

**NORTHWEST MUNICIPAL CONFERENCE**  
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*A Regional Association of Illinois  
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**NORTH SHORE COUNCIL OF MAYORS  
TECHNICAL COMMITTEE MEETING  
Wednesday, December 21, 2011  
8:30 a.m.  
Skokie Village Hall  
5127 Oakton Street, Skokie, IL**

**AGENDA**

- I. Call to Order**
- II. Approval of Meeting Minutes – September 21, 2011 (Attachment A)**  
*Action Requested: Approval of the Minutes*
- III. Agency Reports**
  - A. Pace (Attachment B)**  
Steve Andrews from Pace will present the agency's proposed budget for 2012.  
*Action Requested: Informational*
  - B. IDOT Highway Report**
  - C. Cook County Highway Department**
  - D. Illinois Tollway**
  - E. Chicago Metropolitan Agency for Planning (CMAP)**
  - F. IDOT Local Roads**
- IV. North Shore Council of Mayors Surface Transportation Program (STP)**
  - A. North Shore Council STP FFY 2012-20116**
    - 1. Current STP FFY 2012-2016 (Attachment C)**  
Staff will provide an overview of the North Shore STP for FFY 2011-2015.  
*Action Requested: Informational*
    - 2. Advanced Funding Status (Attachment D)**  
Staff will provide a status update on advanced funding for the FFY 2012 program.  
*Action Requested: Informational*
  - B. STP Programming Strategies (Attachment E)**  
At the June and September meetings, the Technical Committee began discussing programming options, including funding cost increases,

programming B-List projects and a call for new projects. The attached memo outlines options for programming strategies.

**Action Requested:** *Provide direction to staff on programming strategy*

**C. North Shore Council STP Project Selection Methodology (Attachments F-I)**

In June, the Technical Committee formed a subgroup to review the North Shore Council STP methodology and make recommendations for changes, if necessary. Attachment F is a memo summarizes the subgroup's work and recommended changes to the North Shore Council's methodology and programming policies. Staff will provide an update on the subgroup's work.

**Action Requested:** *Approve new methodology and programming policies*

**V. Congestion Mitigation and Air Quality (CMAQ) Program Update (Attachment J)**

Staff will provide an update on current North Shore Council area CMAQ projects.

**Action Requested:** *Informational*

**VI. ITEP (Attachment K)**

Staff will provide an update on current North Shore Council area ITEP projects.

**Action Requested:** *Informational*

**VII. North Shore Council of Mayors Annual Report (Attachment L)**

Staff will present the draft North Shore Council of Mayors FFY 2010 Annual Report. The report covers the activities of the North Shore Council from October 1, 2009 to September 30, 2010.

**Action Requested:** *Recommend approval to the North Shore Council of Mayors*

**VIII. Other Business**

**IX. 2012 Meeting Schedule (Attachment M)**

The next meeting of the North Shore Technical Committee is scheduled for March 21, 2012 at the Skokie Village Hall. The 2012 meeting schedule is attached.

**Action Requested:** *Informational*

**X. Adjournment**

**North Shore Council of Mayors Technical Committee  
Wednesday, September 21, 2011  
8:30 a.m.  
Skokie Village Hall**

**MINUTES**

**Committee Members Present:**

Russ Jensen, Village of Glenview, Acting Chair  
Jorge Cruz, Village of Wilmette  
Steve Gutierrez, Village of Northfield  
Paul Kendzior, Village of Northbrook  
Paul Schneider, City of Evanston  
Chris Tomich, Village of Morton Grove  
Christine Van Dornick, Village of Glencoe

**Others Present:**

Bunny Anderson, Illinois Tollway  
Steve Andrews, Pace  
Brian Fairwood, Transystems  
Doug Ferguson, Chicago Metropolitan Agency for Planning (CMAP)  
Marnie Hooghkirk, IDOT  
Andre Santos, Traffic Control Corp.  
Kevin Stallworth, Illinois Department of Transportation (IDOT) Local Roads  
Christopher Staron, Northwest Municipal Conference (NWMC)

**I. Call to Order**

Chair Jensen called the meeting to order at 8:35 a.m. and asked those present for introductions.

**II. Approval of Meeting Minutes – June 15, 2011**

Chair Jensen asked for a motion to approve the meeting minutes from June 15, 2011. *On a motion from Mr. Tomich, seconded by Ms. Van Dornick, the minutes were unanimously approved.*

**III. Agency Reports**

**A. IDOT Highway Report**

Ms. Hooghkirk distributed the Management Monitoring Schedule for the North Shore Council area. She reported that the changes from the last meeting and noted in bold type. She noted that the Lincoln Ave. project from Niles Center Rd. to Devon Ave. was let in June and awarded to the low bidder. Mr. Tomich asked about the limits on the Edens Expressway project and Ms. Van Dornick asked about the target letting for the Sheridan Road resurfacing project. Ms. Hooghkirk said that she would look into those two projects and follow-up with the appropriate answers.

**B. Cook County Highway Department**

Mr. Staron informed the committee that no one from Cook County was able to attend the meeting, but he distributed a project status sheet with highlighted changes from the previous meeting.

**C. Pace**

Mr. Andrews reported that Pace has submitted a balanced budgeted and will be holding public budget hearings in October, the nearest of which will be in the northwest suburbs. He said that ridership has generally been improving.

**D. Illinois Tollway**

Ms. Anderson reported that the Illinois Tollway approved a multi-year capital plan with many important projects, such as the I-90 widening and reconstruction and the Elgin O'Hare – West Bypass project. She further reported that the Tollway has established an advisory council to study the proposed extension of IL 53 into Lake County. She explained that the advisory council will be working to reach a consensus on the project.

**E. Chicago Metropolitan Agency for Planning (CMAP)**

Mr. Ferguson distributed and explained the STP expenditure report for the Council of Mayors system. He reminded the committee that October status updates for CMAQ projects are approaching.

**F. IDOT Local Roads**

Mr. Stallworth distributed the status sheets and reported that the Church Street at Crawford Ave. project is targeting a January letting, that Skokie's Gross Point Road project is now targeting design approval by the end of 2011 and Winnetka's Willow Road project is targeting design approval in January 2012.

**IV. North Shore Council of Mayors Surface Transportation Program (STP)**

**A. North Shore STP FFY 2011-2015**

**1. Current Program**

Mr. Staron reported that Attachment B reflects the current STP program at the end of FFY 2011. He noted that a number of projects did not obligate funding in FFY 2011 and will have to move into FFY 2012 or an out year in the program.

**2. Advanced Funding Status**

Mr. Staron reported that a ROW acquisition for Glenview's Chestnut/Waukegan project was not obligated in FFY 2011 and will have to reapply for advanced funding. He said that a number of projects in FFY 2012 could potentially seek advanced funding in the first half of the federal fiscal year.

**B. North Shore Council STP FFY 2012-2016**

**1. STP FFY 2012-2016 Modifications**

Mr. Staron reported that the revised program recommends moving seven phases within the program. He said that the modifications more accurately reflect realistic project schedules. *On a motion from Mr. Kendzior, seconded by Mr. Tomich, the committee unanimously voted to approve the FFY 2012-2016 modifications.*

**2. 3% Program Cost Increase**

Mr. Staron reported that the North Shore Council policies call for an automatic three percent cost increase for all projects to account for inflation. He noted that in the past, the Technical Committee has recommended to forgo the automatic increase or reduce the percentage. He reported that the increase would amount to a \$409,953 increase in the program. The Committee briefly discussed the level of the increase and the impact on the program. *On a motion from Mr. Tomich, seconded by Mr. Schneider, the committee unanimously voted to approve the three percent cost increase.*

**C. Advanced Funding FFY 2012**

Mr. Staron reported that the Council's negative STP balance requires them to seek advanced funding to complete projects. He explained that the Council typically authorizes the Planning Liaison to seek advanced funding for ready projects programmed in the federal fiscal year. He reported that the advanced funding for FFY 2012 could amount to \$5,251,565. *On a motion from Mr. Tomich, seconded by Ms. Van Dornick, the committee unanimously voted to approve seeking advanced funding for the FFY 2012 projects.*

**D. STP Programming Strategies**

Mr. Staron outlined a four programming strategies with a mix of cost increases, MYB list projects and new projects. The committee discussed how long some MYB list projects have been waiting for available STP funds. Mr. Tomich asked how realistic the B list projects are. Mr. Staron responded that a number of projects have been removed and costs adjusted following the American Recovery and Reinvestment Act. Ms. Van Dornick noted that the longer B list projects wait; municipalities will likely have to expand their scope and cost. The committee generally agreed that the programming strategy should bring B list projects into the program when possible. The committee discussed the appropriate way to handle cost increases and new call for projects and agreed that further discussion was needed. Mr. Staron said he would like to have direction from the committee at the December meeting in order to plan for FFY 2015 and 2016 in the program.

**E. North Shore Council STP Project Selection Methodology**

Mr. Staron reported that the Methodology Subgroup has met a couple times to review and refine the North Shore Council's methodology and policies. He said that the group is focused on the consistency of the project selection criteria and establishing appropriate funding parameters. He said the subgroup anticipates

presenting a draft revised methodology and policies at the Technical Committee's December meeting.

**V. Congestion Mitigation and Air Quality (CMAQ) Program Update**

Mr. Staron provided a brief status update on CMAQ projects in the North Shore area and noted those projects that will likely be moving to a new federal fiscal year.

**VI. ITEP**

Mr. Staron provided a brief status update on ITEP projects in the North Shore area.

**VII. Other Business**

Mr. Tomich discussed ADA requirements associated with sidewalk projects and asked the Committee for thoughts regarding designing facilities and ensuring proper installation by contractors.

**VII. Next Meeting**

Chair Jensens said that the next North Shore Technical Committee meeting is scheduled for December 21, 2011 at the Skokie Village Hall.

