

NORTH SHORE COUNCIL OF MAYORS FFY 2009 ANNUAL REPORT

October 1, 2008 to September 30, 2009

Executive Summary

Introduction

The North Shore Council of Mayors, which is housed within the Northwest Municipal Conference (NWMC), is a cooperative body focused upon programming federal transportation funds for local road, transit, and bicycle facilities. Primarily, the North Shore Council programs federal Surface Transportation Program (STP) funds to improve transportation facilities. The North Shore Council is one of eleven suburban subregional councils in the Chicago Metropolitan Region. Mayor George Van Dusen of Skokie and President Kerry Cummings of Glenview serve as the co-chairs for the North Shore Council and represent the council on the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee.

STP Program

The North Shore Council of Mayors utilized \$1,633,333 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2009. Lake St. in Evanston was the lone project that went to construction in FFY 2009. The North Shore Council completed FFY 2009 with a negative balance of roughly \$3.7 million. The North Shore Council plans to obligate over \$6.5 million in FFY 2010. Because of

the Council's negative balance, all projects must receive advanced funding from the CMAP Council of Mayors Executive Committee.

ARRA Program

On February 17, President Obama signed the American Recovery and Reinvestment Act of 2009 (ARRA) into law. The ARRA distributed \$281 million to urbanized areas in Illinois. Northeastern Illinois received roughly \$180 million of the total for urbanized areas. The North Shore Council of Mayors, along with the other 10 suburban subregional councils, was tasked with programming and obligating ARRA funding.

The North Shore Council of Mayors received \$5,944,773 for surface transportation projects. Due to the shovel-ready provisions of the ARRA, the council must obligate this funding on Surface Transportation Program (STP) eligible projects by March 2010. Based on project rankings, readiness and jurisdiction, the North Shore Council programmed eleven projects.

All programmed ARRA projects are on schedule to meet the March 2010 federal obligation deadline. Five of the council's eleven ARRA project have been awarded. Another four projects will be on the November letting, leaving only two remaining

projects.

CMAQ Program

Currently, there are almost \$20 million in CMAQ funds programmed for municipally sponsored projects in the North Shore Council area. The largest programmed project is Skokie's Oakton Street CTA Yellow Line Station, which will begin construction in 2010.

In FFY 2009, the City of Evanston's Yellow Line Infill Station Feasibility Study received \$220,000 in CMAQ funding.

Looking to the Future

FFY 2010 presents a number of opportunities and challenges for the North Shore Council. 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.

In addition, the North Shore Council looks forwards to obligating the entirety of its American Recovery and Reinvestment Act funding in FFY 2010.

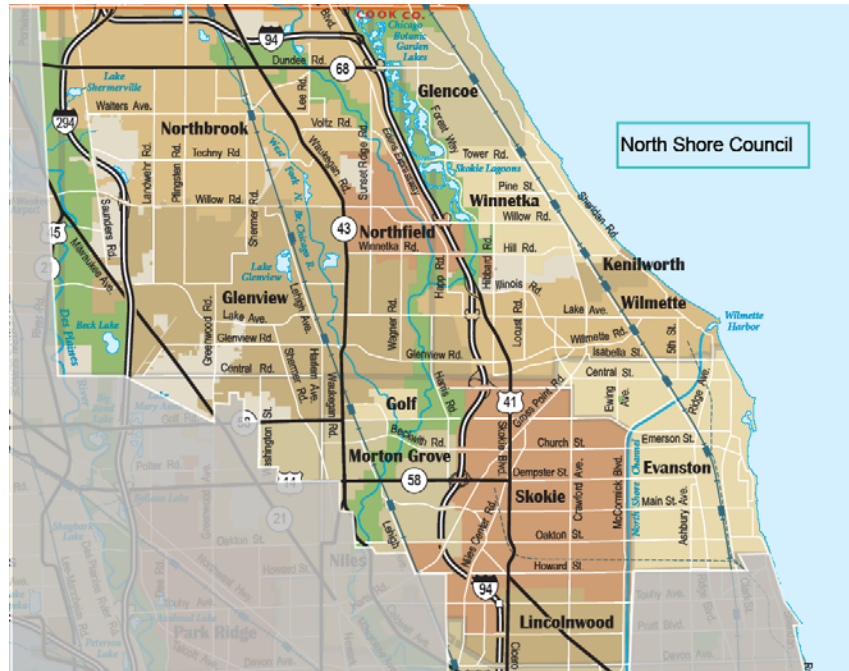
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Introduction

