

# NORTH SHORE COUNCIL OF MAYORS FFY 2011 ANNUAL REPORT

October 1, 2010 to September 30, 2011

## 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 2011, the North Shore Council received \$3.74 million in STP funds. In FFY 2011, Mayor George Van Dusen of Skokie and President Kerry Cummings of Glenview continued to serve 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 2011.

### Surface Transportation Program

The North Shore Council of Mayors utilized \$397,140 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2011. While the

North Shore Council programmed \$4.89 million in FFY 2011, the Old Orchard Road at Skokie Boulevard intersection improvement project in Skokie was delayed.

The North Shore Council entered FFY 2011 with a negative balance of roughly \$4.9 million. Because the council spent less than its STP funding allocation, the negative program balance shrunk to \$1.57 million at the end of FFY 2011.

The North Shore Council plans to obligate \$5.25 million in FFY 2012. Because of the Council's negative balance, projects advancing in FFY 2011 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 (PM<sub>2.5</sub>).

Early in FFY 2011, the Chicago Metropolitan Agency for Planning (CMAP) issued a call for projects for federal fiscal year (FFY) 2012-2016. Evanston, Lincolnwood and Skokie received CMAQ funding through this programming cycle.

In FFY 2011, the North Shore Council municipalities obligated \$958,000 in CMAQ funding as outlined in the first table below. North Shore Council communities anticipate obligating approximately \$5.6 million in FFY 2012.

### Looking to the Future

FFY 2012 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.

The repeated extension of SAFETEA-LU makes the future of the federal role in surface transportation unclear. While Congress and the administration debate the next surface transportation authorization, the North Shore Council will continue to advance federally aid eligible projects.

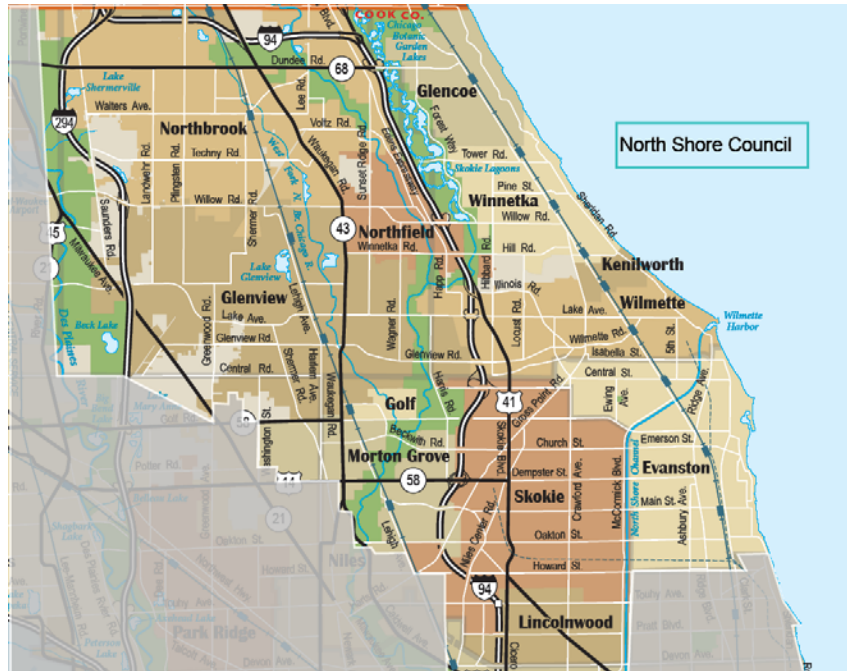
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## Introduction

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 6.32% of the suburban STP funding and 3.30% of the Chicago region's STP funding; however, that percent-



age will change when new census figures are taken into account for federal fiscal year (FFY) 2012. 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 2011, the North Shore Council received \$3.74 million in STP funds. In FFY 2011, Mayor George Van Dusen of Skokie and President Kerry Cummings of Glenview continued to serve 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 2011. 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 \$397,140 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2011. While the North Shore Council programmed \$4.89 million in FFY 2011, the Old Orchard Road at Skokie Boulevard intersection improvement project in Skokie was delayed.

The North Shore Council entered FFY 2011 with a negative balance of roughly \$4.9 million. Because the council spent less than its STP funding allocation, the negative program balance shrunk to \$1.57 million at the end of FFY 2011.

Because the councils program balance is approaching a positive level, the North Shore Council of Mayors Technical Committee has started discussing future programming strategies and the most appropriate way to balance between current project cost increases, multi-year B (MYB) list projects and a new call for projects.