**IX. Adjournment**

*On a motion from Mr. Kendzior, seconded by Ms. Van Dornick, the Committee unanimously voted to adjourn.*

## ***PACE RELEASES PROPOSED 2012 BUDGET***

### **FOR IMMEDIATE RELEASE**

October 12, 2011 4:00:00 PM

Media Release Office: (847) 228-4295

Contact: Patrick Wilmot (847) 228-4295

No fare increases or service cuts included in budget as public hearings begin October 17

The Pace Board of Directors officially released the agency's 2012 budget for public review and comment, with the first of 13 public hearings beginning next week. Despite the struggling economy, the agency plans no fare increases or service reductions in its balanced budget for the second straight year.

"We've been aggressively containing our costs and restructuring service to maximize efficiency," said Pace Chairman of the Board Richard Kwasneski. "The actions we've taken in recent years have put us in good position to release a positive budget message- one that not only calls for no negative impacts on riders, but increases service in some areas."

The Suburban Services operating budget, which includes fixed route bus service, vanpool and Dial-a-Ride service, totals \$195 million and includes some new service to be implemented in late 2011 and early 2012. These include two new Call-n-Ride routes in the Wheaton/Winfield and St. Charles/Geneva areas, additional trips on I-55 express service, and a federally-funded route connecting the southwest suburbs with employment centers near OHare Airport and in the northwest suburbs.

The Regional ADA Paratransit budget is set at \$126.6 million to provide complementary transportation to people with disabilities in Chicago and the suburbs. The RTA has set contingencies on funding requiring Pace to implement certain efforts to increase efficiency on the service in Chicago. These include setting trip reservation hours to regular business hours and continuing progress toward implementation of a centralized dispatch system.

Thirteen public hearings have been scheduled regionally throughout the city and suburbs, and take place October 17-27. For the first time, Pace will host an online webinar to provide access to those unable to attend a hearing. Details and registration are available at [www.pacebus.com](http://www.pacebus.com). "Our budget message is very positive this year, but we still encourage people to participate in the public hearing process," said Kwasneski. "We're always interested in hearing ideas on how we can improve." The budget document is available at public hearings and has been distributed to municipalities and libraries to be made available to the public. It can also be downloaded from Pace's website. Those unable to attend the hearings can submit written comments to Pace Government Affairs, 550 West Algonquin Road, Arlington Heights, IL 60005 or through the Public Hearings section of [www.pacebus.com](http://www.pacebus.com).

**North Shore Council of Mayors  
Surface Transportation Program  
FFY 2012-2016**

<b>FFY 12 BEGINNING BALANCE</b>	<b>\$ (1,570,473)</b>
<b>Estimated FFY 12 Allotment</b>	<b>\$ 3,896,291</b>
<b>Total FFY 12 Program</b>	<b>\$ 5,251,565</b>
<b>FFY 12 Difference</b>	<b>\$ (1,355,274)</b>
<b>ENDING BALANCE</b>	<b>\$ (2,925,747)</b>

<b>FFY 12 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>OP</b>	<b>Total Cost</b>	<b>STP Funding</b>	<b>Est. Let. Date</b>	<b>Project Notes</b>
Old Orchard/Skokie	Skokie	02-00-0103	Construction	2004	\$ 6,861,616	\$ 3,866,353	Jan. 2012	Waiting on Special Waste Clearance
West Lake Avenue	Glenview	02-06-0026	ENG II		\$ 344,406	\$ 240,750		Need draft LAA
Church/Crawford Intersection	Skokie	02-99-0103	Construction	2004	\$ 643,113	\$ 386,759	June 2012	90% plans submitted to IDOT
Willow Road	Winnetka	02-06-0021	ENG II		\$ 286,447	\$ 200,625		4f and drainage issues, DA - Dec. 2012
Chestnut/Waukegan	Glenview	02-06-0019	ROW		\$ 485,336	\$ 339,735		Submitted draft LAA for ROW
Gross Point Road	Skokie	02-06-0035	ROW		\$ 119,260	\$ 83,594		DA - December 2012
Gross Point Road	Skokie	02-06-0035	ENG II		\$ 190,593	\$ 133,750		DA - December 2012
<b>TOTAL</b>					<b>\$ 8,930,772</b>	<b>\$ 5,251,565</b>		

<b>FFY 13 BEGINNING BALANCE</b>	<b>\$ (2,925,747)</b>
<b>Estimated FFY 13 Allotment</b>	<b>\$ 3,896,291</b>
<b>Total FFY 13 Program</b>	<b>\$ 6,747,016</b>
<b>FFY 13 Difference</b>	<b>\$ (2,850,725)</b>
<b>ENDING BALANCE</b>	<b>\$ (5,776,472)</b>

<b>FFY 13 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>OP</b>	<b>Total Cost</b>	<b>STP Funding</b>	<b>Est. Let. Date</b>	<b>Project Notes</b>
Willow Road	Winnetka	02-06-0021	Construction	2011	\$ 3,041,693	\$ 2,129,965		Need revised schedule - target letting?
Emerson Street	Evanston	02-06-0034	ENG II		\$ 34,552	\$ 24,521		Need to hold kick-off meeting
Chestnut/Waukegan	Glenview	02-06-0019	Construction	2008	\$ 4,324,122	\$ 2,129,305	Jan. 2013	
Gross Point Road	Skokie	02-06-0035	Construction	2012	\$ 3,519,849	\$ 2,463,225	Jan. 2013	
<b>TOTAL</b>					<b>\$ 10,920,216</b>	<b>\$ 6,747,016</b>		

**North Shore Council of Mayors  
Surface Transportation Program  
FFY 2012-2016**

<b>FFY 14 BEGINNING BALANCE</b>	<b>\$ (5,776,472)</b>
Estimated FFY 14 Allotment	\$ 3,896,291
<b>Total FFY 14 Program</b>	<b>\$ 2,076,480</b>
FFY 14 Difference	\$ 1,819,811
<b>ENDING BALANCE</b>	<b>\$ (3,956,661)</b>

<b>FFY 14 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>OP</b>	<b>Total Cost</b>	<b>STP Funding</b>	<b>Est. Let. Date</b>	<b>Project Notes</b>
West Lake Avenue	Glenview	02-06-0026	Construction	2010	\$ 2,966,400	\$ 2,076,480	Nov. 2013	
<b>TOTAL</b>					<b>\$ 2,966,400</b>	<b>\$ 2,076,480</b>		

<b>FFY 15 BEGINNING BALANCE</b>	<b>\$ (3,956,661)</b>
Estimated FFY 15 Allotment	\$ 3,897,201
<b>Total FFY 15 Program</b>	<b>\$ -</b>
FFY 15 Difference	\$ 3,897,201
<b>ENDING BALANCE</b>	<b>\$ (59,460)</b>

<b>FFY 15 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>OP</b>	<b>Total Cost</b>	<b>STP Funding</b>	<b>Est. Let. Date</b>	<b>Project Notes</b>
<b>TOTAL</b>					<b>\$ -</b>	<b>\$ -</b>		

<b>FFY 16 BEGINNING BALANCE</b>	<b>\$ (59,460)</b>
Estimated FFY 16 Allotment	\$ 3,897,201
<b>Total FFY 16 Program</b>	<b>\$ -</b>
FFY 16 Difference	\$ 3,897,201
<b>ENDING BALANCE</b>	<b>\$ 3,837,741</b>

<b>FFY 16 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>OP</b>	<b>Total Cost</b>	<b>STP Funding</b>	<b>Est. Let. Date</b>	<b>Project Notes</b>
<b>TOTAL</b>					<b>\$ -</b>	<b>\$ -</b>		

**North Shore Council of Mayors  
Surface Transportation Program  
FFY 2012-2016**

**MULTI-YEAR B LIST**

<b>Project Title</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>Requested STP Funding</b>
Sheridan Rd. Sig.Conn.	Evanston	02-08-0005	Construction	\$ 906,400	\$ 634,480
Techny Trail (Bike Facility)	Glenview		ENG II	\$ 280,160	\$ 196,112
Techny Trail (Bike Facility)	Glenview		Construction	\$ 3,424,750	\$ 2,397,325
Emerson Street	Evanston	02-06-0034	Construction	\$ 451,406	\$ 315,427
Glenview Road	Glenview		Construction	\$ 1,551,664	\$ 1,086,165
Happ Road	Northbrook		Construction	\$ 334,374	\$ 222,916
Skokie Blvd. Intersection	Wilmette		ENG II	\$ 163,843	\$ 114,802
Skokie Blvd. Intersection	Wilmette		ROW	\$ 60,187	\$ 42,354
Skokie Blvd. Intersection	Wilmette		Construction	\$ 3,035,006	\$ 2,124,392
					\$ -
<b>LAPP Projects</b>					\$ -
Green Bay Road LAPP #2	Glencoe		LAPP	\$ 1,136,873	\$ 795,811
Dundee Road LAPP	Glencoe		LAPP	\$ 370,041	\$ 259,697
Main Street LAPP	Skokie		LAPP	\$ 1,431,700	\$ 1,002,190
<b>TOTAL</b>				<b>\$ 13,146,405</b>	<b>\$ 9,191,672</b>

