

**GUIDE TO
TRANSPORTATION
PROGRAMS AND
FUNDING**



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INTRODUCTION

The Northwest Municipal Conference is proactive in our efforts to improve the lives of residents through transportation planning initiatives. Our members believe the most effective approach to address regional transportation issues is through cooperative planning.

Through the NWMC Transportation Committee, the NWMC Bicycle and Pedestrian Committee and the Northwest and North Shore Councils of Mayors, the Conference fulfills its objective of providing a regional forum to study and implement solutions to the area's transportation problems. Whether the topic is a new regional transit study or a local road construction project, the NWMC stands ready to assist its members in maximizing their input and influence on transportation issues.

This guide is intended to be a living document that is continuously updated to help members navigate the sometimes complicated processes and issues that are constantly evolving within the federal and state transportation landscapes. Requests for revisions or additions are welcomed and can be sent to NWMC Transportation staff at our contact info below:

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Last Updated: January 2023

FEDERAL FUNDING PROGRAMS

ACTIVE TRANSPORTATION INFRASTRUCTURE

INVESTMENT

PROGRAM PURPOSE

Build safe and connected options for bicycles and walkers within and between communities.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation (USDOT), Office of the Secretary

AVAILABLE FUNDING

\$45 Million has been appropriated for the program in Fiscal Year 2023.

ELIGIBLE APPLICANTS

Local or regional governmental organization (including MPO's), multi-county special districts, states, multi-state groups of governments, tribal governments.

ELIGIBLE PROJECT TYPES

Active transportation projects or group of projects, including property acquisition, site preparation, demolition, and development, planning and design fees, training and education related to the safety of users of the project, and expenses related to the issuance of bonds or notes.

APPLICATION REQUIREMENTS

Total project (or group of projects) cost must be a minimum of \$15 million, or total cost of \$100,000 for planning and design grants. Projects must be within of between a community or group of communities, at least one of which should be under the jurisdiction of the project sponsor.

APPLICATION PROCESS AND TIMELINE

Request for applications published within 30 days of funds being made available, grant awardees notified within 150 days.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent. Projects serving a majority of census tracts with a poverty rate of over 40 percent are eligible for up to 100 percent federal reimbursement.

BRIDGE FORMULA PROGRAM (BFP)

PROGRAM PURPOSE

Replace, rehabilitate, preserve, protect, and construct highway bridges. Local program (open to municipalities, townships, and counties) also known as [Illinois Special Bridge Program](#).

PROGRAM ADMINISTRATOR

Illinois Department of Transportation (IDOT)

AVAILABLE FUNDING

\$5.5 billion annually, 15 percent set aside for off-system bridges.

ELIGIBLE APPLICANTS

Counties, municipalities, townships.

ELIGIBLE PROJECT TYPES

May be used for highway bridge replacement or rehabilitation on any bridge carrying a highway that is under the jurisdiction of the applicant. Bridge deck overlay projects are considered preservation or maintenance, and are not eligible.

APPLICATION REQUIREMENTS

Local agencies can apply for funding through IDOT. Projects should have a minimum cost of \$1 million total, with funding available only for construction and construction engineering. Applicants must work with their District Local Roads Engineer to submit an application and complete the request form.

APPLICATION PROCESS AND TIMELINE

Funds released in October of each year to states. IDOT accepts applications beginning in September with application deadline in October. Awards announced in the Spring.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent of total project cost.

BRIDGE INVESTMENT PROGRAM

PROGRAM PURPOSE

Supports projects to improve bridge and culvert condition, safety, efficiency, and reliability .

PROGRAM ADMINISTRATOR

Federal Highway Administration

AVAILABLE FUNDING

\$12.2 billion over 5 years, \$20 million set aside per year for planning grants. Allows 5 percent to be used on eligible culvert replacement/rehabilitation.

ELIGIBLE APPLICANTS

States, metropolitan planning organizations (representing an area with a population of more than 200,000), local governments, special purpose districts or public authorities with a transportation function, federal land management agencies, tribal governments.

ELIGIBLE PROJECT TYPES

Projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species. Grants may also be used for expenses related to the protection of a bridge, including seismic or scour protection.

