

NORTHWEST MUNICIPAL CONFERENCE

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*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

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**NORTH SHORE COUNCIL OF MAYORS
TECHNICAL COMMITTEE MEETING
Wednesday, September 27, 2017
8:30 a.m.
Skokie Village Hall
5127 Oakton Street, Skokie, IL**

AGENDA

- I. Call to Order**

- II. Approval of Meeting Minutes – June 28, 2017 (Attachment A)**
Action Requested: Approval of the Minutes

- III. Agency Reports**
 - A. Pace**
 - B. IDOT Highway Report**
 - C. Cook County Department of Transportation and Highway**
 - 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. Modifications to Council of Mayors STP Allocation (Attachment B)**
Staff will provide an update on CMAP efforts to revise how STP funds are allocated in the region and the proposed future framework for STP allocation.
Action Required: Informational/Discussion

 - B. North Shore Council STP FFY 2017-2021 (Attachment C)**
Staff will provide an overview of the North Shore Council’s STP for FFY 2017-2021.
Action Requested: Informational

 - C. Program Modification Request (Attachments D & E)**
Staff will provide an overview of the proposed North Shore STP for FFY 2018-2020. Attachments D & E outline the requested program modifications and the draft program. Staff recommends approval of the draft program with the outlined modifications. *Action Requested: Approve Modifications*

 - D. Three Percent Program Cost Increase (Attachment F)**
North Shore Council policies dictate that programmed projects receive a three percent cost increase annually to account for inflation. This amounts to \$639,532 in STP funds over the five-year program.
Action Requested: Approval, Disapproval or Approval with Modification of three percent cost increase.

E. Advanced Funding for FFY 2018 (Attachments G & H)

Staff will provide an update on the North Shore Council's advanced funding status for projects in FFY 2018.

Action Requested: *Informational*

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

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

Action Requested: *Informational*

VI. Illinois Transportation Enhancement Program (ITEP), Transportation Alternatives Program (TAP) and Safe Routes to School (SRTS) Program Update (Attachment J)

Staff will provide an update on current North Shore Council area ITEP, TAP, and SRTS projects.

Action Requested: *Informational*

VII. 2017-2018 Meeting Dates (Attachment K)

The proposed meeting dates for the 2017-2018 year are detailed in the attachment.

Action Requested: *Informational*

VIII. Council of Mayors Executive Committee Representative (Attachment L)

Northbrook Village President Sandra Frum has stepped down as North Shore Council representative to the Council of Mayors Executive Committee. Staff is recommending Glencoe President Lawrence Levin as her replacement.

Action Requested: *Approve Recommendation*

IX. Other Business

X. Next Meeting

The next meeting of the North Shore Technical Committee is scheduled for December 20, 2017 at the Skokie Village Hall.

Action Requested: *Informational*

XI. Adjournment

North Shore Council of Mayors Technical Committee

Wednesday, K 28, 2017

8:30 a.m.

Skokie Village Hall

MINUTES

Committee Members Present:

Erik Cook, Chair, Village of Skokie
Russ Jensen, Village of Wilmette
Anna Kesler, Village of Glencoe
Greg Kramer, Village of Northfield
Sat Nagar, City of Evanston
Shane Schneider, Village of Glenview
Chris Tomich, Village of Morton Grove

Others Present:

John Beissel, Robinson Engineering
Dave Block, TranSystems
Vicki Czuprynski, Illinois Tollway
Jesse Elam, CMAP
Tavis Farmer, IDOT
Gerardo Fierro, IDOT BLRS
Brian Pigeon, NWMC
Matt Schmitz, Cook County Department of Transportation and Highways
Sagar Sonar, Stanley Consulting

I. Call to Order

Mr. Cook called the meeting to order at 8:35 a.m.

II. Approval of Minutes

Mr. Cook asked if there were any changes to the March 22, 2017 minutes. On a motion by Mr. Tomich, seconded by Mr. Jensen, the committee approved the minutes as presented.

III. Agency Reports

a. Pace

Mr. Pigeon reported that Pace had awarded a contract to Path Construction Company for the construction of the Pulse Milwaukee Line stations and that service was expected

to launch in early 2018. He noted that a meeting for the Pulse Dempster line would be held later in the day in Morton Grove. He provided an updated on the Pace/CTA North shore coordination plan.

b. IDOT Highways Report

Mr. Farmer introduced himself to the committee and distributed the IDOT status sheets.

c. Cook County Department of Transportation and Highways

Mr. Schmitz distributed the Cook County status sheets. He noted that the Cook County board would vote on the proposed Invest in Cook grants at their July 19 meeting. He also noted that he would be transitioning roles and that Maria Choca Urban would be attending future meetings.

d. Illinois Tollway

Ms. Czuprynski provided an update on the I-Pass program and noted that a toolkit for SmartRoad technology was available online. She noted that the SmartRoad technology would go live on the Jane Addams tollway in August.

e. Chicago Metropolitan Agency for Planning (CMAP)

Mr. Elam provided an update on the current STP program, the status of Local Technical Assistance program applications and a preview report of the OnTo2050 plan. He described outreach efforts for the new plan as well.

f. IDOT Local Roads

Mr. Fierro distributed the IDOT local roads status sheets and described any changes.

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

A. North Shore Council STP (FFY17-21)

Mr. Pigeon described the status of the current North Shore STP noting that the council would end the fiscal year with a negative balance. He described the need to rebalance the program and planned to present options for doing so at the next meeting.

B. Program Modification Request

Mr. Tomich described the Austin Avenue and Oakton intersection project and the IDOT PSI and issues surrounding the project outlining the justification for the cost increase request. Mr. Nagar asked about the type of waste removal required. On a motion by Mr. Nagar, seconded by Mr. Jensen, the committee approved Morton Grove's request.

C. Advanced Funding FFY2017

Mr. Pigeon described the status of the Council's advanced funding and asked that sponsors with project phases expecting authorization/letting before the end of FFY17 please contact him so that advanced funding could be secured at the next Council of Mayors meeting.

D. Surface Transportation Program Agreement

Mr. Elam described the process by which CMAP is reauthorized by the Federal Highway Administration as the official MPO for the region. He noted that in the most recent reauthorization FHWA noted that the current STP distribution model, based on population, was no longer in compliance with federal regulation.

He described the makeup and actions of the STP working group that was developing an alternative model for STP distribution on the region. He described systems in place in peer agencies nationwide and noted that the draft proposal would be related to the Council of Mayors at their upcoming meeting.

Mr. Tomich asked how the working group was formed. Mr. Schneider asked if population would be a factor at all. Mr. Cook asked what the alternatives could be. Mr. Elam replied that the region could have one large call for projects or keep local calls for projects based on performance measures. Mr. Tomich asked how advanced funding would be affected. Mr. Elam said the working group was still clarifying that issue.

V. Congestion Mitigation and Air Quality Program (CMAQ)

a. CMAQ Program Update

Mr. Pigeon described the current North Shore CMAQ program. He described the applications submitted from the North Shore Council in the recently closed CMAQ and TAP call for projects

VI. Illinois Transportation Enhancement Program (ITEP) Transportation Alternatives Program (TAP) and Safe Routes to School

Mr. Pigeon provided an update on the North Shore Council ITEP program, TAP program and safe routes to schools program as outlined in the spreadsheet.

VII. Other Business

VIII. Next Meeting

Mr. Cook noted that the next meeting was scheduled for September 27.

IX. Adjournment

On a motion by Mr. Tomich, the committee unanimously voted to adjourn at 9:23 a.m.



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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www.cmap.illinois.gov

MEMORANDUM

To: Council of Mayors Executive Committee

From: CMAP Staff

Date: September 5, 2017

Re: Surface Transportation Program

Since early 2017, a working group composed of representatives from the Council of Mayors Executive Committee, council planning liaisons, COG directors, the Metropolitan Mayors Caucus, the City of Chicago, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and CMAP has been discussing principles for programming the region's Surface Transportation Block Grant (known as STP) funds and options for implementing those principles. The working group was formed in response to a federal certification recommendation from the US DOT and provisions within the STP distribution agreement between the Council of Mayors and City of Chicago that call for the review of the agreement with the passage of any new federal transportation funding bill. A draft agreement focused on four major themes described in more detail in this memo is being presented for the committee's consideration. Approval for the Chairman of the Council of Mayors Executive Committee to sign the agreement is being requested. Execution of the agreement is expected to take place following review by the MPO Policy Committee and CMAP Board at their joint meeting on October 11, 2017.