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 highway, 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 Council 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. At the beginning of



each federal fiscal year (FFY), the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee approves the STP funding allocations. In FFY 2009, the North Shore Council received \$3.5 million in STP funds. Mayor George Van Dusen of Skokie and President Kerry Cummings of Glenview serve as the co-chairs for the North Shore Council and represent 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. Each North Shore Council municipality has a representative on the Technical Committee. 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 \$1,633,333 in Surface Transportation Program (STP) funds in federal fiscal year (FFY) 2009. Lake St. in Evanston was the lone project that went to construction in FFY 2009. The North Shore Council pro-

one quarter of the programmed funding, it did not jeopardize any federal funds. Chart 1 displays the historic and planned STP obligations in the North Shore Council.

The North Shore Council completed FFY 2009 with a negative balance of

The Golf Road and Skokie Boulevard intersection improvement project received advanced funding and is scheduled for a November 2009 letting. In addition, the Greenwood Road and Glenview Road intersection improvement project is programmed for construction in FFY 2010. If the Council is able to obligate funding for all programmed projects in FFY 2010, it will enter FFY 2011 with a negative balance of roughly \$6.98 million.

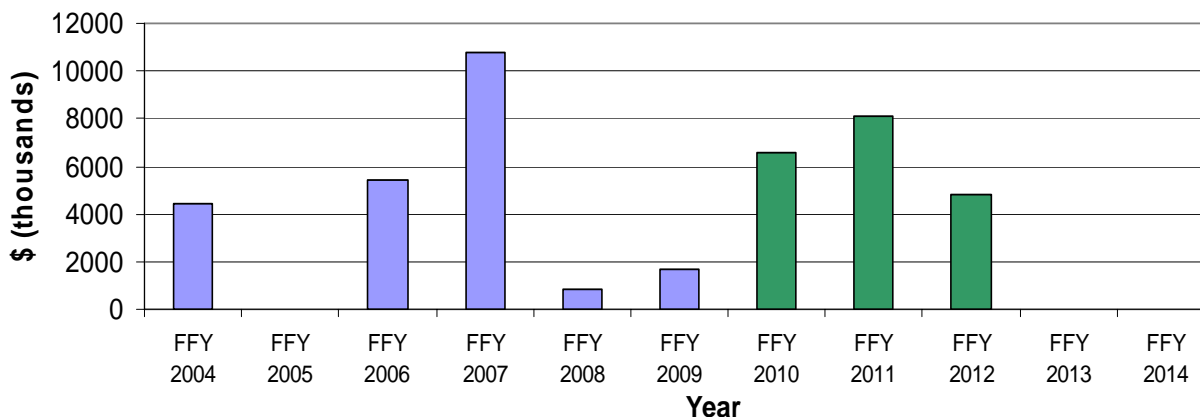
In order to continue funding projects while carrying a negative program balance, the North Shore Council must secure advanced funding.

North Shore STP Obligations in FFY 2010					
Project	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Greenwood/Glenview	Glenview	02-05-0004	ROW	\$240,000	\$168,000
Greenwood/Glenview	Glenview	02-05-0004	ENG II	\$148,526	\$103,968
Golf/Skokie	Skokie	02-99-0102	ENG II	\$40,154	\$28,108
Lake Street	Evanston	02-07-0010	LAPP	\$1,947,812	\$1,363,257
Total				\$2,376,493	\$1,663,333

grammed over \$5.6 million in FFY 2009; however, right-of-way (ROW) acquisition issues, coordination with IDOT and local priorities delayed a number of projects. The North Shore Council entered FFY 2009 with a negative balance of over \$5.5 million. Consequently, although the council obligated only slightly over

roughly \$3.7 million. The table on page 4 demonstrates that the North Shore Council plans to obligate over \$6.5 million in FFY 2010. Because of the Council's negative balance, all projects must receive advanced funding from the Chicago Metropolitan for Planning (CMAP) Council of Mayors Executive Committee.