APPLICATION REQUIREMENTS

Requests must be at least \$50 million for Large Bridge Projects and \$2.5 million for other Bridge Projects. No minimum request for planning grants.

APPLICATION PROCESS AND TIMELINE

Applications open in the Summer, with several different due dates depending on project type. Awards announced in the Fall.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 50 percent for Large Bridge Projects, 80 percent for any other eligible project, and up to 90 percent for off-system bridge projects.

BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC)

PROGRAM PURPOSE

Shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience.

PROGRAM ADMINISTRATOR

Federal Emergency Management Agency (FEMA)

AVAILABLE FUNDING

\$1 billion annually, (\$56 million set aside for states, \$25 million set aside for tribal governments).

ELIGIBLE APPLICANTS

States, local, Tribal, and territorial governments (local governments must submit sub-applications through Illinois Emergency Management Agency).

ELIGIBLE PROJECT TYPES

Three categories: Capability & Capacity Building, Mitigation Projects, and Management Costs. A sampling of eligible project types is profiled in the [BRIC Mitigation Action Portfolio \(MAP\)](#) and serve as case studies in innovative mitigation at a variety of project scales.

APPLICATION REQUIREMENTS

Projects must be cost-effective, reduce or eliminate risk and damage from future natural hazards, meet either of the two latest published editions of relevant consensus-based codes, specifications and standards, align with an applicable hazard mitigation plan, meet all environmental and historic preservation (EHP) requirements.

APPLICATION PROCESS AND TIMELINE

Applications accepted in Fall each year, reviewed during Winter/Spring, and announced in Summer.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 75 percent. FEMA will provide 100% federal funding for applicant and sub-applicant management costs.

CARBON REDUCTION PROGRAM

PROGRAM PURPOSE

Reduce transportation emissions and develop carbon reduction strategies to address the nation's climate crisis.

PROGRAM ADMINISTRATOR

Federal Highway Administration

AVAILABLE FUNDING

\$225.6 million for Illinois over 5 years; 65% sub-allocated within the state by population.

ELIGIBLE APPLICANTS

States

ELIGIBLE PROJECT TYPES

Projects that support the reduction of transportation emissions, including: the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; public transportation projects; projects that support alternative fuel vehicle deployment; projects that mitigate the impacts of freight; port electrification; and congestion management technologies.

APPLICATION REQUIREMENTS

States are required to develop a carbon reduction strategy in consultation with their MPO's within 2 years after enactment of the Surface Transportation Reauthorization Act of 2021 and updated at least every 4 years.

APPLICATION PROCESS AND TIMELINE

Funds released in Q1 each year to states.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent.

CHARGING AND FUELING INFRASTRUCTURE

GRANTS (COMMUNITY CHARGING)

PROGRAM PURPOSE

Install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities.

PROGRAM ADMINISTRATOR

Federal Highway Administration

AVAILABLE FUNDING

\$2.5 billion over 5 years.

ELIGIBLE APPLICANTS

States or political subdivisions of a State, Metropolitan Planning Organizations, local governments, special purpose districts or public authorities with a transportation function, Indian Tribes, territories.

ELIGIBLE PROJECT TYPES

Acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices. At least 50 percent of funding must be used for a community grant program where priority is given to projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.

APPLICATION REQUIREMENTS

Prioritization of rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.

APPLICATION PROCESS AND TIMELINE

Program requirements to be established Q4 of 2022, NOFO open in Spring 2023.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent.

COMMUNITY DEVELOPMENT BLOCK GRANTS

(CDBG)

PROGRAM PURPOSE

To fund community development projects in low and moderate income communities.

PROGRAM ADMINISTRATOR

Arlington Heights, Des Plaines, Hoffman Estates, Mount Prospect, Palatine, Schaumburg, Skokie, Cook County, Lake County.

AVAILABLE FUNDING

Varies depending on geography. Approx. \$37 million to the region (minus Chicago) annually.

ELIGIBLE APPLICANTS

Local governments and non-profits, though note that a community cannot apply for County or State CDBG funds if it already receives CDBG funds from HUD locally.