Background

The northeastern Illinois portion of STP funding is currently suballocated according to an agreement among the MPO Policy Committee, the City of Chicago, and the Council of Mayors Executive Committee, which provides that the individual councils and the City of Chicago are each responsible for programming funds in their areas. The agreement is generally renegotiated with passage of a new federal transportation bill, and the basic arrangement is a holdover from the former Federal Aid Urban program that began in the 1970s. The [current agreement](#) between the City of Chicago and the Council of Mayors was reaffirmed on June 13, 2013 and calls for:

- 5% for one or more regional projects as selected by the City of Chicago that benefits both the city and the suburbs.
- 45% of the remaining 95% to be programmed by the City of Chicago.

- 55% of the remaining 95% to be programmed by the individual Councils of Mayors, which is then further subdivided by council population.

The five percent set-aside for regional projects is a relatively recent innovation that began with the renegotiation of funding splits in 2005. The City is the programmer of those funds and seeks the concurrence of the Council of Mayors on an annual basis for the selected projects. The benefits of proposed regional projects are evaluated qualitatively, and while the definition of “regional project” is not formally designated, it is generally taken to mean City projects that would benefit suburban users as well. Examples include improvements to bridges leading over the Chicago River from Ogilvie and Union Stations. Each of the projects proposed under this arrangement has received concurrence from the Council of Mayors Executive Committee.

The use of negotiated percentages and a division of funds by population does not directly address the performance of the region’s transportation system or relate funding to system needs. In the U.S. Department of Transportation’s (USDOT) 2014 Chicago, Illinois TMA Certification Review, federal reviewers found that CMAP should not be using non-performance based methods to allocate funds and called for an examination of the practice the next time the agreement between the City and the Council of Mayors is reconsidered. Furthermore, the current agreement itself calls for a reexamination of its provisions when a new federal transportation bill is passed, as happened at the end of 2015.

Working Group Discussions

At the urging of FHWA Division office representatives, an STP working group was formed in early 2017 to begin discussing the future of the program. It was composed of representatives from the Council of Mayors Executive Committee, planning liaisons, COG directors, the Metropolitan Mayors Caucus, the City of Chicago, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and CMAP. The group met three times throughout the spring and summer of 2017 to discuss the history of the program, principles for programming, and options for a new programming approach. At their first meeting, the group reviewed the history of the funding agreement, current council allotments, and the types of projects typically funded with STP in the region. Changes to the federal program to emphasize performance were also reviewed. To direct future discussions, basic principles including support for regional priorities, an equitable, transparent, and data-driven process, and predictable funding, were discussed.

At the next meeting, the group continued discussing principles for programming, and generally agreed that:

- Funds would be used to make large and lasting contributions to regional priorities in GO TO 2040/ON TO 2050:
 - Improving the condition of the region’s transportation system using asset management principles
 - Supporting local planning priorities
 - Improving transit access and service quality
 - Facilitating infrastructure improvement in areas of economic distress
 - Reducing congestion

- Promoting economic growth
- Supporting natural resources
- Improving safety
- Project selection would use a data-driven, performance-based method developed in consultation with regional partners.
- The eligibility and selection of projects should strive to ensure an equitable distribution of investments across the region considering regional differences in access to state resources, maintenance responsibilities, and construction costs.
- Project evaluation, selection, and management would be conducted in a transparent manner.
- The program should help attract additional local/state investment, encourage multijurisdictional coordination, and help engage communities in regional and sub-regional planning.
- STP funds allocated to the region will be accounted for by all parties using an agreed-upon method.
- The program should encourage the timely expenditure of funds and use active management to ensure that projects advance when they are ready.
- The program should help the state and region meet their federal performance targets.
- The program should strive for predictable year-to-year funding levels.

The group was also presented with findings from a review of the programming practices of other MPOs for large and mid-sized regions. Many MPOs concentrate on priority projects, such as those identified in their long range plan, or on priority programs that focus on connecting land use and transportation. Some MPOs establish funding ranges or set-asides by project type, and many pool regionally programmed fund sources. In New York City, the MPO delegates all STP programming to the state DOT. Based on the peer review and prior discussions, two broad programming options were discussed. The first focused on changing the funding distribution to a performance-based formula, standardizing programming criteria region-wide, but leaving the project selection responsibility with the councils and city. The second proposed utilizing a single region-wide programming process. Both options called for transparent and data-driven project selection, and active program management to ensure timely expenditure. The consensus of the group was to pursue a hybrid of these options.

At the working group's final meeting, a draft proposal that addressed the principles for programming and prior discussion was presented. The proposal included four elements:

1. New shared funding program
2. Local funding distributed using a needs-based formula
3. Supplemental local project selection criteria based on ON TO 2050
4. Enhanced program management

The working group generally agreed with the proposal, and requested development of an agreement based on the proposal. The remainder of this memo describes the agreement elements in more detail.

Shared Local Fund

Historically, it has been difficult for individual councils to fund large, regionally important projects due to the size of individual funding allocations and policies to limit or cap awards to

individual sponsors or projects. Some councils have at times saved their annual allocation for several years in order to implement these projects, leaving funding unspent while they save. These projects are important to the entire region and the funding burden should not necessarily fall on a single council, but should be shared to facilitate timely implementation. As such, a Shared Local Fund would be established for funding larger projects supported by the suburban councils or the City of Chicago that address regional performance measures and help advance local and regional priorities.

The Shared Local Fund would be established using a set-aside of the region's annual allotment of STP funding. Beginning in FFY 2020, the set-aside would be 10%, increasing to 12.5% in FFY 2021, and to 15% in FFY 2022 and all subsequent years. The fund would also be seeded with excess unobligated federal funding, also known as carryover, to be made available by IDOT for programming and obligation by project sponsors in the region. A total of \$75 million will be made available: \$30 million in FFY 2020, \$25 million in FFY 2021, and \$20 million in FFY 2022. It is envisioned that additional funds would be added to the shared fund annually as a result of active program management policies discussed later in this memo, keeping the Shared Local Fund around \$40 million annually.

A Shared Fund Project Selection Committee composed of representatives from the Council of Mayors Executive Committee, the City of Chicago, IDOT, the counties, the Regional Transportation Authority (RTA) or a designated service boards representative and CMAP staff would be established. To preserve the strong municipal participation in decision-making, the Councils and City of Chicago would each have three votes, with other represented agencies each having one vote. CMAP staff would only vote in the event of a tie. The Shared Fund Project Selection Committee would have the authority to review applications and recommend projects to the MPO Policy Committee, to develop a project selection methodology for the Shared Local Fund, to update performance measures described below, to develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, and to develop an active program management system applying to both the Shared Local Fund and local programs.

Local Programs

US DOT's 2014 Chicago, Illinois TMA Certification Review of CMAP encouraged the region to move away from the population-based sub-allocation formula for STP and to expand performance-based programming methods throughout the region. Therefore, after the set-asides for the Shared Local Fund, the remainder of the region's annual STP allotment would be distributed to the eleven regional councils of mayors and the City via a performance-based formula.

Performance Measures. The Moving Ahead for Progress in the 21st Century (MAP-21) transportation reauthorization bill featured a new federal emphasis on performance measurement that was strengthened in the Fixing America's Surface Transportation (FAST) Act. These laws also require each State and MPO to set performance targets that address the [established measures](#). Based on the scale and types of projects typically implemented by local governments using STP funds, the local programs can affect the region's ability to meet certain performance targets. Similarly, certain federal measures are best suited to define need, and the

funding distribution is proposed to be calculated by CMAP staff based on the measures in Table 1.

Table 1. Proposed Performance Measures

Category	Measure
Pavement Condition	Lane-miles in poor condition as defined in 23 CFR 490.
Bridge Condition	Square feet of deck area in poor condition as defined in 23 CFR 490.
Congestion	Congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
Safety	Number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
SOV travel	Total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.

Distribution. In order to direct funding to sub-regions where it is most needed, the distribution of funding to the councils and City will be by formula and be based on the relative performance of the local jurisdiction system of roadways, functionally classified as collectors or higher, for the five measures.

$$\text{Council Mark (\$)} = \text{Regional Mark(\$)} \times \text{Performance (\%)}$$

where:

$$\text{Performance (\%)} = \left(\frac{\text{Council } M_1}{\text{Region } M_1} + \frac{\text{Council } M_2}{\text{Region } M_2} + \frac{\text{Council } M_3}{\text{Region } M_3} + \frac{\text{Council } M_4}{\text{Region } M_4} + \frac{\text{Council } M_5}{\text{Region } M_5} \right) / 5$$

“Council” in this formula means each of the eleven individual subregional councils and the City. M_1, M_2 , etc. represent the individual performance measures, which would be weighted equally, and the 5 in the formula is the number of measures. In order to transition from the current population-based distribution to the performance-based distribution, the FFY 2020 distribution for each council and the City would be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution would be no more than 20% above or below its FFY 2017 distribution. Additionally, no council would have an allocation of less than \$3 million in any year.

