects. The FFY 2016 program will be more aggressive than in years past in order to spend down the council's balance.

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.

Table of Contents:

Executive Summary	1	Congestion Mitigation and Air Quality (CMAQ)	5
Introduction	2	Illinois Transportation Enhancement Program	6
North Shore Surface Transportation Program (STP)	3-4	Looking to the Future	7

Introduction

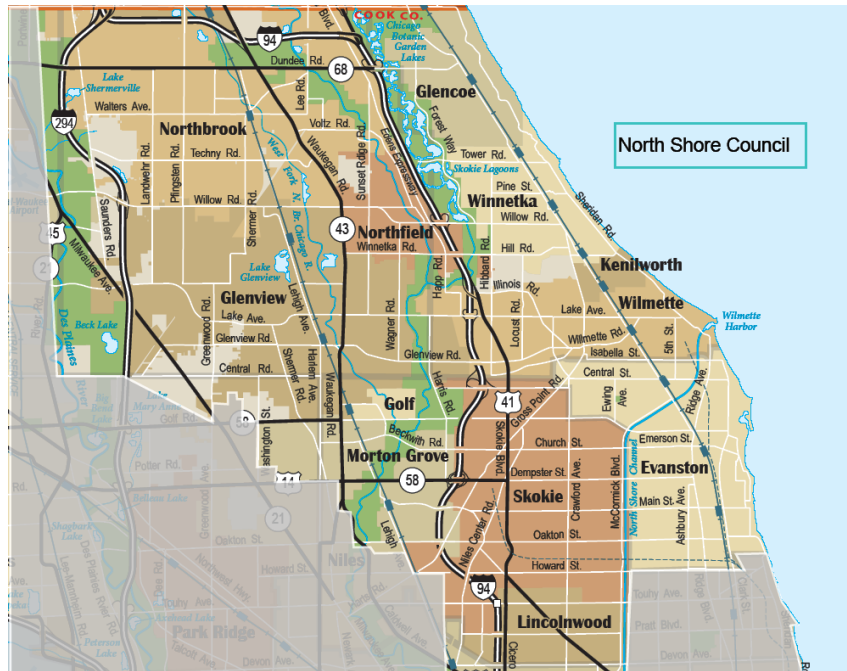
The North Shore Council of Mayors is a cooperative body focused upon programming federal transportation funding for local road, transit and bicycle facility projects. The North Shore Council consists of twelve member municipalities: Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, 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 2015, the North Shore Council received nearly \$3.7 million in STP funds.

In FFY 2015, 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. Committee chair Fred Schattner, Director of Engineering in the Village of Skokie, announced his retirement in FFY 2015. Village of Northbrook Village Engineer Paul Kendzior was named committee chair. 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 \$1,572,545 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2015. While the North Shore Council programmed over \$2.4 million in FFY 2015, a number of projects were delayed

balance as well.

The chart and table on page 4 portray the spending patterns of the North Shore Council and the impact on the STP balance. The council has slowly worked towards a positive program balance and will maintain a positive balance through the begin-

obligate \$8.2 million in FFY 2016. This large program, despite the existing positive balance, will require advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee.

If the council is able to obligate

FY 2015 Project	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Skokie/Hibbard Intersection	Wilmette	02-07-0013	ENG II	\$ 239,307	\$ 167,515
Sheridan Rd. Sig.Conn.	Evanston	02-08-0005	CONST	\$ 721,200	\$ 504,840
Green Bay Road	Glencoe	02-07-0016	Resurfacing	\$ 1,207,388	\$ 845,172
Kenilworth Ave.	Kenilworth	02-13-0006	ENG II	\$ 47,741	\$ 33,418
Pratt Ave.	Lincolnwood	02-15-0001	ENG II	\$ 30,900	\$ 21,600
TOTAL				\$ 2,246,536	\$ 1,572,545

and moved into FFY 2016 and 2017. 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 2015 with a positive balance. Because the council spent less than its allocation, the council will enter FFY 2016 with a positive program

balance of FFY 2016. However, the heavy program for that year 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.

The table below demonstrates that the North Shore Council plans to

fund for all programmed projects in FFY 2016, it is estimated that the Council will end that year with a negative balance of roughly \$1.9 million.

The Council also completed a call for STP projects. 17 applications for 8 municipalities were submitted. The table on the following page details the four projects added to the FFY2016–2019 program

FY 2016 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
Emerson Street Intersections	Evanston	02-06-0034	CONST	\$ 2,652,250	\$ 1,856,575
Skokie/Hibbard Intersection	Wilmette	02-07-0013	CONST	\$ 2,119,736	\$ 2,249,329
Locust Rd.	Wilmette	02-13-0003	ENG II	\$ 207,618	\$ 145,333
Austin/Oakton Intersection	Morton Grove	02-13-0002	ENG II	\$ 177,568	\$ 124,298
Harlem Ave.	Glenview	02-15-0008	ENG II	\$ 56,822	\$ 39,775
Kenilworth Ave.	Kenilworth	02-13-0006	Resurfacing	\$ 954,256	\$ 667,979
Glenview Road	Glenview	02-12-0013	ENG II	\$ 295,216	\$ 206,652
Pratt Ave.	Lincolnwood	02-15-0001	LAFO	\$ 928,288	\$ 672,080
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
TOTAL				\$ 11,789,093	\$ 8,282,965

North Shore Surface Transportation Program (STP)