ELIGIBLE PROJECT TYPES

CDBG can be used on many things, including planning, public services, and housing. Sidewalk improvements are eligible.

APPLICATION REQUIREMENTS

Phase I engineering must be substantially complete.

APPLICATION PROCESS AND TIMELINE

The call cycle is annual, though the process, timing, and time-frame for each administrator varies.

LOCAL MATCH REQUIREMENT

Depends on the administrator. May not be required, but match funds may mean a project is more likely to be funded.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)

PROGRAM PURPOSE

Improve air quality and reduce congestion, as established in the Federal authorizing legislation. To carry out these goals, four objectives have been identified: Localized Congestion Relief; Operational Improvements; Mode Shift; Direct Emissions Reduction.

PROGRAM ADMINISTRATOR

Chicago Metropolitan Agency for Planning (CMAP)

AVAILABLE FUNDING

Varies per year, currently a \$117 million annual program.

ELIGIBLE APPLICANTS

Local, state or regional governments with taxing authority (private or non-profits agencies may apply with a public sponsor) within a non-attainment area.

ELIGIBLE PROJECT TYPES

Access to Transit, Bottleneck Elimination, Intersection Improvements, Signal Interconnects, Bicycle Facilities, Alternative Fuel Powered Vehicles, Other Projects listed in [CMAQ Guidebook](#).

APPLICATION REQUIREMENTS

Phase I Engineering must be substantially complete, bicycle facility projects must be identified in local or regional plan, milestone schedules must be realistic, project applications must be reviewed by PL's.

APPLICATION PROCESS AND TIMELINE

Call for projects held biannually in January, applications due in March. Sponsors required to submit applications two weeks prior to final deadline for PL review. Staff recommended draft programs presented to PSC in July, then 30-day public comment. PSC considers final program for approval in September, then Transportation Committee approves TIP amendment, and CMAP Board/MPO Policy Committee approve final incorporation into regional TIP.

LOCAL MATCH REQUIREMENT

Federal funding not to exceed 80 percent, Phase II engineering not eligible for CMAQ funding for signal interconnect projects.

FEDERAL LANDS ACCESS PROGRAM

(FLAP)

PROGRAM PURPOSE

Improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

PROGRAM ADMINISTRATOR

Federal Highway Administration , Eastern Federal Lands Highway Division

AVAILABLE FUNDING

5-year average 297.6 million, currently a \$1.488 billion five-year program.

ELIGIBLE APPLICANTS

States, counties, municipalities, townships, tribal governments.

ELIGIBLE PROJECT TYPES

Transportation planning, research, engineering, preventative maintenance, rehabilitation, restoration, construction, or reconstruction of federal land access transportation facilities.

APPLICATION REQUIREMENTS

Projects must be transportation facilities located on, adjacent to, or that provide access to federal lands. Applicants must own or have maintenance responsibility of the transportation facility or must supply letter from the facility owner/maintainer indicating the application is being submitted on their behalf. Project applications must also be sponsored and/or supported by the appropriate Federal Land Management Agency (FLMA) unit whose access would be enhanced by the proposed action.

APPLICATION PROCESS AND TIMELINE

Call for Projects opens in Summer, EFLHD notifies successful applicants in Winter, see [basic schedule](#).

LOCAL MATCH REQUIREMENT

Program funds projects with 100 percent federal funding. Applications that include other sources of committed funding will receive additional consideration.

HEALTHY STREETS PROGRAM

PROGRAM PURPOSE

To reduce flooding, improve air quality, and mitigate the urban heat island effect within communities of color and low income communities by providing grants to both plant trees and deploy Smart Surfaces, such as reflective pavement in urban heat islands and porous pavement in flood prone areas.

PROGRAM ADMINISTRATOR

Federal Highway Administration

AVAILABLE FUNDING

\$100 million per year nationally , 80% set-aside for urbanized areas, \$15 million cap per project.

ELIGIBLE APPLICANTS

States, counties, townships, tribal governments, municipalities, MPO's, or nonprofit organizations working in coordination with any of the previously mentioned governmental entities.