Adjustments to the annual programming marks for local distribution and the shared local fund to account for changes to the regional allotment would be made by CMAP staff each year and the performance-based share would be re-calibrated to account for changes in conditions every five years, beginning in FFY 2025. In order to provide incentive for accomplishing the region’s performance targets, a factor to increase funding for those councils that improve conditions would be added to the formula beginning in FFY 2025 using a methodology to be developed in the next two years by the Shared Fund Project Selection Committee.

For illustrative purposes, CMAP staff used available data sources described in Table 2 to estimate how the FFY 2020 distribution would compare to the FFY 2017 distributions. The data,

particularly for the pavement condition and congestion measures, is based on a very small sample size of local jurisdiction collectors and arterials. To support the determination of relative need, CMAP will work with regional partners over the next two years to collect more complete data, and the agreement reflects the dates by when this should occur.

Table 2. Performance Data Sources

Measure	Specific metric	Source	Year	Notes
Lane-miles in poor condition	Estimated lane-miles with International Roughness Index > 170	Year-end Illinois Roadway Information System file	2016	Data represent federal aid roads under municipal, county, and township jurisdiction (functional class < 7 and jurisdiction type = 3, 4, 6, 8, 9). Not all local federal aid roads have been inventoried; the total lane-mileage in poor condition was estimated as the percentage in poor condition for the lane miles that have been inventoried * total lane-miles in council. Once full data are available for the local Federal Aid system, this measure will be exact rather than estimated. The IRI > 170 threshold is taken from the FHWA pavement and bridge condition rule. Note that after a transition period, the rule specifies that pavement condition will be defined by a combination of International Roughness Index, cracking, and rutting for flexible pavements.
Congested centerline miles	Centerline miles where travel time index >= 1.25	HERE/MS2	2012	Data represent congestion on non-expressway routes in the HERE/MS2 data file. Not all federal aid local routes have congestion data; total congested centerline mileage was estimated as the percentage of congested centerline mileage for routes with data * total local federal aid centerline mileage in the council. Jurisdiction includes municipal, county, and township. Congestion is defined as having a travel time index of >= 1.25, where the travel time index is the ratio of congested travel time to free-flow travel time. This measure should be replaced with peak hour excess delay, as specified in the FHWA system performance rule, once it is calculated.

Measure	Specific metric	Source	Year	Notes
Annual serious injury and fatal crashes		IDOT Safety Portal	2015	Data represent a simple count of serious injury ("A"-type) and fatal ("K"-type) crashes for non-state jurisdiction roads as defined in the IDOT data release. The dataset is considered complete. This measure combines two of the five safety measures in the FHWA performance measure rules.
Bridges in poor condition by deck area	Square footage of bridges with deck, superstructure, or substructure rating of <=4	National Bridge Inventory	2016	Data represent municipal, county, and township bridges (owner code = 2, 3, 4). This dataset was downloaded as a CSV file from the NBI website in 2017, and is primarily composed of bridge inspection reports from 2014 and 2015. This dataset is considered complete. Municipalities were allocated to COM boundaries based on place code (data item 4). Unincorporated place codes were allocated as follows: For the county-based regions (McHenry, Lake, Kane/Kendall, DuPage, and Will), records were allocated by code (data item 3). For Cook, bridges were manually allocated to the appropriate COM region using GIS locations from the National Transportation Atlas Database 2015 shapefile. As in the FHWA pavement and bridge condition rule, poor bridge condition is defined as having either a deck, superstructure, or substructure rating <= 4.
Percent of non-SOV travel	Number of SOV commuters	American Community Survey	2011-15	Census ACS is a sample representing a 5-year period that is updated every year. The data for individual Census tracts were aggregated to the City and Council boundaries. Using ACS data to calculate mode share is one of three methods allowed under the FHWA system performance rule.

The proposed distribution floor and ceiling were applied, resulting in the illustrative distribution in Table 3. Again, the actual distribution would occur in 2020 based on data collected at that point.

Table 3. Illustrative Change in Local Program Distribution FFY 2017 to FFY 2020

Council	FFY 2017 allotment	Illustrative FFY 2020 allotment	Change FFY 2017 to FFY 2020
Central	\$3,138,388	\$3,000,000	-4.4%
Chicago ¹	\$63,871,101	\$57,483,991	-10.0%
DuPage	\$11,271,468	\$11,198,233	-0.6%
Kane/Kendall	\$9,868,205	\$10,026,004	1.6%
Lake	\$8,507,921	\$9,358,713	10.0%
McHenry	\$3,958,003	\$4,114,692	4.0%
North Central	\$3,778,438	\$4,156,282	10.0%
North Shore	\$3,968,555	\$4,365,411	10.0%
Northwest	\$8,687,388	\$7,818,649	-10.0%
South	\$6,327,698	\$5,694,928	-10.0%
Southwest	\$4,592,442	\$4,536,672	-1.2%
Will	\$7,165,240	\$7,669,809	7.0%

¹ Chicago FFY 2017 allotment includes the 5% regional project set-aside

²Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

Project Selection to Support the Goals of ON TO 2050

In addition to addressing federal performance measures, the region must develop and implement a long range plan. The development of the region’s next plan, ON TO 2050, is currently on-going, and will include several priorities that can be influenced by transportation infrastructure investments. To encourage investments that support the goals of ON TO 2050, each individual council and the City would incorporate regional priorities into their project selection methodologies by assigning at least 25% of the points to these six regional priorities:

Table 4. Regional Priorities

Priority	Points awarded to:
Green Infrastructure	Projects that use green infrastructure to manage stormwater
Reinvestment	Projects that serve a reinvestment area defined in ON TO 2050
Freight movement	Projects that benefit multi-modal freight movement
Economically disconnected areas	Projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050
Complete streets	Projects from sponsors that have adopted a complete streets ordinance. (Applies to councils only.)
Transit supportive density	Projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned. (Applies to councils only.)

Since not all of these ON TO 2050 priorities will be equally relevant in all councils and the City, each would have the flexibility to distribute points to any or all of these regional priorities based on local prerogative.

Pavement Management Systems

ON TO 2050 is also expected to continue the strong emphasis on maintenance and system preservation contained in GO TO 2040. Although more than half of the locally programmed STP funds obligated over the last 10 years went toward road resurfacing and reconstruction, the region cannot provide an overall condition rating for the locally controlled Federal-aid eligible routes. Nor is it clear that the funds were used in the most cost-effective way within each council by programming the most appropriate treatment given the age and condition of the pavement, as might be determined with the aid of a pavement management system. Pavement management systems are data collection and analysis tools that would help the region determine the optimum strategies for the most cost-effective pavement maintenance.

During the phase-in of new agreement provisions, CMAP will work with the councils and City, in cooperation with the counties and IDOT to establish local pavement management systems throughout the region. The pavement management systems should be used to determine the appropriate timing for pavement projects, and these types of projects should not be considered for federal funding unless they are included in a pavement management system. CMAP has released a Request for Information to learn more about the costs and technical requirements of these systems in order to design a program, which would be done in consultation with the councils and City. CMAP is also seeking funding to implement such a program.

Active Program Management

Ensuring that federal funds are obligated in a timely manner is a priority of the region. Funds left unobligated are subject to both lapse and rescission. The use of active program management (APM) practices encourages timely expenditure and ensures that projects that are ready to go can move forward. Several councils currently use APM strategies, and the region has successfully implemented APM policies for the CMAQ and TAP funded programs. Collectively, the councils have also employed advance funding procedures to advance out year projects using other councils' unobligated balances. While advance funding has accelerated implementation of projects, it typically has not been able to make a significant dent in the region's overall unobligated balance. Stronger policies that will prevent the reservation of funding for projects that are not moving forward are needed. In order to provide a fair and equitable approach, an APM system that is uniform and applies to both the shared local fund and local programs would be developed by the Shared Fund Project Selection Committee. At a minimum, the system would include deadlines for projects to be initiated, deadlines for project phases to be obligated, grace periods for local reprogramming of funds, policies for project and phase eligibility, and policies for re-distribution of unobligated funds to the shared local program.