**North Shore Council of Mayors  
Surface Transportation Program (STP)  
Advanced Funding Status Report**

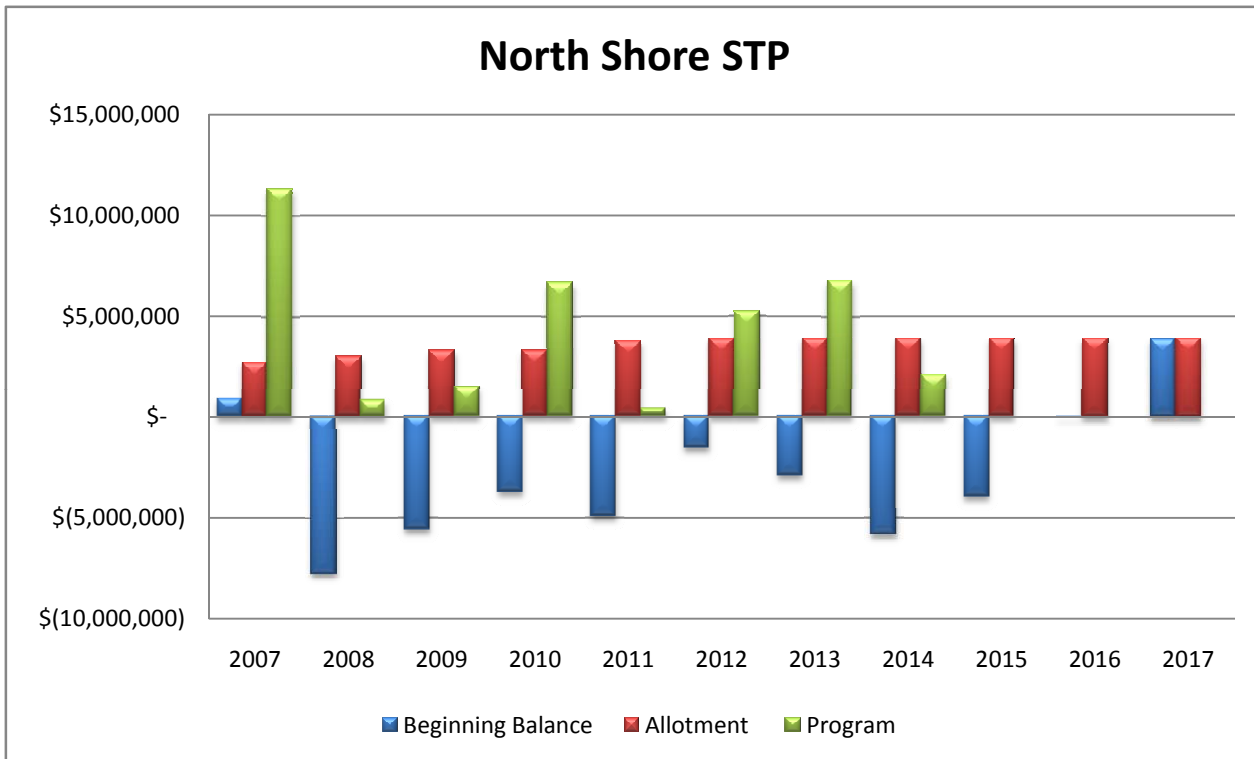
**Attachment D**

<b>FFY 12 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>STP Funding</b>	<b>Federal Authorization</b>	<b>Project Notes</b>
Old Orchard/Skokie	Skokie	02-00-0103	Construction	\$ 6,861,616	\$ 3,866,353	x	Secured AF for FFY 11 - Special Waste Issue - Moving to FFY 2012
Chestnut/Waukegan	Glenview	02-06-0019	ROW	\$ 485,336	\$ 339,735		Secured AF - Moving to FFY 2012
Willow Road	Winnetka	02-06-0021	ENG II	\$ 286,447	\$ 200,625		Design Approval Estimate - October 2011 - Moving to FFY 2012
Gross Point Road	Skokie	02-06-0035	ROW	\$ 119,260	\$ 83,594		Deisgn Approval - November 2011 - Moving to FFY 2012
Gross Point Road	Skokie	02-06-0035	ENG II	\$ 190,593	\$ 133,750		Deisgn Approval - November 2011 - Moving to FFY 2012
West Lake Avenue	Glenview	02-06-0026	ENG II	\$ 344,406	\$ 240,750		Phase I Design Approval - Glenview can proceed with Phase II LAA
Church/Crawford Intersection	Skokie	02-99-0103	Construction	\$ 643,113	\$ 386,759		In Phase II Eng. - Seek AF in fall 11 (pre-final plans submitted)
<b>TOTAL</b>				<b>\$ 8,930,772</b>	<b>\$ 5,251,565</b>		

Secured Advanced Funding

**North Shore Surface Transportation Program (STP)  
Programming Strategies**

North Shore Surface Transportation Program (STP)				
FFY	Beginning Balance	Allotment	Program	Ending Balance
2007	\$ 875,095	\$ 2,693,651	\$ 11,319,889	\$ (7,751,143)
2008	\$ (7,751,143)	\$ 3,024,077	\$ 818,094	\$ (5,545,160)
2009	\$ (5,545,160)	\$ 3,313,263	\$ 1,475,249	\$ (3,707,146)
2010	\$ (3,707,146)	\$ 3,313,263	\$ 6,680,677	\$ (7,074,560)
2011	\$ (4,914,104)	\$ 3,740,771	\$ 397,140	\$ (1,570,473)
2012	\$ (1,570,473)	\$ 3,896,291	\$ 5,251,565	\$ (2,925,747)
2013	\$ (2,925,747)	\$ 3,896,291	\$ 6,747,016	\$ (5,776,472)
2014	\$ (5,776,472)	\$ 3,896,291	\$ 2,076,480	\$ (3,956,661)
2015	\$ (3,956,661)	\$ 3,897,201	\$ -	\$ (59,460)
2016	\$ (59,460)	\$ 3,897,201	\$ -	\$ 3,837,741
2017	\$ 3,837,741	\$ 3,897,201	\$ -	\$ 7,734,942



Potential Strategies
<b>Programming Strategy 1:</b> The North Shore Council would continue to restrict cost increases (direction from June 2010). In 2012, the council would program B-list projects in FFY 2014-2016. The council would hold a call for new projects during the second half of 2012 to program FFY 2016-2018.
<b>Programming Strategy 2:</b> The North Shore Council would fund legitimate cost increases for currently programmed projects. In 2012, the council would program B-List projects in FFY 2014-2016. The council would hold a call for new projects in the second half of 2012 to program FFY 2017-2029.

Analysis
Following the discussion at the September meeting, the the potential strategies have been narrowed to the above two options. Both prioritize programming B-list projects before holding a new call for projects. The major difference is in how the Technical Committee will treat cost increases while still carrying a negative balance. The Technical Committee has previously discussed that a negative program balance of approximately two years STP allotment is acceptable. Given those parameters and assumptions about relatively stable future funding, the North Shore Council can likely program roughly \$15 million between now and the end of FFY 2018. B list projects currently account for over \$9 million.



**MEMBERS**

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Arlington Heights  
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*Executive Director*  
Mark L. Fowler

**To:** North Shore Council of Mayors Technical Committee

**From:** Christopher Staron, Program Associate for Transportation  
Planning Liaison, North Shore Council of Mayors

**Date:** December 12, 2012

**Subject:** Surface Transportation Program (STP) Project Selection Methodology and  
Programming Policies

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**Purpose:** The purpose of the memorandum is to highlight the major changes being proposed in the North Shore Council of Mayors project selection methodology and programming policies.

**Project Selection Methodology:** The STP Methodology Subgroup reviewed and revised Project Prioritization (Section III in the Guidebook). The following are the primary changes to the Project Prioritization section:

- All projects will be scored on a 100 point scale based on seven categories. The previous methodology contained no maximum score.
- While some scoring categories remain the same, individual criterion and weights have changed for some categories.
- New categories include Congestion Mitigation (III.E) and Complete Streets/Multimodal (III.F).

**Programming Guidelines:** The STP Methodology Subgroup reviewed the Programming Guidelines (Section IV) and recommends the following change regarding Resurfacing and LAPP projects:

- Over the five year program, require the funding of five resurfacing or LAPP projects; however, resurfacing and LAPP projects in the five-year program cannot exceed 20 percent of the STP funding in the program. The subgroup wanted to put an emphasis on maintenance and ensure broader access to STP funds (IV.E).

**Funding Parameters and Policies:** The STP Methodology Subgroup reviewed and revised the Funding Parameters and Policies (Section V). The following are the primary changes to that section:

- Remove ROW acquisition as an eligible phase for STP funding (V.A). The North Shore Council of Mayors will only fund Phase II Engineering, Construction and Construction Engineering.
- Cap/limit the funding one project can receive at 150 percent of the North Shore Council's annual STP allocation (V.C).
- Cap/limit cost increases for projects based on the impact the STP funding program (V.D.3).

**NORTH SHORE COUNCIL OF MAYORS  
SURFACE TRANSPORTATION PROGRAM (STP)  
GUIDEBOOK**

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## I. Introduction

### A. Overview

Federal surface transportation funding operates under multiyear authorizations. The current federal authorization is the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU provides federal funding, guidelines and requirements for federally funded transportation projects.

Under SAFETEA-LU, the Surface Transportation Program (STP) provides funding to the state departments of transportation. In Illinois a portion of this funding is designated by the Illinois Department of Transportation (IDOT) for the Council of Mayors system. Northeastern Illinois is comprised of eleven regional Councils of Mayors and the City of Chicago. Each local council oversees the planning and programming of these STP funds within their own region.

The primary responsibility of the North Shore Council of Mayors is to program federal Surface Transportation Program (STP) funds. The STP provides flexible funding states and localities can use for projects on any federally eligible roadways, bridge projects on any public road, transit capital projects, or 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 and the City of Chicago. The North Shore Council of Mayors is one of eleven suburban subregional councils in the Chicago metropolitan region that receives STP funding. There are six councils in suburban Cook County, 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. 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. Local municipalities in the North Shore Council apply for these funds. The North Shore Council is comprised of Evanston, Glenco, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette and Winnetka.