ELIGIBLE PROJECT TYPES

Cool/porous pavement projects, expanded tree cover, projects that reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users, hiring staff for any of the above activities.

APPLICATION REQUIREMENTS

Applications must demonstrate how projects would improve safety, health outcomes, natural environment, and quality of life in low-income/ disadvantaged communities. Priority will be given to projects in low-income communities, those that have entered into a community benefits agreement, and those that partner with qualifying youth or conservation corps.

APPLICATION PROCESS AND TIMELINE

TBD, will update when available.

LOCAL MATCH REQUIREMENT

Although the typical 80/20 federal/local match requirement applies to this program. FHWA may grant exceptions and authorize 100% federal funding for projects carried out by an eligible entity that demonstrates economic hardships.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

PROGRAM PURPOSE

Produce a measurable and significant reduction in fatalities and serious injuries resulting from traffic related crashes on all public roads. In addition, ensuring there are reductions in fatalities and serious injuries on rural major and minor collector roads and rural local roads as well as with older (>65 years old) drivers and pedestrians is a priority.

PROGRAM ADMINISTRATOR

Illinois Department of Transportation (IDOT)

AVAILABLE FUNDING

\$533,292,740 for Illinois over a 5 year period.

ELIGIBLE APPLICANTS

Local and regional governments.

ELIGIBLE PROJECT TYPES

Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.

APPLICATION REQUIREMENTS

Projects must: address goals included in State Highway Safety Plan, be identified through a data-driven process, target an identified safety problem, contribute to a reduction in fatalities/serious injuries, contain a location where a fatality or serious injury has occurred in the past, show a benefit/cost ratio of greater than one.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published in Spring, application deadline in Summer and selected projects announced in early Fall.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 90 percent.

ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM (ITEP, TAP-S)

PROGRAM PURPOSE

Set-aside of Transportation Alternatives Program administered by IDOT intended to foster cultural, historic, aesthetic and environmental aspects of transportation infrastructure.

PROGRAM ADMINISTRATOR

Illinois Department of Transportation (IDOT)

AVAILABLE FUNDING

\$125 million annually (includes federal funding and state matching assistance), \$3 million cap per project.

ELIGIBLE APPLICANTS

Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts or schools, tribal governments, nonprofit entities responsible for local transportation programs.

ELIGIBLE PROJECT TYPES

Bicycle and pedestrian projects, recreational trails, streetscape improvements, safety projects that address vulnerable road users, rails-to-trails, historic preservation, vegetation/stormwater management.

APPLICATION REQUIREMENTS

Must be submitted online, applicants must be registered in the GATA system. Hard copies no longer required.

APPLICATION PROCESS AND TIMELINE

Applications accepted annually in late Summer, with deadline in Fall. Project sponsors notified of awards in Spring/early Summer.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent. State funding available for partial and full matching funds for some projects.

LOCAL TECHNICAL ASSISTANCE (LTA)

PROGRAM PURPOSE

Build local capacity, engage marginalized groups, empower local governments to develop solutions for difficult community challenges, make critical decisions, and connect local partners to implementing agencies and capital funding for infrastructure investments.

PROGRAM ADMINISTRATOR

Chicago Metropolitan Agency for Planning (CMAP)

AVAILABLE FUNDING

Approximately \$117.1 million to Illinois over 5 years (Metropolitan Planning Funds also fund other CMAP planning activities).

ELIGIBLE APPLICANTS

Local governments, Chicago community areas, non-governmental organizations that partner with Chicago community areas.

ELIGIBLE PROJECT TYPES

ADA self-evaluation and transition plans, Bicycle and pedestrian plans, capital improvement planning, corridor plans, grant readiness, transportation safety plans, NEXT Program, pavement management plans, truck routing and community studies. See website for [full descriptions](#).

APPLICATION REQUIREMENTS

No requirements at time of application, but selected projects must enter into an intergovernmental agreement and commit to provide applicable program contribution, attend check-in meetings, and participate in outreach activities for the project.

APPLICATION PROCESS AND TIMELINE

Applications accepted annual in the Fall, review and follow-up conducted Winter, and award notification in late Winter.