Phase-in

Phase-in of the agreement would begin immediately upon execution and would continue through the initial calls for projects for the shared local fund and local programs. In order to

establish the Shared Local Fund, while still honoring commitments that councils have made to project sponsors, the addition of new projects or phases of projects to council programs would be discontinued until the initial calls for projects. All individual council funding balances, whether positive or negative, would be forgiven, and a single regional balance of funding would be established. The balance would use that portion of the existing unobligated carryover not reserved for seeding the shared fund that is available for obligation, along with the entire northeastern Illinois allotments for FFY 2018 and 2019, and that portion of the FFY 2020 allotment not set-aside for the shared fund. Council and City project phases would be advanced to federal obligation on a “first ready, first funded” basis until all committed phases are complete, all funds have been exhausted, or a call for local projects is issued for FFY 2021 - 2025. Documented adopted policies for maximum funding caps and cost increases would be honored for applicable projects or project phases within each council. For sponsors seeking cost increases that are within councils without established policies, CMAP staff would determine if the requested funding is anticipated to be available and would provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, by contrast, the commitment to the City of Chicago would be defined as the annual allotment, including the 5% regional set-aside, which the City was entitled to for FFY 2017.

Other Considerations

Assistance for Disadvantaged Communities. A major concern of the working group was to ensure that all communities within the region have reasonable access to federal funds without an undue burden caused by lack of resources for required local matching funds. As such, eligible communities would be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects. The Shared Fund Project Selection Committee would be tasked with defining the eligible communities and parameters for utilizing the credits. CMAP would work with IDOT to revise its rules for the use of Transportation Development Credits to accommodate this policy.

Transparency. In support of the principles and procedures of the Grant Accountability and Transparency Act (GATA), and in the interest of promoting transparent decision-making and opportunities for public engagement, project selection methodologies would be published on the City, individual subregional council, and/or CMAP websites. During each call for projects cycle, recommended programs would be subject to a minimum public comment period, and all final programs of projects, and any subsequent program updates, would be published on the City, individual subregional council, and/or CMAP websites.

Establish a Pipeline of Projects. To support the timely obligation of federal funding and to ensure that no funds allotted to the region are lost to rescission or lapse, it is important to establish a strong pipeline of projects for implementation. CMAP’s Local Technical Assistance (LTA) program is one source for identifying potential transportation projects that meet local needs, support the goals of ON TO 2050, and can move the region toward meeting performance targets. Consideration should also be given to establishing state, county, or council programs to fund phase 1 engineering for projects that may be good candidates for future federal funding.

Next Steps

As the region transitions from the current population-based sub-allocation of STP funds to the new program established in the agreement between the Council of Mayors and the City of Chicago, there are a number of implementation deadlines to meet. The transition would start with the establishment of the Shared Fund Project Selection Committee by the end of 2017. That committee would begin development of an Active Program Management system to be established by June 30, 2018. The committee would also develop the shared fund evaluation methodology prior to the first call for projects for the Shared Local Fund. The individual subregional councils and City of Chicago would continue to implement committed projects, and would develop revised local project selection methodologies that include consideration of regional priorities. Concurrently, CMAP, the councils, the city, and the Shared Fund Project Selection Committee would collaborate with each other and appropriate regional partners to collect data necessary for performance-based distribution of funding and the establishment of pavement management systems. Finally, CMAP would work with IDOT and FHWA to reconcile accounting of past STP accomplishments to ensure a stable, reliable, and predictable source of funding to implement the new agreement.

Staff Contact

Jesse Elam, Director, jelam@cmapp.illinois.gov, 312-386-8688

ACTION REQUESTED: Approval for the Chairman to execute the agreement with the City of Chicago following the joint meeting of the CMAP Board and MPO Policy Committee on October 11, 2017.

###

MEMORANDUM OF AGREEMENT
BETWEEN
THE CITY OF CHICAGO AND THE CMAP COUNCIL OF MAYORS
REGARDING
THE DISTRIBUTION AND ACTIVE PROGRAM MANAGEMENT
OF LOCALLY PROGRAMMED SURFACE TRANSPORTATION BLOCK GRANT FUNDS
UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT

The following agreement is entered into between the city of Chicago (hereafter referred to as the City) and the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors (hereafter referred to as the Council). The agreement entered into on this ____ day of _____, 2017 is for the purpose of programming local Surface Transportation Block Grant funds (hereafter referred to as STP) made available to northeastern Illinois under the Fixing America's Surface Transportation (FAST) Act.

The parties do hereto mutually agree, through their duly authorized representatives, to the following:

1. Shared Local Fund. The City and Council agree to establish a shared local fund available to the City and Councils for the purpose of funding important regional projects that address regional performance measures and the goals of ON TO 2050.
 - a. Set-aside. The shared local fund will be established using a set-aside of the region's annual allotment of STP funding, as follows:
 - i. In FFY 2020, the set-aside shall be 10%;
 - ii. In FFY 2021, the set-aside shall be 12.5%; and
 - iii. In FFY 2022 and all subsequent years, the set-aside shall be 15%.
 - b. Use of carryover/obligation authority. In collaboration with the Illinois Department of Transportation (IDOT), excess unobligated federal funding, also known as carryover, will be made available to the parties for programming and obligation and shall be used for the shared local fund in the amount of:
 - i. \$30 million in FFY 2020;
 - ii. \$25 million in FFY 2021; and
 - iii. \$20 million in FFY 2022.This obligation authority will be in addition to the obligation authority associated with the annual allotment of STP, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funds to the northeastern Illinois region.
 - c. Project selection committee. The City and Council agree to establish a Shared Fund Project Selection Committee, composed as follows:
 - 3 Votes from the Council of Mayors Executive Committee
 - 3 Votes from the City of Chicago
 - 1 Vote from IDOT
 - 1 Vote from the Counties
 - 1 Vote from the Regional Transportation Authority or a designated Service Board representative
 - 1 Vote from CMAP staff, only in the event of a tied vote

The Shared Fund Project Selection Committee will be supported by CMAP staff and shall have the authority to:

- i. Review applications and recommend projects to the MPO Policy Committee for the shared local fund
 - ii. Develop a project selection methodology for the shared local fund and update as needed;
 - iii. Update performance measures described in section 2; and
 - iv. Develop an Active Program Management system, applying to both the local programs and the shared fund, as described in section 3.
 - v. Develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, as described in section 6.
2. Local Distribution. After the set-asides described above, the remainder of the region's annual STP allotment will be distributed via a performance-based formula to the eleven regional councils of mayors and the City for programming by each entity as described below.
- a. Performance Measures. The City and Council agree to apply the following performance measures on the local jurisdiction system of roadways, functionally classified as collectors or higher, for determining relative need:
 - i. Pavement Condition. To be measured as lane-miles in poor condition as defined in 23 CFR 490.
 - ii. Bridge Condition. To be measured as square feet of deck area in poor condition as defined in 23 CFR 490.
 - iii. Congestion. To be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
 - iv. Safety. To be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
 - v. SOV travel. To be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.
 - b. Distribution. The City and Council agree that initial annual programming allotments for FFY 2020 – FFY 2024 shall be determined by applying the sum of the City's and each Council's relative performance for the five measures, using data current as of the deadline in section 5 and weighted equally, to the total funding available for local distribution. CMAP staff shall be responsible for computing all measures. The FFY 2020 distribution for each council and the City shall be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution shall be no more than 20% above or below its FFY 2017 distribution; in no case shall the performance-based distribution result in an individual council allotment below \$3,000,000. Beginning in FFY 2025 an improvement score, to be developed by the Shared Fund Project Selection Committee, shall be incorporated into the distribution calculation. Attachment A to this agreement contains an illustrative example of the distribution, using data currently available.
 - c. Project Selection. The City and Council agree that each individual subregional council and the City shall establish its own points-based methodology for selecting projects and that a minimum of 25% of those points shall be allocated to regional priorities:
 - i. Green Infrastructure. Points awarded to projects that use green infrastructure to manage stormwater.

- ii. Reinvestment. Points awarded to projects that serve a reinvestment area as defined in ON TO 2050.
- iii. Multi-modal freight movement. Points awarded to projects that benefit freight movement.
- iv. Economically disconnected areas. Points awarded to projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050.
- v. Complete streets. Points awarded to projects from sponsors that have adopted a complete streets ordinance. (Applicable to councils only.)
- vi. Transit supportive density. Points awarded to projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned. (Applicable to councils only.)