Each Council has developed a set of project selection guidelines. These guidelines set the parameters by which the Councils program STP funds to locally submitted projects. The *Go To 2040* regional plan helped guide the development of this document. *Go To 2040* states, “To improve the efficiency and effectiveness of our transportation system, the first requirement is to spend existing resources more wisely. Investment decisions should be based on performance-driven criteria, rather than arbitrary formulas. The region should prioritize efforts to modernize our significant existing assets we have, rather than continuing to expand the system. Investments of all types should take a multimodal approach, with consideration for transit users, bicyclists, and pedestrians.” These broad principles guide the project prioritization for the North Shore Council as outlined in subsequent sections.

The North Shore Council funds phase II engineering, phase III engineering and construction of highway, transit, bicycle and other transportation projects. The Council requires a thirty percent local match for all phases receiving federal funds. The North

Shore Council of Mayors will pay the remaining 70 percent match through Surface Transportation Program (STP) funds. Phase I engineering and right-of-way acquisition are the responsibility of the project sponsor.

Project applications are reviewed by the North Shore Council of Mayors Technical Committee. The Technical Committee recommends projects to the North Shore Council of Mayors. The Council issues a call for projects when funding is available within the five-year program. This allows the Technical Committee to compare all project applications when making programming decisions. Project selection is guided by the quantitative and qualitative analysis contained in Section II.

The Council's Technical Committee will seek out projects that qualify as Transportation Control Measures (TCMs). TCMs are projects that encourage modes of transportation other than the single occupant vehicle. Example of such projects include, but are not limited to, bicycle facilities, commuter rail stations and commuter parking lots.

## **B. Key Terms**

### **1. Planning Liaison**

The Planning Liaison coordinates the Surface Transportation Program for the North Shore Council of Mayors. The Liaison also represents the Council to county, state, regional and federal transportation agencies.

### **2. North Shore Council of Mayors**

A cooperative body of municipalities comprised to plan and program the Surface Transportation Program for the North Shore region. The North Shore Council of Mayors membership includes the mayor or president from each municipality in the North Shore Council.

### **3. North Shore Council of Mayors Technical Committee**

The committee contains municipal engineers (or other staff) that review and recommend projects for STP funds. Membership on the Technical Committee is made up of one engineer from each municipality.

## II. Project Application and Selection Process

### A. Project Submittal Process

#### 1. Call for Projects

When STP funds are available within the five-year program, the North Shore Council of Mayors will issue a call for projects. The Planning Liaison may accept applications outside of a call for projects; however, the Technical Committee will only consider programming new projects after a call for projects. Project applicants should be given adequate notice of call for projects. In addition, project applicants should have no less than sixty days between the call for projects and the application deadline.

#### 2. Project Scoping

Project applicants wishing to apply for STP funds must first contact the Planning Liaison and the Bureau of Local Roads at the Illinois Department of Transportation (IDOT) to discuss the scope of the project. Project applicants should get initial concurrence from IDOT regarding the project's scope, federal and state requirements and schedule. Project scoping prior to submittal of an application is extremely important. Requirements associated with the use of federal funds and the IDOT review process can delay and add costs to projects. Poorly scoped projects can face significant delays and considerable cost increases.

#### 3. Project Application

Following project scoping, project applicants will complete the project application form provided to them by the Planning Liaison and located at the back of this packet.

#### 4. Project Review

The Planning Liaison, with the assistance of the Technical Committee, shall review each project application in accordance with the project prioritization system outlined in Section III. The Planning Liaison will assign a "benefit number" which shall be used to compare project applications.

Once each project has been assigned a benefit number, the project applications will be placed on the agenda of a Technical Committee meeting. Prior to the project selection meeting of the Technical Committee, the Planning Liaison shall distribute copies of the project applications to all committee members. At the meeting, the project applicants should be prepared to give a brief presentation and answer questions concerning the project. The Technical Committee will review project applications, project rankings and available funding in making programming recommendations. The Technical Committee will recommend projects within the five year

program and may choose to recommend projects for inclusion on a multi-year B list.

#### **5. Project Selection**

The North Shore Council of Mayors will consider the Technical Committee's programming recommendation at its next regular scheduled meeting. Following the North Shore Council's approval, the Planning Liaison will submit the required documentation to the Chicago Metropolitan Agency for Planning (CMAP) so that the project may be considered for addition to the region's Transportation Improvement Program (TIP).

#### **6. Project Kick-Off**

Following inclusion in the TIP, the project sponsor and Planning Liaison will schedule a kick-off meeting with IDOT's Bureau of Local Roads. Similar to the project scoping, this meeting will confirm the project scope, engineering requirements and schedule. Although Phase I Engineering is not an eligible for STP funding, the project sponsor must hold a kick-off meeting at the beginning of Phase I Engineering to ensure that all federal and state requirements will be met.

The municipality must work closely with IDOT's Bureau of Local Roads. Any work that proceeds without the consent of IDOT may be ineligible to receive STP funding.

### **B. Outside Agency Applications**

Outside agencies, such as Cook County, townships and transit agencies have access to STP funds for capital costs of projects by obtaining the co-sponsorship of the project from at least one North Shore Council of Mayors member. This municipality would then present the project to the North Shore Council of Mayors Technical Committee for consideration for STP funding. Any applications from outside agencies must be for STP eligible projects.

### III. Project Prioritization

#### A. Overview

The following project selection categories shall be considered by the Technical Committee in formulating their recommendations for STP projects.

<u>Project Selection Category</u>	<u>Weight</u>
Regional Transportation Significance	20%
Safety	20%
Pavement Condition	20%
Congestion Mitigation	15%
Complete Streets/Multimodal	15%
Project Readiness	5%
Local Need	5%

The Planning Liaison will score each project on a 100 point scale. Point totals in the Congestion Mitigation and Complete Streets/Multimodal categories will be multiplied by a weighting factor.

#### B. Regional Transportation Significance (20% of project total)

The Regional Transportation Significance category aims to prioritize projects on roadways that are most significant to the region's transportation network. For an intersection improvement project, the higher roadway classification will be used for scoring.

<u>Roadway Classification</u>	<u>Points (10 point maximum)</u>
Other Principal Arterial	10
Minor Arterial	5
Collector	0

<u>Number of Contributing Sponsors</u>	<u>Points (10 point maximum)</u>
3 or more sponsors	10
2 or more sponsors	5
1 sponsor	0

Please note: Project sponsors must provide a written explanation if a project will result in a jurisdictional transfer.

#### C. Safety (20% of project total)

The Safety category aims to prioritize projects where major safety concerns exist and can be addressed by appropriate engineering solutions. For vehicular crashes, the project sponsor is asked to provide the average number of crashes over the last three years. CMAP data will be used for pedestrian and bicycle crashes. The project must address the accident situation and be reasonably expected to lower the accident rate to qualify for safety points. Consequently, a project sponsor must submit information on project components that will address safety issues.

<u>Vehicular Crashes</u>	<u>Points (5 point maximum)</u>
Top 25% of all applications	5
Top 50% of all applications	3

<u>Pedestrian Crashes</u>	<u>Points (5 point maximum)</u>
Top 25% of all applications	5
Top 50% of all applications	5

<u>Bicycle Crashes</u>	<u>Points (5 point maximum)</u>
Top 25% of all applications	5
Top 50% of all applications	3

<u>Crash Severity</u>	<u>Points (5 point maximum)</u>
Type K and/or A crashes	5

**D. Pavement Condition (20% of project total)**

The Pavement Condition category aims to prioritize projects most in need of rehabilitation and repair. A subgroup of the Technical Committee will review pavement conditions for all project applications and rank on scale of 1 to 10 as follows.

<u>Condition Rating</u>	<u>Points (20 point maximum)</u>
1 (extremely poor)	20
2 to 3 (poor)	10
4 to 6 (fair)	5
7 to 10 (good)	0

**E. Congestion Mitigation (15% of project total)**

The Congestion Mitigation category aims to prioritize projects on roadways with severe congestion that threatens the transportation utility of a roadway or intersection. The project must address the level of service to qualify for congestion mitigation points. The project sponsor is asked to provide supporting documentation of the level of service improvement.

<u>Level of Service (Existing)</u>	<u>Points (15 point maximum)</u>
F	15
E	10

<u>Level of Service Improvement</u>	<u>Points (15 point maximum)</u>
3 levels	15
2 levels	10
1 level	5

**F. Complete Streets/Multimodal (15% of project total)**

The Complete Streets/Multimodal category aims to prioritize projects that account for all users of the transportation network. The Chicago Metropolitan Agency for Planning will conduct a proximity analysis for bicycle and pedestrian network improvements. The Planning Liaison will determine scoring based on the proximity analyses and application information.

<u>Transit*</u>	<u>Points (10 point maximum)</u>
Transit Improvement	5
Transit Access	5
<u>Pedestrian</u>	<u>Points (10 point maximum)</u>
Pedestrian Network Improvement	Up to 10
Pedestrian Improvement	5
<u>Bicycle</u>	<u>Points (10 point maximum)</u>
Bicycle Network Improvement	Up to 10
Bicycle Improvement	5
<u>Plan Cohesion</u>	<u>Points (5 point maximum)</u>
Project appears in local, subregional or regional plan	5

\*A project with transit components can receive points for an improvement (bus pullout, transit shelter, transit signal priority, etc.) and for an access improvement (sidewalk to transit stop or station, bicycle access, etc.).

**G. Project Readiness (5% of project total)**

The Project Readiness category aims to prioritize those projects that are closer to construction. Given the complexities that go along with federal funding, project readiness is important for spending STP funds within a reasonable timeframe.

<u>Project Status</u>	<u>Points (5 point maximum)</u>
IDOT approved Phase I Report	5
Phase I underway through IDOT	3

**H. Local Need (5% of project total)**

The Local Need category aims to prioritize projects in communities that have not had the assistance of STP funding for their transportation system.

<u>Years Since Last STP Project</u>	<u>Points (5 point maximum)</u>
Over 10 Years	5

**I. Qualitative Factors**

Project sponsors will be asked to provide a narrative regarding the air quality benefits of a project and its innovative components. The Technical Committee will consider these factors when making programming decisions. Additionally, the Technical Committee may consider other qualitative factors when making programming decisions.