The graph on page 4 displays the historic and planned STP obligations in the North Shore Council. Given that the council is approaching a positive balance within the five-year

program, the Technical Committee is planning to provide direction on a programming strategy early in FFY 2012.

In anticipation of a new call for projects, the Technical Committee created a subgroup to review the council's project selection methodology and programming policies. The subgroup spent the second half of the year reviewing the council's current practices, comparing other methodologies and policies and discussing ways to incorporate best practices. The subgroup plans to present a new draft methodology and policies to the Technical Committee in early FFY 2012.

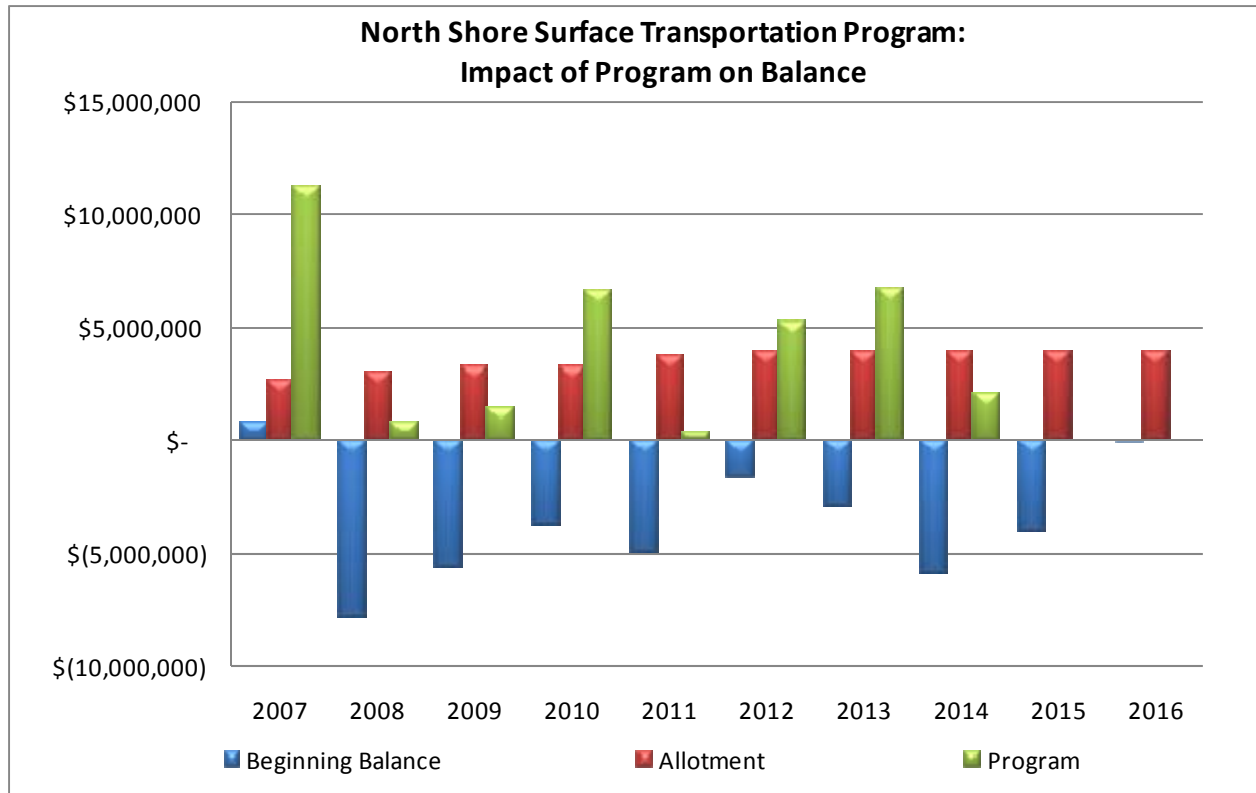
The table on page 4 demonstrates that the North Shore Council plans to obligate \$5.25 million in FFY 2012. Because of the Council's negative balance, projects advancing in FFY 2011 must receive advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee. The Old Orchard Road at Skokie Boulevard intersection improvement project did receive advanced funding in FFY 2011 and was federally obligated, and there-

fore does not require a new advance funding request.

If the Council is able to obligate funding for all programmed projects in FFY 2012, it is estimated that the Council will enter FFY 2013 with a negative balance of roughly \$2.9 million.