Within the overall 25% weight, each individual subregional council and the City may weight these criteria according to their own local prerogatives.

3. Active Program Management. The Council and City agree to use a uniform active program management system for the shared local fund and local distributions to ensure projects are obligated in a timely manner to avoid having a large unobligated balance of STP funds due to unreasonable or excessive delay. The active program management system will be developed in coordination with CMAP staff and agreed upon by the Shared Fund Project Selection Committee established in section 1.c. of this agreement, and will contain, at a minimum:
 - a. deadlines for projects to be initiated;
 - b. deadlines for project phases to be obligated;
 - c. grace periods for local reprogramming of funds;
 - d. policies for project and phase eligibility; and
 - e. policies for re-distribution of unobligated funds.

4. Phase-in. The Council and City agree that the provisions of this agreement shall be phased in over a period of three years during which time the following will occur:
 - a. Pause new programming. The addition of new projects or phases of projects to local programs that would cause the City or a council to exceed in three years, the amount of their FFY 2017 allotment times three shall pause upon execution of this agreement.
 - b. Regional fiscal constraint. All individual funding balances, whether positive or negative, shall be forgiven. A single regional balance of funding shall be established from:
 - i. the existing carryover balance available for obligation that is not reserved for use in the shared local fund in FFY 2020 - 2022;
 - ii. the entire northeastern Illinois allotment for FFY 2018 and FFY 2019; and
 - iii. the amount of the FFY 2020 northeastern Illinois allotment that is not set-aside for the shared local fund.
 - c. Honor existing commitments. All project phases programmed within FFY 2018 – FFY 2020 in each suburban council’s adopted multi-year program as of the execution of this agreement will continue implementation on a “first ready, first funded” basis, until such time as any of the following occur:
 - i. all committed project phases have been obligated or voluntarily withdrawn by the project sponsor;
 - ii. all available funds described in section 4.b. above have been exhausted; or
 - iii. the start of FFY 2021.

Documented adopted policies for maximum funding caps and cost increases shall be honored for applicable projects or project phases. For sponsors seeking cost increases that are within councils without established policies, CMAP staff will determine if the requested funding is anticipated to be available and will provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, the commitment to the City of Chicago shall be defined as three times the annual allotment, including the 5% regional set-aside, to which the City was entitled for FFY 2017. The City shall notify CMAP staff of changes to their established program prior to seeking federal obligation in order to facilitate regional accounting.

5. Implementation Deadlines. The Council and City agree that:
 - a. Shared Fund Project Selection Committee voting procedures shall be established by December 31, 2017.
 - b. The Shared Fund Project Selection Committee shall adopt the shared local fund project selection methodology, referenced in Section 1.c., no less than three months prior to the initial call for projects or FFY 2021 – FFY 2025 program development to be funded with the shared local fund.
 - c. Individual subregional councils and the City shall each adopt local project selection methodologies, as referenced in Section 2.c., no less than three months prior to the initial call for projects or FFY 2021 – FFY 2025 program development to be funded with the local distribution.
 - d. The Shared Fund Project Selection Committee shall establish an Active Program Management system by June 30, 2018.
 - e. Complete and uniform performance data shall be collected by CMAP, in coordination with local partners, by June 30, 2019, and shall be updated at least every five years.
 - f. Performance-based distribution allotments shall be determined by December 31, 2019, and shall be re-calibrated every five years based on the updated data.
 - g. The methodology for recalibrating distribution to account for improved performance shall be established by the Shared Fund Project Selection Committee by December 31, 2019.
6. Other Provisions. The Council and City agree to these additional provisions.
 - a. Assistance for disadvantaged communities. Eligible communities, as defined by the Shared Fund Project Selection Committee, shall be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects based on credit availability and with the approval of IDOT and within federal and state policies and guidance.
 - b. Transparency. The City and Council agree, in support of the principles and procedures of the Grant Accountability and Transparency Act (GATA) and in the interest of promoting transparent decision-making and opportunities for public engagement, that:
 - i. Project selection methodologies shall be published on the City, individual subregional council, and/or CMAP websites;
 - ii. Recommended programs of projects shall be subject to a minimum public comment period; and
 - iii. Final programs or projects, and any subsequent updates thereto, shall be published on the City, individual subregional council, and/or CMAP websites.

- c. Period of agreement. The terms of this agreement shall remain in effect as long as the participating parties deem appropriate, and shall be subject to review and renewal upon:
 - i. passage of new federal transportation authorization legislation replacing the FAST Act;
 - ii. request or recommendation of the US DOT as a part or condition of any certification review of the metropolitan planning process; or
 - iii. substantial changes to the overall condition of transportation funding and needs in northeastern Illinois.

The City and the Council hereby cause this memorandum of agreement to be executed on the day and year identified in the first paragraph.

SIGNED:

Jeffery D. Schielke
Chairman, Council of Mayors
Mayor, City of Batavia

Rebekah Scheinfeld
Commissioner, Department of Transportation
City of Chicago

ATTEST:

Randall S. Blankenhorn
Secretary
Illinois Department of Transportation

Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning

ATTACHMENT A: Illustrative Local Distribution of Funding

Local distribution change due to formula

	FFY17 allotment	FFY20 allotment	Difference	Percent Difference
Central	\$3,138,388	\$3,000,000	-\$138,388	-4%
Chicago ¹	\$63,871,101	\$56,548,195	-\$7,322,906	-11%
DuPage	\$11,271,468	\$11,326,208	\$54,740	0%
Kane/Kendall	\$9,868,205	\$10,140,582	\$272,377	3%
Lake	\$8,507,921	\$11,081,203	\$2,573,282	30%
McHenry	\$3,958,003	\$4,161,715	\$203,712	5%
North Central	\$3,778,438	\$4,318,685	\$540,247	14%
North Shore	\$3,968,555	\$4,689,047	\$720,492	18%
Northwest	\$8,687,388	\$6,464,370	-\$2,223,018	-26%
South	\$6,327,698	\$5,347,400	-\$980,298	-15%
Southwest	\$4,592,442	\$4,588,518	-\$3,924	0%
Will	\$7,165,240	\$7,757,461	\$592,221	8%

¹Chicago FFY 2017 allotment includes the 5% region project set-aside

²Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

Local distribution change due to formula, with a smoothed phase-in (showing first year only) limiting the change (+/-) to 10% in FFY20 and 20% in FFY21.

	FFY17 allotment	FFY20 adjusted	Difference	Percent Difference
Central	\$3,138,388	\$3,000,000	-\$138,388	-4%
Chicago ¹	\$63,871,101	\$57,483,991	-\$6,387,110	-10%
DuPage	\$11,271,468	\$11,198,233	-\$73,235	-1%
Kane/Kendall	\$9,868,205	\$10,026,004	\$157,799	2%
Lake	\$8,507,921	\$9,358,713	\$850,792	10%
McHenry	\$3,958,003	\$4,114,692	\$156,689	4%
North Central	\$3,778,438	\$4,156,282	\$377,844	10%
North Shore	\$3,968,555	\$4,365,411	\$396,856	10%
Northwest	\$8,687,388	\$7,818,649	-\$868,739	-10%
South	\$6,327,698	\$5,694,928	-\$632,770	-10%
Southwest	\$4,592,442	\$4,536,672	-\$55,770	-1%
Will	\$7,165,240	\$7,669,809	\$504,569	7%

¹Chicago FFY 2017 allotment includes the 5% region project set-aside

²Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

**North Shore Council of Mayors
Surface Transportation Program FFY2017-2021**

Attachment C

FFY 17 BEGINNING BALANCE	\$	(192,722)
Estimated FFY 17 Allotment	\$	3,777,097
Total FFY 17 Program	\$	8,100,308
FFY 17 Difference	\$	(4,323,211)
ENDING BALANCE	\$	(4,515,933)