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## IV. Programming Guidelines

### A. Eligible Routes

All projects must be on STP eligible routes (federal-aid eligible). Routes must have a functional classification as a "collector" or higher. STP eligible routes serve a regional purpose and must serve more than a local land access function. Project applicants can review current roadway classifications at the following websites:

IDOT Township Maps - <http://www.dot.il.gov/maps/fiveyear/fiveyrmaps.html>

CMAP interactive map - <http://data.cmap.illinois.gov/roadways/>

The STP provides flexible funding. Under federal provisions, bridge projects on any public road are eligible for STP funding. In addition, carpool, pedestrian, bicycle and safety projects may be implemented with STP funding on roads of any functional classification.

### B. Eligible Projects

The following is a partial list of projects eligible for STP funding. Should a project applicant be unsure of a project's eligibility, contact the Planning Liaison.

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Park & ride facilities
- Bicycle and pedestrian facilities
- Wetland mitigation, wetland banking, landscaping and mitigation of water quality impacts if undertaken with an approved STP project

SAFETEA-LU encourages funding for projects classified as Transportation Control Measures. These projects are:

- Programs for improved public transit (capital costs only)
- Restriction or construction of certain roads or lanes for use by high occupancy vehicles (HOV lanes)
- Employer-based transportation management plans, including incentives
- Trip reduction ordinances
- Traffic flow improvement programs that achieve emission reductions
- Fringe and transportation corridor parking facilities serving high occupancy vehicle programs or transit service
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration
- Programs for secure bicycle storage facilities and other facilities including bicycle lanes, for the protection and convenience of bicyclists, in both private and public areas
- Programs for provision of all forms of high occupancy vehicles

- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- Programs to control extended idling of vehicles
- Employer-sponsored programs to benefit flexible work schedules
- Programs and ordinances which, as part of the transportation planning and development efforts of a locality:
  - Facilitate non-automobile travel
  - Encourage the provision and utilization of mass transit, or
  - Generally reduce the need for single-occupant vehicle travel
  - These include programs and ordinances applicable to new shopping centers, special events and other centers of vehicle activity
- Programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest.

### **C. Project Requirements**

Before submitting an STP application, project applicants must complete the following:

- Contact the Planning Liaison and the Illinois Department of Transportation to discuss the project's scope, timetable and estimated costs (see Section II.A.2)
- Confirm that the project is on a STP eligible route (see Section III.A)
- Confirm that the project work type is STP eligible (see Section III.B)
- Confirm that the project sponsor can fund the required local match (see Section V.B)

### **D. Regional Projects**

The Technical Committee shall accept proposals for regional projects and may develop its own project proposals. Proposals for regional projects must go through project scoping and have the support of the relevant jurisdictions before the Technical Committee will consider programming funds to regional projects.

### **E. Resurfacing and Local Agency Pavement Preservation (LAPP) Projects**

Over the five-year program, the North Shore Council of Mayors will fund a minimum of five resurfacing or LAPP projects; however, resurfacing and LAPP projects cannot exceed twenty percent of the STP funding in the five-year program.

### **F. Project Implementation**

Once a project is programmed for construction in a fiscal year, the project may only be moved back two fiscal years. If a further delay is sought, the municipality must make their case to the Technical Committee, who then has the option of granting the programming change, or dropping the project from the program.

## V. Funding Parameters and Policies

### A. Eligible Phases

The North Shore Council of Mayors dedicates STP funding for Phase II Engineering and Construction (including Construction Engineering). Phase I Engineering and any Right-of-Way acquisition are the responsibility of the project sponsor.

### B. Local Match Requirements

The North Shore Council of Mayors allocates STP funding to projects based on a 70/30 federal/local match ratio. Project sponsors may use federal (STP) funds for up to 70 percent of the eligible expenses. Project sponsors are responsible for the remaining 30 percent and any non-participating expenses.

### C. Funding Limit

The North Shore Council of Mayors limits the funding a single project can receive to 150 percent of the Council's annual STP allocation.

### D. Cost Increase Policies

All cost increases will be funded at a 70/30 match ratio unless otherwise specified. Project sponsors seeking cost increases will be required to submit a written request to the Planning Liaison. The written request must outline the updated project costs, explain the cause for the cost increase and state that the project sponsor agrees to pay the 30 percent local match.

#### 1. Cost Increase Requests Less Than 20 Percent

A project cost increase will be automatically funded up to and including 20 percent of the programmed amount. Approvals will be subject to review and consideration by the Planning Liaison based on the following criteria:

- a. Funding availability – In the event that funding is not available during that particular fiscal year, the Planning Liaison may recommend deferring another project to a later fiscal year. This will be subject to North Shore Council approval via the Technical Committee.
- b. Funding limit – If a project has reached the individual project funding limit (see Section IV.C), the Planning Liaison will reject the cost increase request. The Planning Liaison may approve a partial cost increase up to the funding limit.

## 2. Cost Increase Requests Exceeding 20 Percent

Project cost increases that exceed 20 percent of the programmed amount within a particular fiscal year will be subject to approval by the North Shore Council of Mayors via the Technical Committee. Approval will be contingent upon the following:

- a. Programming constraints and funding availability within that fiscal year.
- b. Special circumstances that resulted in an increase in project costs such as additional improvements that are being required by federal, state and/or county transportation agencies not considered in during the project scoping process.
- c. Project sponsor has not petitioned the Council for cost increases for the same project during that particular fiscal year.<sup>1</sup>

## 3. Limit on Cost Increases

The Technical Committee shall limit large cost increase requests as outlined below:

- a. If the programmed STP funding for a project phase is less than 25 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 100 percent of programmed STP funding for the project phase.
- b. If the programmed STP funding for a project phase is between 25 and 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 75 percent of the programmed STP funding for the project phase.
- c. If the programmed STP funding for a project phase is more than 50 percent of the Council's annual STP allocation, then the Council will not consider cost increases in excess of 50 percent of the programmed STP funding in the project phase.

Percent of Annual Allocation	Maximum Cost Increase Request
< 25 percent	100 percent
Between 25 and 50 percent	75 percent
> 50 percent	50 percent

If the cost increase request exceeds the limits outlined above, the project sponsor may chose to remove the project from the program and have it reconsidered during the next programming cycle.

Proper project scoping (see Section II.A.2) is important in developing project application cost estimates in order to avoid large cost increases.

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<sup>1</sup> In the event that a project sponsor receives approval from the Council for a cost increase that exceeds 20 percent of the programmed amount, then any cost increases that arise thereafter for the same project during that fiscal year will be the responsibility of the local agency.

**4. Cost Increase Requests with a Negative Balance**

If the Council has a negative program balance and the cost increase request will require an advance funding request, then the Council via the Technical Committee must approve the cost increase request, regardless of the size of the request.

**5. Cost Increase Requests Between Regular Technical Committee Meetings**

All cost increase requests submitted between regular quarterly meetings of the Technical Committee shall be added to the agenda of the next quarterly meeting, unless a project's letting or local agency agreement is contingent on approval of the cost increase request before the next quarterly meeting. In such cases, the Technical Committee can vote via fax/email, with a simple majority of the twelve members constituting the requisite votes for passage. A fax/email vote shall not be used if the cost increase request is:

- d. Over 35 percent of the currently programmed project cost estimate, or
- e. Over 25 percent of the North Shore Council's annual STP allotment for the federal fiscal year.

If either of these two conditions is met, then the project shall require a special meeting of the Technical Committee to act on the request.

**6. Inflationary Cost Increases**

The Planning Liaison will adjust project costs for all programmed and MYB list projects annually by 3 percent to account for inflation. These changes will be subject to Council approval via the Technical Committee.

**VI. Council Prerogative**

The North Shore Council of Mayors has the authority to grant special exceptions to any of the above guidelines if in its opinion the circumstances so dictate.

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**LIST OF NORTH SHORE COUNCIL OF MAYORS MUNICIPALITIES**

The North Shore Council of Mayors is comprised of the following municipalities.

Evanston  
Glencoe  
Glenview  
Golf  
Kenilworth  
Lincolnwood  
Morton Grove  
Northbrook  
Northfield  
Skokie  
Wilmette  
Winnetka

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### **GLOSSARY OF STP TERMINOLOGY**

The following definitions are to be used in connection with the Council of Mayors Surface Transportation Program only. For a more complete listing of transportation-related definitions, please refer to the Northwest Municipal Conference's Transportation Glossary.

**Advance Funding** - The practice of borrowing against future funding to pay for a project now. The CATS Council of Mayors Executive Committee must approve advance funding requests

**Air Quality Conformity** - The process of determining the air quality impacts of transportation projects submitted for inclusion in the Transportation Improvement Program (TIP). Conformity analysis is done by the Chicago Metropolitan Agency for Planning (CMAP) to assure that the TIP meets the federal requirements of ISTEA and the Clean Air Act Amendments (CAAA).

**Annual Average Daily Traffic (AADT)** – The total yearly volume of vehicles on a roadway divided by the number of days in the year.

**Annual Element** - A listing of the projects expected to have their contracts awarded within the current fiscal year. The Surface Transportation Program (STP) is made up of the Annual Element and the Multi-Year Program.

**Arterial** - The functional classification of a roadway whose primary function is to serve through traffic. Ideally, arterials should not penetrate identifiable neighborhoods.

**CMAP** - The Chicago Metropolitan Agency for Planning. The regional, member-run agency designated as the Metropolitan Planning Organization (MPO) for the region. Among other responsibilities, CMAP coordinates the Surface Transportation Program for northeastern Illinois including the North Shore Council area.

**Collector** - The functional classification for a roadway whose primary function is to connect residential areas with the arterial system.

**Construction Engineering (ENG III)** - Also called phase III engineering. The cost of ENG III is combined with the construction costs of the project and is eligible for STP funding.