FFY 11 Projects	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Sheridan Rd. Sig. Conn.	Evanston	02-08-0005	ENG II	\$ 208,997	\$ 145,343
Church/Crawford Intersection	Skokie	02-99-0103	ROW	\$ 41,820	\$ 29,274
Old Orchard/Skokie	Skokie	02-00-0103	ROW	\$ 99,555	\$ 69,256
Chestnut/Waukegan	Glenview	02-06-0019	ENG II	\$ 218,953	\$ 153,267
<b>Total</b>				<b>\$ 569,325</b>	<b>\$ 397,140</b>

## North Shore Surface Transportation Program (STP)



### North Shore Council of Mayors FFY 2012 Surface Transportation Program (STP)

FFY 12 Projects	Sponsor	TIP Number	Phase	Total	STP Funding
Old Orchard/Skokie	Skokie	02-00-0103	Construction	\$ 6,861,616	\$ 3,866,353
West Lake Avenue	Glenview	02-06-0026	ENG II	\$ 344,406	\$ 240,750
Church/Crawford Intersection	Skokie	02-99-0103	Construction	\$ 643,113	\$ 386,759
Willow Road	Winnetka	02-06-0021	ENG II	\$ 286,447	\$ 200,625
Chestnut/Waukegan	Glenview	02-06-0019	ROW	\$ 485,336	\$ 339,735
Gross Point Road	Skokie	02-06-0035	ROW	\$ 119,260	\$ 83,594
Gross Point Road	Skokie	02-06-0035	ENG II	\$ 190,593	\$ 133,750
<b>Total</b>				<b>\$ 8,930,772</b>	<b>\$ 5,251,565</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).

Early in FFY 2011, the Chicago Metropolitan Agency for Planning (CMAP) issued a call for projects for

federal fiscal year (FFY) 2012-2016. This was the first time that CMAP has programmed five years of CMAQ funding at the same time. In addition, CMAP incorporated focus groups for different project categories into the project analysis phase of the programming process. Evanston, Lincolnwood and Skokie received CMAQ funding through this programming cycle. Evanston received funding for a signal interconnect and Lincolnwood and Skokie received funding for bike facilities. CMAP anticipates holding a new call for projects in December 2012.

In FFY 2011, the North Shore Council municipalities obligated \$958,000 in

CMAQ funding as outlined in the first table below.

North Shore Council communities anticipate obligating approximately \$5.6 million in FFY 2012. The FFY 2012 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 2012.

FFY 11 Projects	Sponsor	TIP Number	Phase	Total Cost	CMAQ Funding
Yellow Line Infill Stations Engineering Feasibility Study	Evanston	02-09-0002	ENGI	\$ 275,000	\$ 220,000
ComEd ROW / Skokie Valley Bike/Multiuse Trail	Lincolnwood	02-10-0002	ENGI	\$ 35,000	\$ 28,000
UP Line / Weber Spur Bike Trail	Lincolnwood	02-10-0001	ENGI	\$ 45,000	\$ 36,000
Sheridan Rd. from Central to Chicago Signal Interconnect	Evanston	02-08-0005	Const.	\$ 842,500	\$ 674,000
<b>Total</b>				<b>\$ 1,197,500</b>	<b>\$ 958,000</b>

FFY 12 Projects	Sponsor	TIP Number	Phase	Total Cost	CMAQ Funding
ComEd ROW / Skokie Valley Bike/Multiuse Trail	Lincolnwood	02-10-0002	ENGI	\$ 105,000	\$ 84,000
UP Line / Weber Spur Bike Trail	Lincolnwood	02-10-0001	ENGI	\$ 90,000	\$ 72,000
UP Line / Weber Spur Bike Trail	Lincolnwood	02-10-0001	ROW	\$ 6,000,000	\$ 4,800,000
Touhy Ave. Overpass	Lincolnwood	02-12-0003	ENGI	\$ 110,000	\$ 88,000
Dempster St. Signal Interconnect	Evanston	02-12-0006	ENGI	\$ 30,000	\$ 24,000
Skokie Valley Trail	Skokie	02-12-0002	Const.	\$ 680,000	\$ 544,000
<b>Total</b>				<b>\$ 7,015,000</b>	<b>\$ 5,612,000</b>

## Looking to the Future

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FFY 2012 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. Despite a negative program balance, the North Shore Council will continue to aggressively seek advanced funding opportunities.

The North Shore Council has scheduled Construction for two intersection improvements in FFY 2012. The Old Orchard Road at Skokie Boulevard and Church Street and Crawford Avenue intersection improvement projects in Skokie will utilize

STP funds for Construction.

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

The repeated extension of SAFETEA-LU makes the future of the federal role in surface transportation unclear. The federal Highway Trust Fund is being depleted at an unsustainable rate and has required multiple transfers from the general fund. In order to sustain the current fiscal level of transportation investment, Congress will need to find additional revenues beyond the current motor fuel tax. While Con-

gress and the administration debate the next surface transportation authorization, the North Shore Council will continue to advance federally aid eligible projects.

## Contact

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