FFY 17 PROJECTS	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
Gross Point Road	Skokie	02-06-0035	ROW		Move to FY18	\$ 138,317	\$ 96,908
Gross Point Road	Skokie	02-06-0035	ENG II			\$ 220,950	\$ 155,053
Skokie/Hibbard Intersection	Wilmette	02-07-0013	Construction	2016		Apr-17 \$ 3,434,693	\$ 2,388,728
Glenview Road	Glenview	02-12-0013	Construction	2017		Mar-17 \$ 2,384,094	\$ 1,668,866
Austin/Oakton Intersection	Morton Grove	02-13-0002	Construction	2017	Jan 2018 letting- move to FY1	\$ 2,670,253	\$ 1,869,177
Willow Road	Winnetka	02-06-0021	ENG II		Need Update	\$ 563,301	\$ 393,928
Harlem Ave.	Glenview	02-15-0008	Resurfacing	2017		Nov-16 \$ 1,475,765	\$ 1,033,035
Locust Rd.	Wilmette	02-13-0003	ENG II			\$ 213,847	\$ 149,693
Northfield Rd.	Northfield	02-16-0014	ENG II		to be moved to FY18	\$ 128,125	\$ 89,687
Kenilworth Avenue	Kenilworth	02-16-0003	ENG II		Move to FY18	\$ 51,500	\$ 36,050
Devon Avenue	Lincolnwood	02-16-0004	ENG II		Move to FY18	\$ 313,120	\$ 106,383
TOTAL						\$ 11,593,964	\$ 7,987,507

FFY 18 BEGINNING BALANCE	\$	(4,515,933)
Estimated FFY 18 Allotment	\$	3,777,097
Total FFY 18 Program	\$	11,788,222
FFY 18 Difference	\$	(8,011,125)
ENDING BALANCE	\$	(12,527,059)

FFY 18 PROJECTS	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
Central Ave.	Wilmette	02-13-0004	ENG II			\$ 517,734	\$ 362,414
Willow Road	Winnetka	02-06-0021	Construction	2011		\$ 3,526,156	\$ 2,469,214
Locust Rd	Wilmette	02-13-0003	Construction	2016		\$ 2,307,615	\$ 1,615,330
Northfield Rd.	Northfield	02-16-0014	Construction	2018		\$ 1,174,473	\$ 822,132
Skokie/Lake Intersection	Wilmette	02-16-0005	ENG II			\$ 75,783	\$ 53,048
Howard Street	Evanston	02-16-0002	ENG II		Costs to be shared w/Chicago	\$ 232,368	\$ 162,637
Gross Point Road	Skokie	02-06-0035	Construction	2012	Move to FY19	\$ 4,080,470	\$ 2,855,553
Kenilworth Avenue	Kenilworth	02-16-0003	Resurfacing	2018		\$ 737,583	\$ 516,308
Devon Avenue	Lincolnwood	02-16-0004	Construction	2018	Costs to be shared w/Chicago	4,187,980	\$ 2,931,586
TOTAL						\$ 16,840,161	\$ 11,788,222

**North Shore Council of Mayors
Surface Transportation Program FFY2017-2021**

FFY 19 BEGINNING BALANCE	\$ (12,527,059)
Estimated FFY 19 Allotment	\$ 3,777,097
Total FFY 19 Program	\$ 6,937,395
FFY 19 Difference	\$ (3,160,298)
ENDING BALANCE	\$ (15,687,357)

FFY 19 PROJECTS	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
Central Ave.	Wilmette	02-13-0004	Construction	2019		\$ 5,644,427	\$ 3,951,099
Howard Street	Evanston	02-16-0002	Construction	2018	Costs to be shared w/Chicago	\$ 3,224,106	\$ 2,256,874
Skokie/Lake Intersection	Wilmette	02-16-0005	Construction	2019		\$ 1,042,031	\$ 729,422
TOTAL						\$ 9,910,564	\$ 6,937,395

FFY 20 Beginning Balance	\$ (15,687,357)
Estimated FFY 20 Allotment	\$ 3,777,097
Total FFY 20 Program	
FFY 20 Difference	\$ 3,777,097
Ending Balance	\$ (11,910,260)

FFY 20 Projects	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
TOTAL							

FFY 21 Beginning Balance	\$ (11,910,260)
Estimated FFY 21 Allotment	\$ 3,777,097
Total FFY 21 Program	
FFY 21 Difference	\$ 3,777,097
Ending Balance	\$ (8,133,163)

FFY 21 Projects	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
TOTAL							

NORTHWEST MUNICIPAL CONFERENCE

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Highland Park

Executive Director

Mark L. Fowler

To: North Shore Council of Mayors Technical Committee
From: Brian Pigeon, Program Associate for Transportation
Date: September 27, 2017
Subject: STP Program Modifications

Recommendation: Consider the following North Shore Council of Mayors Surface Transportation Program (STP) modification for the FFY2018-2021 program.

Issue: Project sponsors have requested and/or the Planning Liaison has recommended the following list of program modifications:

Proposed Program Modifications

Project Title	Sponsor	TIP ID	Phase	OP	STP Funding	Notes
Willow Rd	Winnetka	02-13-0004	ENG II		\$393,928	Move from FY17 to FY18
Austin/Oakton	Morton Grove	02-13-0002	Const.	2017	\$1,869,177	Move from FY17 to FY18
Northfield Rd	Northfield	02-16-0014	ENG II		\$89,687	Move from FY17 to FY18
Kenilworth Ave	Kenilworth	02-16-0003	ENG II		\$36,050	Move from FY17 to FY18
Devon Ave	Lincolnwood	02-16-0004	ENG II		\$106,383	Move from FY17 to FY18
Gross Point Rd	Skokie	02-06-0035	Const		\$2,855,553	Move from FY18 to FY19

Three Percent Annual Cost Increase

Annually, a three percent cost increase is applied to all projects in the North Shore STP. This increase adds \$639,532 to the active North Shore STP.

Background: October 1, 2017 marks the beginning of federal fiscal year (FFY) 2018. At the beginning of each FFY, the North Shore Council of Mayors Technical Committee reviews and edits its multi-year STP. In addition, at the beginning of each FFY, as a matter of policy, the North Shore Council approves a three percent cost increase for STP projects to account for inflation. The North Shore Council of Mayors ultimately approves the program.

**North Shore Council of Mayors
Surface Transportation Program FFY2017-2021**

Attachment E

FFY 18 BEGINNING BALANCE	\$ (4,515,933)
Estimated FFY 18 Allotment	\$ 3,777,097
Total FFY 18 Program	\$ 11,524,801
FFY 18 Difference	\$ (7,747,704)
ENDING BALANCE	\$ (12,263,638)

FFY 18 PROJECTS	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
Central Ave.	Wilmette	02-13-0004	ENG II			\$ 517,734	\$ 362,414
Willow Road	Winnetka	02-06-0021	ENG II		Need Update	\$ 563,301	\$ 393,928
Willow Road	Winnetka	02-06-0021	Construction	2011		\$ 3,526,156	\$ 2,469,214
Austin/Oakton Intersection	Morton Grove	02-13-0002	Construction	2017	Jan 2018 letting- move to FY1	\$ 2,670,253	\$ 1,869,177
Locust Rd	Wilmette	02-13-0003	Construction	2016		\$ 2,307,615	\$ 1,615,330
Northfield Rd.	Northfield	02-16-0014	ENG II		to be moved to FY18	\$ 128,125	\$ 89,687
Northfield Rd.	Northfield	02-16-0014	Construction	2018		\$ 1,174,473	\$ 822,132
Skokie/Lake Intersection	Wilmette	02-16-0005	ENG II			\$ 75,783	\$ 53,048
Howard Street	Evanston	02-16-0002	ENG II		Costs to be shared w/Chicago	\$ 232,368	\$ 162,637
Gross Point Road	Skokie	02-06-0035	ROW		Move to FY18	\$ 138,317	\$ 96,908
Kenilworth Avenue	Kenilworth	02-16-0003	ENG II		Move to FY18	\$ 51,500	\$ 36,050
Kenilworth Avenue	Kenilworth	02-16-0003	Resurfacing	2018		\$ 737,583	\$ 516,308
Devon Avenue	Lincolnwood	02-16-0004	ENG II		Move to FY18	\$ 313,120	\$ 106,383
Devon Avenue	Lincolnwood	02-16-0004	Construction	2018	Costs to be shared w/Chicago	\$ 4,187,980	\$ 2,931,586
TOTAL						\$ 16,624,307	\$ 11,524,801

FFY 19 BEGINNING BALANCE	\$ (12,263,638)
Estimated FFY 19 Allotment	\$ 3,777,097
Total FFY 19 Program	\$ 9,792,949
FFY 19 Difference	\$ (6,015,852)
ENDING BALANCE	\$ (18,279,489)