**Council Planning Liaison** - The person employed by the Northwest Municipal Conference to coordinate the Surface Transportation Program for the North Shore Council of Mayors. The Liaison also represents the Council to county, state, regional and federal transportation agencies.

**Fiscal Year (FY)** - The Councils of Mayors Surface Transportation Program operates within the federal fiscal year (October 1 -September 30).

**IDOT** - The Illinois Department of Transportation. IDOT implements the STP program.

**Letting** - The public opening of bids for a contract. IDOT has up to 45 days after the letting to award the contract or reject all bids.

**Level of Service (LOS)** - A method of grading the performance of an intersection of roadway segment. An "A" indicates free traffic flow while an "F" is gridlock.

**Minor Arterial** - Arterials not designated as Strategic Regional Arterials.

**Multi-Year Program (MYP)** - A listing of projects to be completed in future years. The Surface Transportation Program (STP) is made up of the Annual Element and the Multi-Year Program.

**North Shore Council of Mayors** - A voluntary, cooperative effort by municipalities to plan and implement the Surface Transportation Program for the North Shore region of the Council of Mayors System.

**North Shore Council of Mayors Technical Committee** - The committee includes municipal engineers that review all projects and proposals made to the North Shore Council of Mayors. Membership on the Technical Committee is at the discretion of the President of the Northwest Municipal Conference and the North Shore Council of Mayors.

**Phase I Engineering (ENG I)** - A conceptual engineering report involving geometry, design, right-of-way requirements and environmental studies. ENG I is not eligible for STP funding.

**Phase II Engineering (ENG II)** - Translates the concepts of a Phase I report into specifics for the preparation of the contract plans and land acquisition.

**Planning Liaison (PL)** - See Council Planning Liaison.

**Strategic Regional Arterial (SRA)** - An arterial roadway designated by the Illinois Department of Transportation as part of the Strategic Regional Arterial System.

**Surface Transportation Program (STP)** - The federal program that provides federal funding for locally initiated transportation projects. The Program, contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), is administered by CMAP and implemented by IDOT.

**Transportation Control Measures (TCM)** - Projects designed to reduce the impact/use of single occupant vehicles by encouraging the use of alternate modes of transportation, non-peak period travel or greater system efficiency.

**Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)** - The federal transportation bill enacted in 2005 which authorizes the federal surface transportation programs for highways, highway safety and transit for the five year period of 2005-2009. The Act establishes guidelines and provides sources of funding for transportation projects.

**Transportation Improvement Program (TIP)** - A unified document indicating coordination of all transportation agencies in the Chicago metropolitan area. All transportation projects, other than those entirely funded by locally monies, are included in the TIP.

**Vehicle Miles Traveled (VMT)** - The VMT is the length of the proposed improvement multiplied by the number of vehicles that travel the route daily.

**North Shore STP  
Draft Project Selection Categories and Criteria**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Comments</b>
Regional Transportation Significance	Roadway Classification	Other Principal Arterial	10	
Regional Transportation Significance	Roadway Classification	Minor Arterial	5	
Regional Transportation Significance	Roadway Classification	Collector	0	
Regional Transportation Significance	Number of Contributing Sponsors	3 or more sponsors	10	
Regional Transportation Significance	Number of Contributing Sponsors	2 sponsors	5	
Regional Transportation Significance	Number of Contributing Sponsors	1 sponsors	0	
<b>Total Points Possible in Category</b>			<b>20</b>	

Other Requirements: Project sponsor must provide justification if Jurisdictional Transfer is part of project.

Weight: 20%

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Comments</b>
Safety	Vehicular Crashes	Top 25% of all applications	5	
Safety	Vehicular Crashes	Top 50% of all applications	3	
Safety	Pedestrian Crashes	Top 25% of all applications	5	
Safety	Pedestrian Crashes	Top 50% of all applications	3	
Safety	Bicycle Crashes	Top 25% of all applications	5	
Safety	Bicycle Crashes	Top 50% of all applications	3	
Safety	Crash Severity	Type K and/or A crashes	5	
<b>Total Points Possible in Category</b>			<b>20</b>	

Other Requirements: Project sponsor must submit information on project components that will address safety issues to receive points in this category

Potential Weight: 20%

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Comments</b>
Pavement Condition	Condition Rating	1	20	
Pavement Condition	Condition Rating	2 to 3	10	
Pavement Condition	Condition Rating	4 to 6	5	
Pavement Condition	Condition Rating	7 to 10	0	
<b>Total Points Possible in Category</b>			<b>20</b>	

Other Requirements: Subgroup of 3-4 volunteers will review pavement conditions for all project applications

Weight: 20%

**North Shore STP  
Draft Project Selection Categories and Criteria**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Comments</b>
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	F	15	
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	E	10	
Traffic Volume/Congestion Mitigation	Level of Service Improvement	3 level (example: F to C)	15	Is this possible/probable?
Traffic Volume/Congestion Mitigation	Level of Service Improvement	2 level (example: F to D)	10	
Traffic Volume/Congestion Mitigation	Level of Service Improvement	1 level (example: F to E)	5	
<b>Total Points Possible in Category</b>			<b>30</b>	
<b>Weighted Total Points Possible</b>			<b>15</b>	

Other Requirements: Project must show level of service improvement to receive points in this category.

Weight: 15%

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Comments</b>
Complete Streets/Multimodal	Transit	Transit Improvement	5	bus pullout, shelter, transit signal priority, etc.
Complete Streets/Multimodal	Transit	Transit Access	5	sidewalk to stop/station, bicycle access, etc.
Complete Streets/Multimodal	Pedestrian	Pedestrian Network Improvement	10	Links to existing system
Complete Streets/Multimodal	Pedestrian	Pedestrian Improvement	5	sidewalk, crosswalks, pushbutton, etc.
Complete Streets/Multimodal	Bicycle	Bicycle Network Improvement	10	Links to existing system
Complete Streets/Multimodal	Bicycle	Bicycle Improvement	5	Lane, sidepath, sharrows, etc.
Complete Streets/Multimodal	Adopted Plan	Yes or No	5	NWMC Bike Plan, Local Bike/Ped Plan
<b>Total Points Possible in Category</b>			<b>35</b>	
<b>Weighted Total Points Possible</b>			<b>15</b>	

Other Requirements: CMAP will conduct a proximity analysis for projects seeking points for network improvements. NWMC staff will determined score.

Weight: 15%

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Comments</b>
Project Readiness	IDOT approved Phase I report	Yes or No	5	
Project Readiness	ENG I underway through IDOT BLR	Yes or No	3	
<b>Total Points Possible in Category</b>			<b>5</b>	

Other Requirements: Project sponsor will provide information confirmed by PL and IDOT staff.

Weight: 5%

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Comments</b>
Local Need	Years since last STP project	Over 10 years	5	
<b>Total Points Possible in Category</b>			<b>5</b>	

Weight: 5%

**North Shore STP**  
**Draft Project Selection Categories and Criteria**  
**Sample Project: Intersection Improvement**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Points Awarded</b>
Regional Transportation Significance	Roadway Classification	Other Principal Arterial	10	10
Regional Transportation Significance	Roadway Classification	Minor Arterial	5	
Regional Transportation Significance	Roadway Classification	Collector	0	
Regional Transportation Significance	Number of Contributing Sponsors	3 or more sponsors	10	
Regional Transportation Significance	Number of Contributing Sponsors	2 sponsors	5	5
Regional Transportation Significance	Number of Contributing Sponsors	1 sponsors	0	
			<b>Total Points:</b>	15
			<b>Weighted Points:</b>	15

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Safety	Vehicular Crashes	Top 25% of all applications	5	
Safety	Vehicular Crashes	Top 50% of all applications	3	3
Safety	Pedestrian Crashes	Top 25% of all applications	5	5
Safety	Pedestrian Crashes	Top 50% of all applications	3	
Safety	Bicycle Crashes	Top 25% of all applications	5	
Safety	Bicycle Crashes	Top 50% of all applications	3	
Safety	Crash Severity	Type K and/or A crashes	5	5
			<b>Total Points:</b>	13
			<b>Weighted Points:</b>	13

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Pavement Condition	Condition Rating	1	20	
Pavement Condition	Condition Rating	2 to 3	10	
Pavement Condition	Condition Rating	4 to 6	5	5
Pavement Condition	Condition Rating	7 to 10	0	
			<b>Total Points:</b>	5
			<b>Weighted Points:</b>	5

**North Shore STP**  
**Draft Project Selection Categories and Criteria**  
**Sample Project: Intersection Improvement**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	F	15	
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	E	10	10
Traffic Volume/Congestion Mitigation	Level of Service Improvement	3 level (example: F to C)	15	
Traffic Volume/Congestion Mitigation	Level of Service Improvement	2 level (example: F to D)	10	10
Traffic Volume/Congestion Mitigation	Level of Service Improvement	1 level (example: F to E)	5	
			<b>Total Points:</b>	20
			<b>Weighted Points:</b>	10

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Complete Streets/Multimodal	Transit	Transit Improvement	5	
Complete Streets/Multimodal	Transit	Transit Access	5	5
Complete Streets/Multimodal	Pedestrian	Pedestrian Network Improvement	10	
Complete Streets/Multimodal	Pedestrian	Pedestrian Improvement	5	5
Complete Streets/Multimodal	Bicycle	Bicycle Network Improvement	10	
Complete Streets/Multimodal	Bicycle	Bicycle Improvement	5	
Complete Streets/Multimodal	Adopted Plan	Yes or No	5	
			<b>Total Points:</b>	10
			<b>Weighted Points:</b>	4.3

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Project Readiness	IDOT approved Phase I report	Yes or No	5	
Project Readiness	ENG I underway through IDOT BLR	Yes or No	3	
			<b>Total Points:</b>	0
			<b>Weighted Points:</b>	0