New STP Projects, FFY 2017-2019

Project	Sponsor	Phase	Year	Total Cost	STP Funding
Kenilworth Avenue	Kenilworth	ENG II	2017	\$ 50,000	\$ 35,000
Kenilworth Avenue	Kenilworth	Resurfacing	2018	\$ 716,100	\$ 501,270
Devon Avenue	Lincolnwood	ENG II	2017	\$ 304,000	\$ 212,800
Devon Avenue	Lincolnwood	Construction	2018	\$ 4,066,000	\$ 2,846,200
Skokie/Lake Intersection	Wilmette	ENG II	2018	\$ 73,576	\$ 51,503
Skokie/Lake Intersection	Wilmette	Construction	2019	\$ 1,011,681	\$ 708,177
Howard Street	Evanston	ENG II	2018	\$ 225,600	\$ 157,900
Howard Street	Evanston	Construction	2018	\$ 3,130,200	\$ 2,191,140

Four projects were selected for inclusion in the North Shore Council of Mayors Surface Transportation Program (STP). This call for projects was the first to be performed using the revised methodology developed in 2012. These projects scored highest due to they prioritize safety, complete streets and multimodal accommodations and have an impact on the region as a whole.

Two of the projects, Devon Avenue and Howard Street, will also involve the City of Chicago. These numbers will be revised once negotia-

tions determine the city's contribution.

Adding these projects to the program pushes the long-term balance for the Council into the negative. It is however, the policy of the North Shore Council to aggressively over-program with the understanding that some projects are delayed due to the lengthy federal approval process and local funding issues.

Programming in this way ensures that there will be numerous projects going forward that will meet the needs of the communities represented by the North Shore Council.

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		\$ 8,282,965	\$ (2,176,355)
2017	\$ 3,617,275		\$ 9,495,933	\$ (8,055,013)
2018	\$ 3,617,275		\$ 10,213,243	\$ (14,650,981)
2019	\$ 3,617,275		\$ 4,544,195	\$ (15,577,901)

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 2015, the North Shore Council municipalities obligated \$2.36 million in CMAQ funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$2.23 million in FFY 2016. The FFY 2016 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 subse-

quent phases will be deferred.

Phase II Engineering funds for the *Lincolnwood* Touhy Overpass project were reinstated.

CMAQ completed a call for CMAQ projects for FFY2016-2020. Two projects from the North Shore Council, one from *Evanston* and one from *Skokie*, were selected for CMAQ funds. They are detailed in the bottom table.

FFY 15 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Dempster St. Signal Interconnect	Evanston	Const.	\$ 1,193,750	\$ 955,000	2016
Main St. Bike Lanes	Skokie	Const.	\$ 570,000	\$ 456,000	2017
Dodge Ave. Protected Bike Lanes	Evanston	Const.	\$ 600,000	\$ 480,000	2016
Sheridan Road Signal Interconnect	Evanston	Const.	\$ 776,000	\$ 476,000	
Total CMAQ Funding \$ 2,367,000					

FFY 16 PROJECTS	Sponsor	Phase	Total Cost	CMAQ Funding	Accomplishment Sunset
Gross Point Road Bike Lanes	Skokie	ENGII	\$ 40,000	\$ 32,000	2016
Touhy Ave. Overpass	Lincolnwood	ENGII	\$ 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
Total CMAQ Funding \$ 2,263,000					

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					

New Projects	Sponsor	Phase	Total Cost	CMAQ Funding	Programmed Year
Green Bay Road Improvements	Evanston	Const.	\$ 2,400,000	\$ 1,920,000	2019
Old Orchard Road Interchange	Skokie	ROW	\$ 220,000	\$ 176,000	2019
Old Orchard Road Interchange	Skokie	Const.	\$ 8,732,500	\$ 6,986,000	2020
Total CMAQ Funding \$ 9,082,000					

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 fed-

eral-aid roadway project or in conjunction with a TAP funded project.

In FFY 2015, the North Shore Council municipalities and local governments obligated \$2,323,000 in ITEP funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$2.5 million in FFY 2016. The FFY 2016 projects are outlined in the second table below.

2015 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding
Ladd Arboretum Multiuse Trail	Evanston	02-13-0005	Construction	\$ 725,000	\$ 580,000
East Oakton Streetscape Improvements	Skokie	02-14-0007	Construction	\$ 2,396,000	\$ 1,743,000
				Total ITEP Funding	\$ 2,323,000

2015 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	ENGII	\$ 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
Sheridan Road/Chicago Avenue Bike Path	Evanston	02-15-0004	ENG I	\$ 133,000	\$ 106,000
Sheridan Road/Chicago Avenue Bike Path	Evanston	02-15-0004	ENG II	\$ 118,000	\$ 95,000
Sheridan Road/Chicago Avenue Bike Path	Evanston	02-15-0004	Construction	\$ 1,865,510	\$1,492,400
				Total ITEP Funding	\$ 2,540,110

Looking to the Future

The North Shore Council of Mayors enters FFY 2016 poised to address new transportation challenges.

FFY 2016 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. Evanston will begin improvements at the congested intersections of Emerson, Ridge and Green Bay roads. 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 streets near The Glen development while Kenilworth will begin work on Kenilworth Avenue. Assuming these projects stay on schedule, the North Shore Council will obligate over \$8 million in FFY 2016.

FFY 2016 will be an exciting year for the North Shore Council's Congestion Mitigation and Air Quality (CMAQ) program. This year will see the construction of several notable and long-anticipated bicycle and pedestrian paths including the Skokie Valley Trail in northern Cook County.

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

FFY 2016 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 authorization, 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.

Contact

Brian Pigeon

NWMC Program Associate for Transportation

North Shore Council Planning Liaison

1600 E. Golf Road, Suite 0700

Des Plaines, IL 60016

847-296-9200, ext. 128

bpigeon@nwmc-cog.org