LOCAL MATCH REQUIREMENT

Local contribution depends on project type, size of project, and Community Cohort level. See [Local Contributions Schedule](#).

NATIONAL INFRASTRUCTURE PROJECT

ASSISTANCE PROGRAM (Mega)

PROGRAM PURPOSE

Support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Known statutorily as the National Infrastructure Project Assistance program.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation (USDOT), Office of the Secretary

AVAILABLE FUNDING

\$5 billion over 5 years.

ELIGIBLE APPLICANTS

States, metropolitan planning organizations, local governments, political subdivisions of a State, special purpose districts or public authorities with a transportation function including a port authority, tribal governments, a partnership between Amtrak and another entity listed above, any group of entities listed above.

ELIGIBLE PROJECT TYPES

Highway or bridge projects, freight intermodal or rail project that provides a public benefit, rail-highway grade separation or elimination, intercity passenger rail, public transportation projects eligible for FTA title 49 funding and is part of another eligible project type.

APPLICATION REQUIREMENTS

Funding available until expended. Applicants must provide benefit cost analysis with each application (consult [guide](#) for assistance). Application packages should include sufficient evidence of project milestones (including planning, NEPA, and permitting milestones) achieved and remaining, as well as financial capacity and commitment in order to support project readiness.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published in Spring, applications due early Summer, selections announced in Winter.

LOCAL MATCH REQUIREMENT

Mega funding share not to exceed 60 percent. Other federal funds may be used to satisfy up to 80 percent of total costs.

NATIONAL CULVERT REMOVAL, REPLACEMENT AND RESTORATION PROGRAM

PROGRAM PURPOSE

Removing, replacing or restoring culverts, which will enable the recovery of salmon passage and habitats.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation (USDOT), Office of the Secretary

AVAILABLE FUNDING

\$200 million annually, \$20 million cap per project.

ELIGIBLE APPLICANTS

States, units of local government or tribal governments.

ELIGIBLE PROJECT TYPES

Projects for the replacement, removal, and repair of culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include infrastructure to facilitate fish passage around or over the weir; and weir improvements.

APPLICATION REQUIREMENTS

Minimum request of \$10,000. Priority given to projects that would open up more than 200 meters of upstream (anadromous) habitat before the end of the natural habitat.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity posted in the Fall, applications close in late Winter.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent for urban projects and up to 100 percent Federal funding for tribal governments.

NATIONAL ELECTRIC VEHICLE FORMULA PROGRAM (NEVI)

PROGRAM PURPOSE

Provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access and reliability.

PROGRAM ADMINISTRATOR

Federal Highway Administration

AVAILABLE FUNDING

\$148.6 million to Illinois over 5 years , 10 percent set-aside for discretionary grants to states and other entities.

ELIGIBLE APPLICANTS

Formula funding goes directly to states, set-aside available to states, metropolitan planning organizations, local governments, political subdivisions of a State, special purpose districts or public authorities with a transportation function including a port authority, tribal governments, a partnership between Amtrak and another entity listed above or any group of entities listed above.

ELIGIBLE PROJECT TYPES

Acquisition and installation of EV charging infrastructure, costs allocable to operating and maintain EV Charging Infrastructure, traffic control devices and on premise signs, data sharing for EV charging infrastructure. Discretionary funding will to projects that strategically fill in gaps in the national network.

APPLICATION REQUIREMENTS

Formula funding not to be distributed until states have had Electric Vehicle Infrastructure Deployment Plans approved by FHWA. Illinois' plan was approved in September 2022.

APPLICATION PROCESS AND TIMELINE

TBD, will update regarding discretionary program when available.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent.

NATIONAL HIGHWAY FREIGHT PROGRAM

(Illinois Competitive Freight Program)

PROGRAM PURPOSE

Improve the efficient movement of freight on the National Highway Freight Network (NHFN) by investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity. Illinois' program is designed to implement the goals of the [Illinois State Freight Plan](#).