Chart 1: North Shore STP Obligations: FFY 2004-2009 & North Shore Planned Obligations: FFY 2010-2014



North Shore Surface Transportation Program (STP)

Project	Sponsor	TIP Number	Phase	Total Cost	STP Funding
Golf/Skokie	Skokie	02-99-0102	Construction	\$5,345,844	\$3,581,903
Old Orchard/Skokie	Skokie	02-00-0103	ENG II	\$420,406	\$234,192
Old Orchard/Skokie	Skokie	02-00-0103	ROW	\$97,603	\$67,898
Church/Crawford	Skokie	02-99-0103	ROW	\$41,000	\$28,700
Church/Crawford	Skokie	02-99-0103	ENG II	\$73,089	\$51,162
Willow Road	Winnetka	02-06-0021	ENG II	\$272,651	\$190,962
Chestnut/Waukegan	Glenview	02-06-0019	ENG II	\$157,013	\$110,334
Chestnut/Waukegan	Glenview	02-06-0019	ROW	\$180,353	\$126,247
Greenwood/Glenview	Glenview	02-05-0004	Construction	\$2,636,337	\$1,844,905
Sheridan Rd. Sig.Conn.	Evanston	02-08-0005	ENG II	\$208,997	\$145,343
Gross Point Road	Skokie	02-06-0035	ROW	\$113,516	\$79,568
Gross Point Road	Skokie	02-06-0035	ENG II	\$181,414	\$127,308
Total				\$9,728,224	\$6,588,521

Wilmette Cuts Ribbon on Sheridan Road

In July, the Village of Wilmette celebrated the completion of the Sheridan Road Project, which lasted eighteen months. The project included roadway reconstruction, installation of bike lanes, new water and sewer installation, traffic signal modernization, lighting upgrades, and streetscape enhancements. The project, with over \$9 million in Surface Transportation Program (STP) funding, was the largest single STP Project in the North Shore Council's history.

Congratulations to the Village of Wilmette for the completion of this major transportation project.



Wilmette Mayor Chris Canning and Brigitte Mayerhofer, Director of Engineering, cut the ribbon on the reconstructed Sheridan Road.

Illinois Department of Transportation (IDOT) Secretary Gary Hanning and other community leaders help celebrate the opening of Sheridan Road.

Brigitte Mayerhofer, Director of Engineering, addresses a crowd and the Sheridan Road ribbon cutting ceremony.



American Recovery and Reinvestment Act of 2009

On February 17, President Obama signed the American Recovery and Reinvestment Act of 2009 (ARRA) into law. The Recovery Act contains significant funding for transportation. \$27.5 billion was allocated nationwide for highway and bridge funding, with Illinois receiving roughly \$936 million. Illinois received \$371 million in transit capital funding and \$96 million in fixed-guideway modernization funding. As part of the highway funding, \$28 million was set aside for enhancement projects, which can include bicycle and pedestrian, streetscaping, and historic preservation projects. IDOT programmed these funds through the Illinois Transportation Enhancement Program (ITEP) in September. In addition, IDOT received \$627 million in discretionary funding for federally eligible projects. Finally, the ARRA distributed \$281 million to urbanized areas. Northeastern Illinois received roughly \$180 million of the total for urbanized areas. The North Shore Council of Mayors, along with the other 10 suburban subregional councils, was tasked with programming and obligating ARRA funding.

As part of the American Recovery



and Reinvestment Act of 2009 (ARRA), the North Shore Council of Mayors received \$5,944,773 for surface transportation projects. Due to the shovel-ready provisions of the ARRA, the council must obligate this funding on Surface Transportation Program (STP) eligible projects by March 2010. In order to program the ARRA funds, the North Shore Council of Mayors issued a call for projects on February 25, 2009, which ended on March 11, 2009. The North Shore Council of Mayors Technical Committee met multiple times to discuss an effective and geographically equitable method to select projects for funding. Based on project rankings, readiness and jurisdiction, the Technical Committee recommended eleven projects for ARRA funding at its March 18 meeting. The North Shore Council of Mayors approved the proposed projects on April 15. Due to a subsequent increase in ARRA funding, the Technical Committee was able to reduce the local funding share on a majority of programmed ARRA projects.