FFY 19 PROJECTS	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
Central Ave.	Wilmette	02-13-0004	Construction	2019		\$ 5,644,427	\$ 3,951,099
Howard Street	Evanston	02-16-0002	Construction	2018	Costs to be shared w/Chicago	\$ 3,224,106	\$ 2,256,874
Gross Point Road	Skokie	02-06-0035	Construction	2012	Move to FY19	\$ 4,080,470	\$ 2,855,553
Skokie/Lake Intersection	Wilmette	02-16-0005	Construction	2019		\$ 1,042,031	\$ 729,422
TOTAL						\$ 13,991,034	\$ 9,792,949

**North Shore Council of Mayors
Surface Transportation Program FFY2017-2021**

FFY 20 Beginning Balance	\$ (18,279,489)
Estimated FFY 20 Allotment	\$ 3,777,097
Total FFY 20 Program	
FFY 20 Difference	\$ 3,777,097
Ending Balance	\$ (14,502,392)

FFY 20 Projects	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
TOTAL							

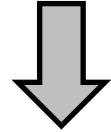
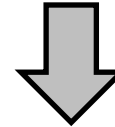
FFY 21 Beginning Balance	\$ (14,502,392)
Estimated FFY 21 Allotment	\$ 3,777,097
Total FFY 21 Program	
FFY 21 Difference	\$ 3,777,097
Ending Balance	\$ (10,725,295)

FFY 21 Projects	Sponsor	TIP Number	Phase	OP	Notes	Total	STP
TOTAL							

**North Shore Council of Mayors
Surface Transportation Program FFY2017-2021**

	w/3%	
FFY 18 BEGINNING BALANCE	\$ (4,515,933)	\$ (4,515,933)
Estimated FFY 18 Allotment	\$ 3,777,097	\$ 3,777,097
Total FFY 18 Program	\$ 11,524,801	\$ 11,870,545
FFY 18 Difference	\$ (7,747,704)	\$ (8,093,448)
ENDING BALANCE	\$ (12,263,638)	\$ (12,609,382)

FY18 Increase \$ 345,744



FFY 18 PROJECTS	Sponsor	TIP Number	Phase	Total	Total w/3% Increase	STP	STP w/3% Increase
Central Ave.	Wilmette	02-13-0004	ENG II	\$ 517,734	\$ 533,266	\$ 362,414	\$ 373,286
Willow Road	Winnetka	02-06-0021	ENG II	\$ 563,301	\$ 580,200	\$ 393,928	\$ 405,745
Willow Road	Winnetka	02-06-0021	Construction	\$ 3,526,156	\$ 3,631,940	\$ 2,469,214	\$ 2,543,290
Austin/Oakton Intersection	Morton Grove	02-13-0002	Construction	\$ 2,670,253	\$ 2,750,361	\$ 1,869,177	\$ 1,925,252
Locust Rd	Wilmette	02-13-0003	Construction	\$ 2,307,615	\$ 2,376,844	\$ 1,615,330	\$ 1,663,790
Northfield Rd.	Northfield	02-16-0014	ENG II	\$ 128,125	\$ 131,969	\$ 89,687	\$ 92,378
Northfield Rd.	Northfield	02-16-0014	Construction	\$ 1,174,473	\$ 1,209,707	\$ 822,132	\$ 846,796
Skokie/Lake Intersection	Wilmette	02-16-0005	ENG II	\$ 75,783	\$ 78,057	\$ 53,048	\$ 54,640
Howard Street	Evanston	02-16-0002	ENG II	\$ 232,368	\$ 239,339	\$ 162,637	\$ 167,516
Gross Point Road	Skokie	02-06-0035	ROW	\$ 138,317	\$ 142,466	\$ 96,908	\$ 99,815
Kenilworth Avenue	Kenilworth	02-16-0003	ENG II	\$ 51,500	\$ 53,045	\$ 36,050	\$ 37,132
Kenilworth Avenue	Kenilworth	02-16-0003	Resurfacing	\$ 737,583	\$ 759,710	\$ 516,308	\$ 531,797
Devon Avenue	Lincolnwood	02-16-0004	ENG II	\$ 313,120	\$ 322,514	\$ 106,383	\$ 109,574
Devon Avenue	Lincolnwood	02-16-0004	Construction	\$ 4,187,980	\$ 4,313,619	\$ 2,931,586	\$ 3,019,534
TOTAL				\$ 16,624,307	\$ 17,123,036	\$ 11,524,801	\$ 11,870,545

	w/3%	
FFY 19 BEGINNING BALANCE	\$ (12,263,638)	\$ (12,263,638)
Estimated FFY 19 Allotment	\$ 3,777,097	\$ 3,777,097
Total FFY 19 Program	\$ 9,792,949	\$ 10,086,737
FFY 19 Difference	\$ (6,015,852)	\$ (6,309,640)
ENDING BALANCE	\$ (18,279,489)	\$ (18,573,278)

FY19 Increase \$ 293,788



FFY 19 PROJECTS	Sponsor	TIP Number	Phase	Total	Total w/3% Increase	STP	STP w/3% Increase
Central Ave.	Wilmette	02-13-0004	Construction	\$ 5,644,427	\$ 5,813,760	\$ 3,951,099	\$ 4,069,631
Howard Street	Evanston	02-16-0002	Construction	\$ 3,224,106	\$ 3,320,829	\$ 2,256,874	\$ 2,324,580
Gross Point Road	Skokie	02-06-0035	Construction	\$ 4,080,470	\$ 4,202,884	\$ 2,855,553	\$ 2,941,220
Skokie/Lake Intersection	Wilmette	02-16-0005	Construction	\$ 1,042,031	\$ 1,073,292	\$ 729,422	\$ 751,305
TOTAL				\$ 13,991,034	\$ 14,410,765	\$ 9,792,949	\$ 10,086,737

Total STP Increase \$ 639,532

**North Shore Council of Mayors
Surface Transportation Program FFY2017-2021**

FFY 20 Beginning Balance	\$ (18,279,489)
Estimated FFY 20 Allotment	\$ 3,777,097
Total FFY 20 Program	
FFY 20 Difference	\$ 3,777,097
Ending Balance	\$ (14,502,392)

FFY 20 Projects	Sponsor	TIP Number	Phase	Total	STP
				TOTAL	

FFY 21 Beginning Balance	\$ (14,502,392)
Estimated FFY 21 Allotment	\$ 3,777,097
Total FFY 21 Program	
FFY 21 Difference	\$ 3,777,097
Ending Balance	\$ (10,725,295)

FFY 21 Projects	Sponsor	TIP Number	Phase	Total	STP
				TOTAL	

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Wheeling
Wilmette
Winnetka

To: North Shore Council of Mayors Technical Committee

From: Brian Pigeon, Program Associate for Transportation

Date: September 27, 2017

Subject: Advanced Funding STP for FFY 2018

Recommendation: Recommend that the Planning Liaison seek advanced funding when necessary to accomplish the following STP projects in FFY2018.

Issue: The following projects are programmed in FFY2018 and the North Shore Council will need advanced funding to accomplish all of them.

FY 18 Project	Sponsor	TIP ID	Phase	STP
Central Ave.	Wilmette	02-13-0004	ENG II	362,414
Willow Rd	Winnetka	02-06-0021	ENG II	393,928
Willow Rd	Winnetka	02-06-0021	Construction	2,469,214
Austin/Oakton	Morton Grove	02-13-0002	Construction	1,869,177
Locust Rd	Wilmette	02-13-0003	Construction	1,615,330
Northfield Rd	Northfield	02-16-0014	ENG II	89,687
Northfield Rd	Northfield	02-16-0014	Construction	822,132
Skokie/Lake	Wilmette	02-16-0005	ENG II	53,048
Howard St.	Evanston	02-16-0002	ENG II	162,637
Gross Point Rd	Skokie	02-06-0035	ROW	96,908
Kenilworth Ave	Kenilworth	02-16-0003	ENG II	36,050
Kenilworth Ave	Kenilworth	02-16-0003	Construction	516,308
Devon Ave	Lincolnwood	02-16-0004	ENG II	160,383
Devon Ave	Lincolnwood	02-16-0004	Construction	2,931,586

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Background: October 1, 2017 marks the beginning of Federal Fiscal Year (FFY 2018). Staff anticipates that the North Shore Council program (approximately \$11.5m) will require advanced funding to complete projects. Consequently, the Council must request advanced funding for the North Shore STP projects once a negative balance is reached. The CMAP Council of Mayors Executive Committee considers advanced funding requests.