PROGRAM ADMINISTRATOR

Illinois Department of Transportation

AVAILABLE FUNDING

\$256.6 million distributed to Illinois over 5 years.

ELIGIBLE APPLICANTS

Eligible applicants include local, state, or federal governmental agencies such as Cities, Counties, Transportation Authorities, Metropolitan Planning Organizations, or Regional Planning Commissions.

ELIGIBLE PROJECT TYPES

Planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. Construction, reconstruction, rehabilitation, acquisition of real property, construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance. Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.

APPLICATION REQUIREMENTS

Project proposals from a private entity must have a public sponsor.

APPLICATION PROCESS AND TIMELINE

Applications open in Spring, awards announced in Summer. Applications not solicited every year.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent (for interstate projects federal share not to exceed 90 percent).

NATIONALLY SIGNIFICANT FREIGHT AND HIGH-WAY PROJECTS (INFRA Grant)

PROGRAM PURPOSE

To improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas through multimodal freight & highway projects of national or regional significance.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation, Office of the Secretary

AVAILABLE FUNDING

\$8 billion over 5 years.

ELIGIBLE APPLICANTS

State or group of states, metropolitan planning organization, local government, political subdivision of a state or local government, special purpose district, and tribal governments.

ELIGIBLE PROJECT TYPES

Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

APPLICATION REQUIREMENTS

Applicants apply through one combined grant opportunity that includes Mega and Rural Surface Transportation Grants. Must provide benefit cost analysis with each application (consult [guide](#) for assistance). Application packages should include sufficient evidence of project milestones (including planning, NEPA, and permitting milestones) achieved and remaining, as well as financial capacity and commitment in order to support project readiness. Minimum award of \$25 million for large and \$5 million for small projects.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published in Spring, applications due early Summer, selections announced in Winter.

LOCAL MATCH REQUIREMENT

Mega funding share not to exceed 60 percent. Other federal funds may be used to satisfy up to 80 percent of total costs.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT AND COST-SAVING TRANSPORTATION (PROTECT)

PROGRAM PURPOSE

Provide funds for resilience improvements through formula funding distributed to States; competitive planning grants to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities and competitive resilience improvement grants.

PROGRAM ADMINISTRATOR

Federal Highway Administration

AVAILABLE FUNDING

\$256.6 million (formula) over 5 years to Illinois, \$1.4 billion competitive.

ELIGIBLE APPLICANTS

State (or political subdivision of a State), MPO, local government, special purpose district or public authority with a transportation function.

ELIGIBLE PROJECT TYPES

Highway, transit, intercity passenger rail, and port facilities, resilience planning activities, flood resilience projects, construction activities (oriented toward resilience), construction of (or improvement to) evacuation routes.

APPLICATION REQUIREMENTS

May only use up to 40 percent of the grant for construction of new capacity, up to 10 percent for development phase activities, and at least 2 percent for resilience-related planning activities.

APPLICATION PROCESS AND TIMELINE

TBD, will update when available.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent; up to 90 percent if states meet certain requirements pertaining to Resilience Improvement Plans; up to 100 percent Federal funding for tribal governments. Waivers available in some circumstances.

RAIL-HIGHWAY GRADE CROSSING PROGRAM

(RHCP/Section 130)

PROGRAM PURPOSE

Set-aside of HSIP program to improve safety to reduce the number of fatalities, injuries and crashes at public railway-highway grade crossings.

PROGRAM ADMINISTRATOR

Federal Highway Administration

AVAILABLE FUNDING

\$56.5 million for Illinois over 5 years

ELIGIBLE APPLICANTS

Funds apportioned to states by formula. Local agencies may receive funding as incentive payments to close crossings or as matching funds for state-funded projects.

ELIGIBLE PROJECT TYPES

Installation of protective devices, incentive payments for local agencies to close public crossings, projects that eliminate hazards posed by blocked crossings, other hazard elimination projects. All public crossings eligible including roadways, bike trails, and pedestrian paths.

APPLICATION REQUIREMENTS

Installation of protective devices at crossings must make up at least 50 percent of a state's spending. Each state must submit an annual report to FHWA by August 31 of each year describing the state's progress made to implement the RHCP and the effectiveness of the improvements made as a result. Each state is required to conduct and maintain a survey of all highways to identify crossings that may require improvements.