All programmed ARRA projects are on schedule to meet the March federal obligation deadline. Five of the council's eleven ARRA project have been awarded. Another four projects will be on the November letting, leaving only two remaining projects. Evanston's Sheridan Road Resurfacing, Glenview's Central Road LAPP, Golf's Overlook Drive LAPP, Morton Grove's Lehigh Ave. Resurfacing, and Winnetka's Tower Road were let and awarded in FFY 2009. The North Shore Council has obligated roughly \$3.1 million in Recovery Act funding in FFY 2009,

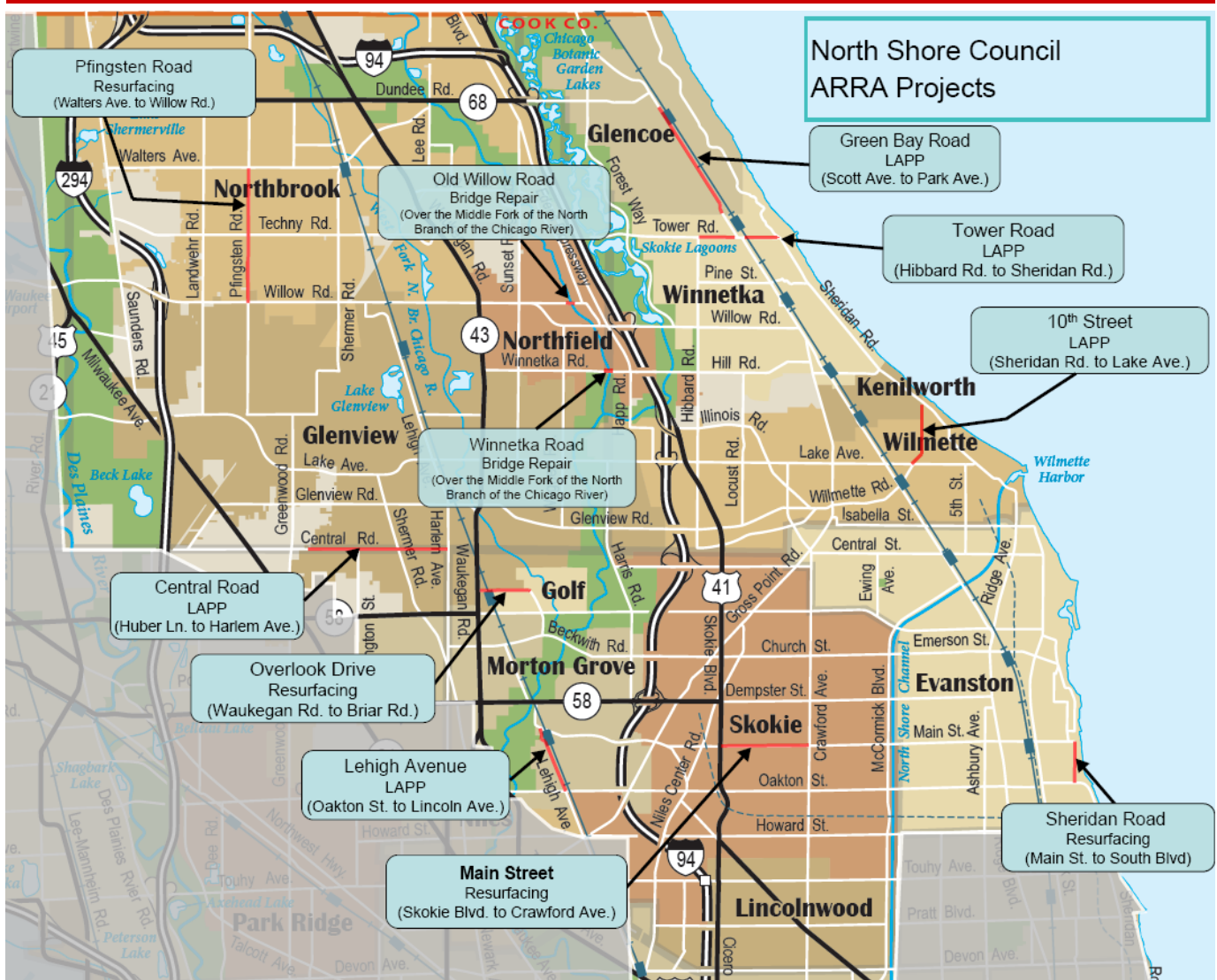
which accounts for 52.5 percent of the allocation to the North Shore Council.