For Construction funding, the North Shore Council will seek advanced funding on a project following the submittal of pre-final plans. For Phase II Engineering and ROW acquisition, the North Shore Council will submit advanced funding requests following the local execution of the Local Agency Agreement for Federal Participation (BLR 05310).

**North Shore Council of Mayors
Surface Transportation Program
Advanced Funding Status**

FFY 18 PROJECTS	Sponsor	TIP Number	Phase	Total	STP	Project Notes
Central Ave.	Wilmette	02-13-0004	ENG II	\$ 517,734	\$ 362,414	
Willow Road	Winnetka	02-06-0021	ENG II	\$ 563,301	\$ 393,928	Need Update
Willow Road	Winnetka	02-06-0021	Construction	\$ 3,526,156	\$ 2,469,214	
Austin/Oakton Intersection	Morton Grove	02-13-0002	Construction	\$ 2,670,253	\$ 1,869,177	Jan 2018 letting- move to FY18
Locust Rd	Wilmette	02-13-0003	Construction	\$ 2,307,615	\$ 1,615,330	
Northfield Rd.	Northfield	02-16-0014	ENG II	\$ 128,125	\$ 89,687	to be moved to FY18
Northfield Rd.	Northfield	02-16-0014	Construction	\$ 1,174,473	\$ 822,132	
Skokie/Lake Intersection	Wilmette	02-16-0005	ENG II	\$ 75,783	\$ 53,048	
Howard Street	Evanston	02-16-0002	ENG II	\$ 232,368	\$ 162,637	Costs to be shared w/Chicago
Gross Point Road	Skokie	02-06-0035	ROW	\$ 138,317	\$ 96,908	Move to FY18
Kenilworth Avenue	Kenilworth	02-16-0003	ENG II	\$ 51,500	\$ 36,050	Move to FY18
Kenilworth Avenue	Kenilworth	02-16-0003	Resurfacing	\$ 737,583	\$ 516,308	
Devon Avenue	Lincolnwood	02-16-0004	ENG II	\$ 313,120	\$ 106,383	Move to FY18
Devon Avenue	Lincolnwood	02-16-0004	Construction	\$ 4,187,980	\$ 2,931,586	Costs to be shared w/Chicago

Total Anticipated STP Spending:	\$ 11,524,801
Anticipated FFY 2018 Funding Mark:	\$ 3,669,864
Funding Shortfall:	\$ 7,854,937

**North Shore Council of Mayors
CMAQ Projects**

Attachment I

FFY 17 PROJECTS	Sponsor	TIP Number	Phase	Total Cost	CMAQ Funding	Accomplishment		Project Status
						Sunset	Target Letting	
Main Street Bike Parking- RTA	Evanston	02-16-0012	Const.	\$ 70,000	\$ 56,000		April-17	LAA Approved- On April Letting
Touhy Ave. Overpass	Lincolnwood	02-12-0003	Const.	\$ 4,432,500	\$ 3,546,000	2018	August-17	Let August 2017

FFY 18 PROJECTS	Sponsor	TIP Number	Phase	Total Cost	CMAQ Funding	Accomplishment		Project Status
						Sunset	Target Letting	
Church St. Bike Lanes	Skokie	02-14-0003	Const.	\$ 550,000	\$ 440,000	2020		
Dempster/ Oakton Bike Parking- RTA	Skokie	02-16-0013	ENGII	\$ 26,000	\$ 21,000			
Church St. Bike Lanes	Skokie	02-14-0003	ENGII	\$ 40,000	\$ 32,000	2019		Move to FY 18
Old Orchard Road Interchange	Skokie	02-97-0006	ROW	\$ 1,907,500	\$ 1,526,000	2021		Move to FY 18
Gross Point Road Bike Lanes	Skokie	02-06-0035	Const.	\$ 557,500	\$ 446,000	2017		In conjunction with STP project- move
Gross Point Road Bike Lanes	Skokie	02-06-0035	ENGII	\$ 40,000	\$ 32,000	2016		In conjunction with STP project- move

FFY 19 PROJECTS	Sponsor	TIP Number	Phase	Total Cost	CMAQ Funding	Accomplishment		Project Status
						Sunset	Target Letting	
Dempster/ Oakton Bike Parking- RTA	Skokie	02-16-0013	Const.	\$ 289,000	\$ 231,000			

FFY 20 PROJECTS	Sponsor	TIP Number	Phase	Total Cost	CMAQ Funding	Accomplishment		Project Status
						Sunset	Target Letting	
Old Orchard Road Interchange	Skokie	02-97-0006	Const.	\$ 7,045,000	\$ 5,636,000	2022		

North Shore Area ITEP Projects

2016 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding	Est. Let. Date	In TIP	Project Status
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	Construction	\$ 181,500	\$ 145,200		x	Need update
Bikeway Plan Striping/Signing	Lincolnwood	02-11-0008	ENGII	\$ 16,200	\$ 12,960		x	need update
2017 Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding	Est. Let. Date	In TIP	Project Status
Sheridan Road/Chicago Avenue Bike Path	Evanston	02-15-0004	Construction	\$ 2,739,500	\$ 1,992,400	January-17	x	On January 2017 letting
Shermer Road Bike Path	Glenview	02-16-0018	Construction	\$ 1,331,940	\$ 1,064,950		x	Move to FY 2018
MYB Project Title	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding	Est. Let. Date	In TIP	Project Status
Lincoln Avenue Realignment	Morton Grove	02-11-0011	ENG I	\$ 50,000	\$ 40,000			FHWA Coordination Meeting 11/03/15
Lincoln Avenue Realignment	Morton Grove	02-11-0011	ROW	\$ 250,000	\$ 125,000			
Lincoln Avenue Realignment	Morton Grove	02-11-0011	Construction	\$ 222,500	\$ 252,000			
Projects not in the TIP	Sponsor	TIP Number	Phase	Total Cost	ITEP Funding	Est. Let. Date	In TIP	Project Status
Bike Route Signage and Pavement Marking	Glenview				\$ 97,920			

North Shore Safe Routes to School Projects

2017 Project Title	Sponsor	TIP Number	Phase	Total Cost	SRTS	Est. Let. Date	In TIP	Project Status
Lincoln Hall Middle School Bike Parking	Lincolnwood	02-12-0017	Construction	\$ 18,000	\$ 18,000		x	
SRTS# 2014-0078- Solar Speed Signs	Evanston	02-15-0007	Construction	\$ 110,000	\$ 88,000	Nov-16	x	Let 11/04/2016

North Shore TAP Projects

2017 Project Title	Sponsor	TIP Number	Phase	Total Cost	TAP Funds	Est. Let. Date	In TIP	Project Status
Old Orchard Rd West Side Path	Skokie	02-16-0010	Construction	\$470,000	\$376,000		x	On March 3, 2017 letting
Milwaukee/Lake Multi-Use Path	Glenview	02-16-0008	Construction	\$655,000	\$ 524,000		x	Delayed due to IDOT project- move to later FY

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 - Winnetka

To: North Shore Council of Mayors Technical Committee

From: Brian Pigeon, Program Associate for Transportation
Planning Liaison, North Shore Council of Mayors

Date: September 27, 2017

Subject: 2017-2018 Meeting Dates

The proposed meeting dates for the North Shore Council of Mayors Technical Committee are as follows:

- Wednesday, December 20, 2017 (Third Wednesday)
- Wednesday, March 28, 2018
- Wednesday, June 27, 2018
- Wednesday, September 26, 2018

All meetings begin at 8:30 a.m. at the Skokie Village Hall, 5127 Oakton Street

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To: North Shore Council of Mayors Technical Committee

From: Brian Pigeon, Program Associate for Transportation

Date: September 27, 2017

Subject: Council of Mayors Executive Committee Vacancy

Recommendation: Approve Glencoe Village President Lawrence Levin as a representative to the Council of Mayors Executive Committee representing the North Shore Council of Mayors.

Issue: Northbrook Village President Sandra Frum has stepped down as North Shore Council of Mayors representative to the Council of Mayors Executive Committee leaving a vacancy.

Background: The Council of Mayors Executive Committee was founded in 1981 to provide a link between councils and a link between the councils and the MPO. The committee was founded to formalize and strengthen suburban input in the transportation planning decisions in the region.

The Council of Mayors is composed of 11 subregional councils and the City of Chicago. Each Council appoints two representatives to the Council of Mayors Executive Committee. Skokie Mayor George Van Dusen will continue to serve as a representative to the committee.

Executive Director
Mark L. Fowler