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Local Need	Years since last STP project	Over 10 years	5	
			<b>Total Points:</b>	0
			<b>Weighted Points:</b>	0

**Total Points:** 63  
**Weighted Points (Out of 100):** 47.3

**North Shore STP**  
**Draft Project Selection Categories and Criteria**  
**Sample Project: Resurfacing**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Points Awarded</b>
Regional Transportation Significance	Roadway Classification	Other Principal Arterial	10	
Regional Transportation Significance	Roadway Classification	Minor Arterial	5	5
Regional Transportation Significance	Roadway Classification	Collector	0	
Regional Transportation Significance	Number of Contributing Sponsors	3 or more sponsors	10	
Regional Transportation Significance	Number of Contributing Sponsors	2 sponsors	5	
Regional Transportation Significance	Number of Contributing Sponsors	1 sponsors	0	
			<b>Total Points:</b>	5
			<b>Weighted Points:</b>	5

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Safety	Vehicular Crashes	Top 25% of all applications	5	
Safety	Vehicular Crashes	Top 50% of all applications	3	
Safety	Pedestrian Crashes	Top 25% of all applications	5	
Safety	Pedestrian Crashes	Top 50% of all applications	3	
Safety	Bicycle Crashes	Top 25% of all applications	5	
Safety	Bicycle Crashes	Top 50% of all applications	3	
Safety	Crash Severity	Type K and/or A crashes	5	
			<b>Total Points:</b>	0
			<b>Weighted Points:</b>	0

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Pavement Condition	Condition Rating	1	20	
Pavement Condition	Condition Rating	2 to 3	10	10
Pavement Condition	Condition Rating	4 to 6	5	
Pavement Condition	Condition Rating	7 to 10	0	
			<b>Total Points:</b>	10
			<b>Weighted Points:</b>	10

**North Shore STP**  
**Draft Project Selection Categories and Criteria**  
**Sample Project: Resurfacing**

Category	Criteria	Measure	Points
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	F	15
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	E	10
Traffic Volume/Congestion Mitigation	Level of Service Improvement	3 level (example: F to C)	15
Traffic Volume/Congestion Mitigation	Level of Service Improvement	2 level (example: F to D)	10
Traffic Volume/Congestion Mitigation	Level of Service Improvement	1 level (example: F to E)	5
<b>Total Points:</b>			0
<b>Weighted Points:</b>			0

Category	Criteria	Measure	Points
Complete Streets/Multimodal	Transit	Transit Improvement	5
Complete Streets/Multimodal	Transit	Transit Access	5
Complete Streets/Multimodal	Pedestrian	Pedestrian Network Improvement	10
Complete Streets/Multimodal	Pedestrian	Pedestrian Improvement	5
Complete Streets/Multimodal	Bicycle	Bicycle Network Improvement	10
Complete Streets/Multimodal	Bicycle	Bicycle Improvement	5
Complete Streets/Multimodal	Adopted Plan	Yes or No	5
<b>Total Points:</b>			0
<b>Weighted Points:</b>			0

Category	Criteria	Measure	Points
Project Readiness	IDOT approved Phase I report	Yes or No	5
Project Readiness	ENG I underway through IDOT BLR	Yes or No	3
<b>Total Points:</b>			3
<b>Weighted Points:</b>			3

Category	Criteria	Measure	Points
Local Need	Years since last STP project	Over 10 years	5
<b>Total Points:</b>			0
<b>Weighted Points:</b>			0

**Total Points:** 18  
**Weighted Points (Out of 100):** 18

**North Shore STP**  
**Draft Project Selection Categories and Criteria**  
**Sample Project: Sidepath**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Points Awarded</b>
Regional Transportation Significance	Roadway Classification	Other Principal Arterial		10
Regional Transportation Significance	Roadway Classification	Minor Arterial		5
Regional Transportation Significance	Roadway Classification	Collector		0
Regional Transportation Significance	Number of Contributing Sponsors	3 or more sponsors		10
Regional Transportation Significance	Number of Contributing Sponsors	2 sponsors		5
Regional Transportation Significance	Number of Contributing Sponsors	1 sponsors		0
			<b>Total Points:</b>	0
			<b>Weighted Points:</b>	0

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Safety	Vehicular Crashes	Top 25% of all applications		5
Safety	Vehicular Crashes	Top 50% of all applications		3
Safety	Pedestrian Crashes	Top 25% of all applications		5
Safety	Pedestrian Crashes	Top 50% of all applications		3
Safety	Bicycle Crashes	Top 25% of all applications		5
Safety	Bicycle Crashes	Top 50% of all applications		3
Safety	Crash Severity	Type K and/or A crashes		5
			<b>Total Points:</b>	13
			<b>Weighted Points:</b>	13

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Pavement Condition	Condition Rating	1		20
Pavement Condition	Condition Rating	2 to 3		10
Pavement Condition	Condition Rating	4 to 6		5
Pavement Condition	Condition Rating	7 to 10		0
			<b>Total Points:</b>	0
			<b>Weighted Points:</b>	0

**North Shore STP**  
**Draft Project Selection Categories and Criteria**  
**Sample Project: Sidepath**

Category	Criteria	Measure	Points
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	F	15
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	E	10
Traffic Volume/Congestion Mitigation	Level of Service Improvement	3 level (example: F to C)	15
Traffic Volume/Congestion Mitigation	Level of Service Improvement	2 level (example: F to D)	10
Traffic Volume/Congestion Mitigation	Level of Service Improvement	1 level (example: F to E)	5
<b>Total Points:</b>			0
<b>Weighted Points:</b>			0

Category	Criteria	Measure	Points
Complete Streets/Multimodal	Transit	Transit Improvement	5
Complete Streets/Multimodal	Transit	Transit Access	5
Complete Streets/Multimodal	Pedestrian	Pedestrian Network Improvement	10
Complete Streets/Multimodal	Pedestrian	Pedestrian Improvement	5
Complete Streets/Multimodal	Bicycle	Bicycle Network Improvement	10
Complete Streets/Multimodal	Bicycle	Bicycle Improvement	5
Complete Streets/Multimodal	Adopted Plan	Yes or No	5
<b>Total Points:</b>			24
<b>Weighted Points:</b>			10.32

Category	Criteria	Measure	Points
Project Readiness	IDOT approved Phase I report	Yes or No	5
Project Readiness	ENG I underway through IDOT BLR	Yes or No	3
<b>Total Points:</b>			0
<b>Weighted Points:</b>			0

Category	Criteria	Measure	Points
Local Need	Years since last STP project	Over 10 years	5
<b>Total Points:</b>			0
<b>Weighted Points:</b>			0

**Total Points:** 37  
**Weighted Points (Out of 100):** 23.32

**North Shore STP**  
**Draft Project Selection Categories and Criteria**  
**Sample Project: Corridor Improvement**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	<b>Points Awarded</b>
Regional Transportation Significance	Roadway Classification	Other Principal Arterial	10	10
Regional Transportation Significance	Roadway Classification	Minor Arterial	5	
Regional Transportation Significance	Roadway Classification	Collector	0	
Regional Transportation Significance	Number of Contributing Sponsors	3 or more sponsors	10	10
Regional Transportation Significance	Number of Contributing Sponsors	2 sponsors	5	
Regional Transportation Significance	Number of Contributing Sponsors	1 sponsors	0	
			<b>Total Points:</b>	20
			<b>Weighted Points:</b>	20

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Safety	Vehicular Crashes	Top 25% of all applications	5	
Safety	Vehicular Crashes	Top 50% of all applications	3	3
Safety	Pedestrian Crashes	Top 25% of all applications	5	
Safety	Pedestrian Crashes	Top 50% of all applications	3	3
Safety	Bicycle Crashes	Top 25% of all applications	5	
Safety	Bicycle Crashes	Top 50% of all applications	3	3
Safety	Crash Severity	Type K and/or A crashes	5	5
			<b>Total Points:</b>	14
			<b>Weighted Points:</b>	14

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Pavement Condition	Condition Rating	1	20	
Pavement Condition	Condition Rating	2 to 3	10	10
Pavement Condition	Condition Rating	4 to 6	5	
Pavement Condition	Condition Rating	7 to 10	0	
			<b>Total Points:</b>	10
			<b>Weighted Points:</b>	10

**North Shore STP  
Draft Project Selection Categories and Criteria  
Sample Project: Corridor Improvement**

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	F	15	15
Traffic Volume/Congestion Mitigation	Level of Service (Existing)	E	10	
Traffic Volume/Congestion Mitigation	Level of Service Improvement	3 level (example: F to C)	15	
Traffic Volume/Congestion Mitigation	Level of Service Improvement	2 level (example: F to D)	10	10
Traffic Volume/Congestion Mitigation	Level of Service Improvement	1 level (example: F to E)	5	
			<b>Total Points:</b>	25
			<b>Weighted Points:</b>	12.5

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Complete Streets/Multimodal	Transit	Transit Improvement	5	5
Complete Streets/Multimodal	Transit	Transit Access	5	5
Complete Streets/Multimodal	Pedestrian	Pedestrian Network Improvement	10	6
Complete Streets/Multimodal	Pedestrian	Pedestrian Improvement	5	
Complete Streets/Multimodal	Bicycle	Bicycle Network Improvement	10	8
Complete Streets/Multimodal	Bicycle	Bicycle Improvement	5	
Complete Streets/Multimodal	Adopted Plan	Yes or No	5	5
			<b>Total Points:</b>	29
			<b>Weighted Points:</b>	12.47

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Project Readiness	IDOT approved Phase I report	Yes or No	5	5
Project Readiness	ENG I underway through IDOT BLR	Yes or No	3	
			<b>Total Points:</b>	5
			<b>Weighted Points:</b>	5