APPLICATION PROCESS AND TIMELINE

N/A, funds apportioned to states by formula.

LOCAL MATCH REQUIREMENT

No non-Federal cost share required.

RAILROAD CROSSING ELIMINATION PROGRAM

PROGRAM PURPOSE

To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. In addition to improving safety, FRA seeks to fund projects that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts.

PROGRAM ADMINISTRATOR

Federal Railroad administration (FRA)

AVAILABLE FUNDING

\$3 billion, available until expended. At least 3 percent set-aside for planning grants, at least 20 percent to projects in Rural Areas or Tribal Lands. No more than 20% of total grant funding allocated to any single state.

ELIGIBLE APPLICANTS

States, political subdivisions of state, units of local government or a group of local governments, metropolitan planning organizations.

ELIGIBLE PROJECT TYPES

Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof ; track relocation; improvement or installation of protective devices, signals, signs, or other; measures to improve safety related to a separation, closure, or track relocation project; other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions); planning, environmental review, and design of an eligible project type.

APPLICATION REQUIREMENTS

Minimum \$1 million award per project, except for planning grants.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published in Summer, applications due in the Fall.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent.

REBUILDING AMERICAN INFRASTRUCTURE **WITH SUSTAINABILITY AND EQUITY (RAISE)**

PROGRAM PURPOSE

Invest in road, rail, transit and port projects that promise to achieve national objectives and have a significant local or regional impact. Formerly known as BUILD and TIGER grants.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation, Office of the Secretary

AVAILABLE FUNDING

\$7.5 billion over 5 years.

ELIGIBLE APPLICANTS

State, Metropolitan Planning Organizations, local governments, Tribes, other public authorities and special purpose districts, including port authorities.

ELIGIBLE PROJECT TYPES

Highway/bridge, public transportation, passenger or freight rail projects, port infrastructure investments, surface transportation components of an airport, projects for investment in surface transportation facilities on Tribal land, projects to replace or rehabilitate a culvert or certain projects to prevent storm-water runoff, planning activities for any of the above projects.

APPLICATION REQUIREMENTS

Applicants must provide benefit cost analysis with each application (consult [guide](#) for assistance). Application packages should include sufficient evidence of project milestones (including planning, NEPA, and permitting milestones) achieved and remaining, as well as financial capacity and commitment in order to support project readiness.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published in Fall, applications due in Winter.

LOCAL MATCH REQUIREMENT

Federal share not to exceed 80 percent.

RECONNECTING COMMUNITIES PILOT

PROGRAM (RCP)

PROGRAM PURPOSE

Reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation, Office of the Secretary

AVAILABLE FUNDING

\$1 billion over 5 years, with \$250 million set-aside for planning and \$750 million for capital construction.

ELIGIBLE APPLICANTS

States, local governments, Metropolitan Planning Organizations, nonprofit organizations.

ELIGIBLE PROJECT TYPES

Planning studies of: current traffic patterns on the eligible facility proposed for removal, retrofit, or mitigation and the surrounding street network; transportation network capacity; alternative roadway designs or other uses for the right-of-way; impacts to the mobility of freight and people and; impacts to the safety of the traveling public. Removal, retrofit or mitigation of an existing eligible facility, replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community.

APPLICATION REQUIREMENTS

For Capital Construction, the Facility Owner or eligible applicants to Planning Grants may submit the application as long as the owner of the transportation facility is a joint applicant with evidence of endorsing the application.

APPLICATION PROCESS AND TIMELINE

NOFO published mid-Summer, applications due in the Fall.

LOCAL MATCH REQUIREMENT

Planning grants: RCP funding not to exceed 80 percent; capital construction: RCP not to exceed 50 percent. Other federal funding may be put toward capital construction projects with total federal funding not to exceed 80 percent.

RECREATIONAL TRAILS PROGRAM

PROGRAM PURPOSE

Provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails.