The table and map on the following page show the North Shore ARRA program, current project status, and project locations.



Sheridan Road through Evanston. This segment of roadway will be resurfaced with Recovery Act funds.

North Shore ARRA Location Map



Sponsor	Project Location	TIP Number	Scope	Total Cost	ARRA Funding	Letting Date
Evanston	Sheridan Rd.	02-08-0005	Resurfacing	\$ 1,650,000	\$1,348,937	7/31/2009
Glencoe	Green Bay Rd.	02-07-0017	LAPP	\$760,000	\$636,937	11/6/2009
Glenview	Central Rd.	02-07-0003	LAPP	\$900,000	\$720,000	7/31/2009
Golf	Overlook Dr.	02-09-0011	Resurfacing	\$315,000	\$252,000	7/31/2009
Morton Grove	Lehigh Ave.	02-07-0004	LAPP	\$410,000	\$356,937	9/18/2009
Northbrook	Pflingsten Rd.	02-09-0012	Resurfacing	\$790,000	\$660,937	11/6/2009
Northfield	Old Willow Rd. Bridge	02-09-0013	Bridge Repair	\$100,000	\$100,000	11/6/2009
Northfield (CCHD)	Winnetka Rd. Bridge	02-09-0007	Bridge Repair	\$420,000	\$242,214	11/17/2009
Skokie	Main St.	02-07-0009	Resurfacing	\$950,000	\$788,937	11/6/2009
Wilmette	10th St.	02-09-0014	LAPP	\$450,000	\$388,937	11/6/2009
Winnetka	Tower Rd.	02-09-0015	LAPP	\$525,000	\$448,937	9/18/2009

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).

Traditionally, the Chicago Metro-

politan Agency for Planning (CMAP) issues an annual call for projects to fund projects that reduce congestion and/or improve air quality. CMAP ultimately approves projects for funding. The North Shore Council Planning Liaison, Christopher Staron, assists municipalities in coordination with CMAP and the Illinois Department of Transportation (IDOT).

Currently, there is almost \$20 million in CMAQ programmed for municipally sponsored projects in the North Shore. The largest project is Skokie's Oakton Street CTA Yellow

Line Station.

In FFY 2009, the City of Evanston's Yellow Line Infill Station Feasibility Study received \$220,000 in CMAQ funding. At the end of FFY 2009, the CMAQ Project Selection Committee recommended the FFY 2010-2011 program, which included roughly \$6.76 million in funding for North Shore communities (see table). The CMAP Policy Committee approved the proposed CMAQ program early in FFY 2010.

FFY 2010-2011 Approved CMAQ Projects in the North Shore Council Area

Project Sponsor	Project	Proposed CMAQ Funding
Lincolnwood	ComEd ROW / Skokie Valley Bike/Multiuse Trail	\$816,000
Lincolnwood	UP Line / Weber Spur Bike Trail	\$4,908,000
Glenview	Patriot Blvd. at Independence Intersection Improvement	\$256,000
Glenview	S. Greenwood Rd. sidewalks – Linneman to Glenview	\$107,680
Evanston	Sheridan Rd. from Central to Chicago Signal Interconnect	\$674,000
Total		\$6,761,680

Looking to the Future

FFY 2010 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 major intersection improvements in FFY 2010. The Golf Rd. and Skokie Blvd. intersection improvement in Skokie and the Greenwood Rd. and Glenview Rd. intersection improvement in Glenview will utilize STP funds for Construction. The pictures to the side show the current condition of these intersections.

In addition, the North Shore Council looks forwards to obligating the entirety of its American Recovery and Reinvestment Act funding in before the March 2010 deadline.

The North Shore Council communities will continue to seek transportation funding from federal sources, such as STP and Congestion Mitigation and Air Quality (CMAQ), to accomplish significant projects.

The expiration and temporary 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. Congress will need to find additional revenues just to sustain the current level of transportation investment. While Congress and the administration debate the next surface transportation authorization, the North Shore Council will continue to advance federally aid eligible projects.



The Golf Rd. and Skokie Blvd. Intersection in the Village of Skokie is programmed for an intersection improvement in FFY 2010. The project is on the November letting.

The Greenwood Rd. and Glenview Rd. Intersection in the Village of Glenview is programmed for an intersection improvement in FFY 10. The project is scheduled for a March 2010 letting