<b>Category</b>	<b>Criteria</b>	<b>Measure</b>	<b>Points</b>	
Local Need	Years since last STP project	Over 10 years	5	5
			<b>Total Points:</b>	5
			<b>Weighted Points:</b>	5

**Total Points:** 108  
**Weighted Points (Out of 100):** 78.97

**North Shore Council of Mayors  
CMAQ Projects**

**Attachment J**

<b>FFY 12 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>CMAQ Funding</b>	<b>Est. Let. Date</b>	<b>MR</b>	<b>Project Status</b>
Sheridan Rd. from Central to Chicago Signal Interconnect	Evanston	02-08-0005	Const.	\$ 842,500	\$ 674,000	Nov-11	0	Going to be re-bid
ComEd ROW / Skokie Valley Bike/Multiuse Trail	Lincolnwood	02-10-0002	ENGII	\$ 105,000	\$ 84,000		0	DA - fall/winter 2011
UP Line / Weber Spur Bike Trail	Lincolnwood	02-10-0001	ENGII	\$ 90,000	\$ 72,000		0	DA - fall/winter 2011
UP Line / Weber Spur Bike Trail	Lincolnwood	02-10-0001	ROW	\$ 6,000,000	\$ 4,800,000		0	DA - fall/winter 2011
Touhy Ave. Overpass	Lincolnwood	02-12-0003	ENGI	\$ 110,000	\$ 88,000		1	needs kick-off meeting
Dempster St. Signal Interconnect	Evanston	02-12-0006	ENGI	\$ 30,000	\$ 24,000		1	12/5 kick-off meeting
Skokie Valley Trail	Skokie	02-12-0002	Const.	\$ 680,000	\$ 544,000		1	previously held kick-off meeting

<b>FFY 13 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>CMAQ Funding</b>	<b>Est. Let. Date</b>	<b>MR</b>	<b>Project Status</b>
Dempster St. Signal Interconnect	Evanston	02-12-0006	ENGII	\$ 63,750	\$ 51,000		1	
Old Orchard Rd. Sidepath	Skokie	02-12-0004	ROW	\$ 41,250	\$ 33,000		1	need kick-off meeting

<b>FFY 14 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>CMAQ Funding</b>	<b>Est. Let. Date</b>	<b>MR</b>	<b>Project Status</b>
ComEd ROW / Skokie Valley Bike/Multiuse Trail	Lincolnwood	02-10-0002	Const.	\$ 880,000	\$ 704,000		0	
UP Line / Weber Spur Bike Trail	Lincolnwood	02-10-0001	Const.	\$ 860,000	\$ 688,000		1	
Touhy Ave. Overpass	Lincolnwood	02-12-0003	ENGII	\$ 110,000	\$ 88,000		1	
Dempster St. Signal Interconnect	Evanston	02-12-0006	Const.	\$ 896,250	\$ 717,000		1	
Old Orchard Rd. Sidepath	Skokie	02-12-0004	Const.	\$ 535,000	\$ 428,000		1	

<b>FFY 15 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>CMAQ Funding</b>	<b>Est. Let. Date</b>	<b>MR</b>	<b>Project Status</b>

<b>FFY 16 PROJECTS</b>	<b>Sponsor</b>	<b>TIP Number</b>	<b>Phase</b>	<b>Total Cost</b>	<b>CMAQ Funding</b>	<b>Est. Let. Date</b>	<b>MR</b>	<b>Project Status</b>
Touhy Ave. Overpass	Lincolnwood	02-12-0003	Const.	\$ 1,570,000	\$ 1,256,000		1	

North Shore Area ITEP Projects

Project Title	Sponsor	TIP Number	Phase	FFY	Total Cost	ITEP Funding	Est. Let. Date	Project Status
Centennial Trail Seg # 1	Glenview	02-06-0029	Construction	2011	\$ 1,219,863	\$ 975,890	September-11	Project was let in September
Gross Point Lighthouse	Evanston Lighthouse PD	02-10-0015	Implementation	2012	\$ 212,000	\$ 171,000	March-11	
Tree Replacement	Evanston	02-10-0016	Implementation	2012	\$ 200,000	\$ 36,000	Summer 2012	
Chicago Ave Streetscape	Evanston	02-10-0017	Implementation	2012	\$ 1,000,000	\$ 800,000	November-11	Project was let in November
E Oakton St Streetscape Imps	Skokie	02-11-0007	Construction	2012	\$ 1,080,000	\$ 863,000	June-12	
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	ENGII	2012	\$ 16,200	\$ 12,960		
			Construction	2012	\$ 181,500	\$ 145,200	Unsure	
Techny Trail Segment 4	Glenview	02-11-0009	ENGII	2012	\$ 46,429	\$ 37,143		
			ROW	2012	\$ 50,000	\$ 25,000		
			Construction	2013	\$ 500,125	\$ 400,100	September-13	
Lincoln Ave Realignment	Morton Grove	02-11-0011	ENGI	2012	\$ 50,000	\$ 40,000		
			ROW	2012	\$ 250,000	\$ 125,000		
			Construction	2012	\$ 2,025,000	\$ 256,000	September-12	Thinking about soft-match Unlikely letting date
			CE	2012	\$ 200	\$ 25,600		
Willow Rd S/W Ext to I-294	Glenview	02-11-0012	Construction	2012	\$ 197,490	\$ 133,779	November-11	Project let in November
Lake-Cook Rd Bike Path	Cook Co FPD	02-11-0017	ENGI	2012	\$ 124,694	FFM		
			ENGII	2012	\$ 103,717	FFM		
			Construction	2013	\$ 1,431,851	\$ 1,181,212	Mar-13	

# NORTH SHORE COUNCIL OF MAYORS FFY 2011 ANNUAL REPORT (DRAFT)

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.

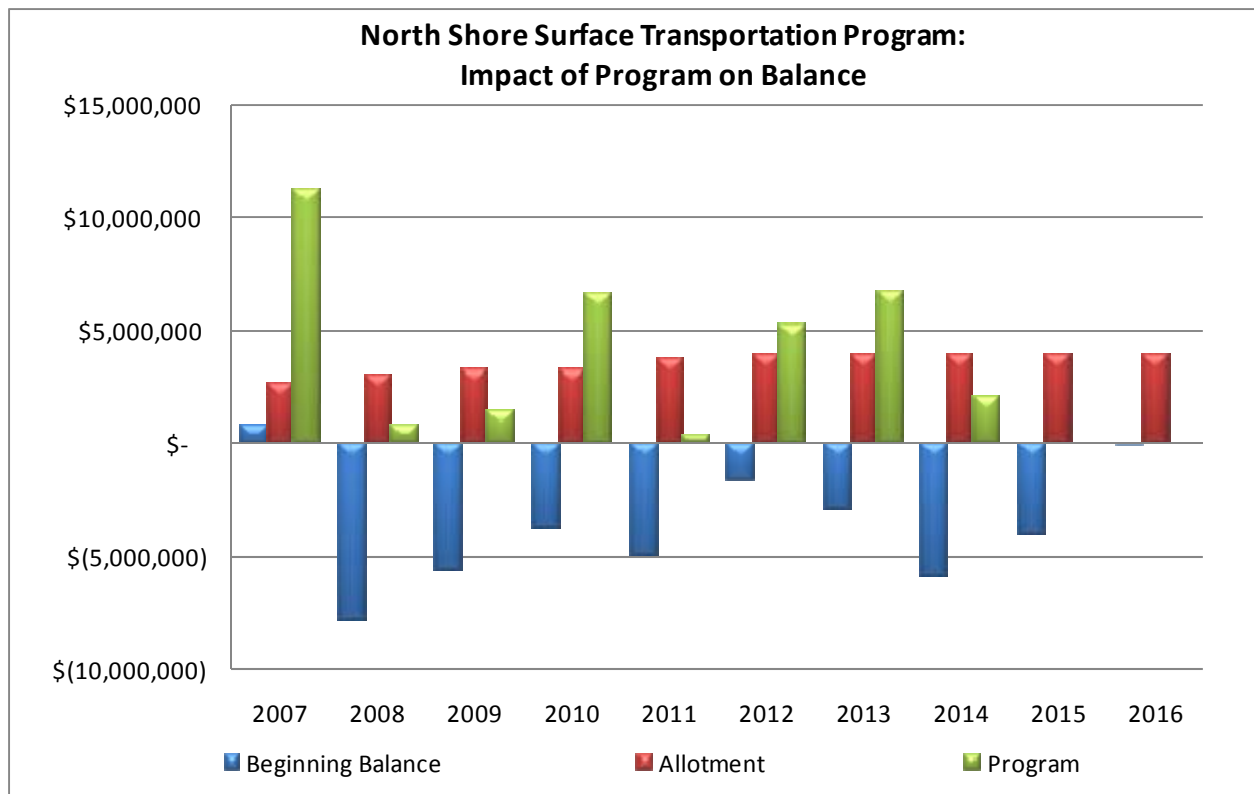
The table on page 4 demonstrates that the North Shore Council plans to obligate \$5.25 million in FFY 2012. Because of the Council's negative balance, projects advancing in FFY 2011 must receive advanced funding from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee. 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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 Vernon Hills  
 Wheeling  
 Wilmette  
 Winnetka

**TO:** North Shore Council of Mayors Technical Committee

**FROM:** Christopher Staron, NWMC

**DATE:** December 12, 2012

**SUBJECT: 2011 Meeting Schedule**

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In 2011, the North Shore Council of Mayors Technical Committee will continue meeting quarterly on the third Wednesday of the month at 8:30 a.m. The Committee will continue to meet at the Skokie Village Hall, which is located at 5127 Oakton Street, Skokie, IL 60077.

<u>Date</u>	<u>Location</u>
Wednesday, March 21, 2012	Skokie Village Hall
Wednesday, June 20, 2012	Skokie Village Hall
Wednesday, September 19, 2012	Skokie Village Hall
Wednesday, December 19, 2012	Skokie Village Hall

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