PROGRAM ADMINISTRATOR

Illinois Department of Natural Resources

AVAILABLE FUNDING

Approximately \$1.5 million to Illinois annually, 30% set-aside for motorized trails, 30% for non-motorized trails, remaining 40% for multi-use trails.

ELIGIBLE APPLICANTS

Local governments, state agencies, federal agencies, non-profit organizations, and individuals. Non-profits from outside Illinois may only apply if the property that the facility is on is owned by them, leased by them or have a temporary easement.

ELIGIBLE PROJECT TYPES

Trail construction and rehabilitation, restoration of areas adjacent to trails damaged by unauthorized trail uses, construction of trail-related support facilities and amenities, acquisition from willing sellers of trail corridors through easements or fee simple title.

APPLICATION REQUIREMENTS

All applicants must be registered with GATA prior to the application deadline date. A project sponsor must either own or have a sufficient long term non-revocable lease or easement for an RTP project area. A long term lease or easement must be for a minimum of 25 years at the time of application. Non-governmental applicants must submit proof of \$1 million minimum liability insurance coverage for proposed project facility. Club applicants must verify club's incorporation status with Secretary of State's Office.

APPLICATION PROCESS AND TIMELINE

Applications due no later than March 1 of each calendar year, awards generally announced within 180 days following the deadline.

LOCAL MATCH REQUIREMENT

Federal funding not to exceed 80 percent.

SAFE ROUTES TO SCHOOL PROGRAM

(SRTS)

PROGRAM PURPOSE

Set-aside of TAP funding intended to improve safety and promote walking and bicycling as transportation options for school children.

PROGRAM ADMINISTRATOR

Illinois Department of Transportation (IDOT)

AVAILABLE FUNDING

Approximately \$12.3 million per year in Illinois.

ELIGIBLE APPLICANTS

Local governments or other roadway jurisdictions, school districts (must be sponsored by a local government or be able to demonstrate the ability to follow all federal and State of Illinois policies, directives, and laws .

ELIGIBLE PROJECT TYPES

Sidewalk Improvements, traffic calming/speed reduction, traffic control devices, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle facilities, secure bicycle parking facilities.

APPLICATION REQUIREMENTS

Must provide a resolution or letter of support from local school district, and Letter of Allowance from local IDOT District office if located along a state route. Projects must be completed within 2 miles of an identified school. School districts are limited to one application each. Minimum award of \$25k and maximum award of \$250k.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published in Summer, applications due in early Fall, awards announced in Spring.

LOCAL MATCH REQUIREMENT

Federal funding not to exceed 80 percent.

SAFE STREETS AND ROADS FOR ALL PROGRAM

(SS4A)

PROGRAM PURPOSE

Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation, Office of the Secretary

AVAILABLE FUNDING

\$5 billion over five years, no more than 15 percent of total funding to be awarded per state, and 40 percent set-aside for Action Plan grants in FFY 2022.

ELIGIBLE APPLICANTS

Metropolitan planning organizations, local governments and other special districts that are subdivisions of a State, tribal governments or a group of any of the above entities.

ELIGIBLE PROJECT TYPES

Action Plan Grants: include development of Safety Action Plans and supplemental planning in support of Action Plans

Implementation Grants: carry out strategies and treatments identified in a Safety Action Plan.

APPLICATION REQUIREMENTS

Must have Safety Action Plan in place already to apply for Implementation funding.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published in Summer, applications due early

LOCAL MATCH REQUIREMENT

Federal funding not to exceed 80 percent.

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION PROGRAM (SMART)

PROGRAM PURPOSE

Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

PROGRAM ADMINISTRATOR

U.S. Department of Transportation, Office of the Secretary

AVAILABLE FUNDING

\$500 million, funding only available for Stage 1 projects until FFY 2023.

ELIGIBLE APPLICANTS

State or group of states, Metropolitan Planning Organizations, local governments, special purpose districts, public toll authorities, transit agencies, Tribal governments, or any group of the above entities.

ELIGIBLE PROJECT TYPES

Coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, innovative aviation technology, smart grid, smart technology traffic signals.

APPLICATION REQUIREMENTS

Up to \$2 million awarded per project for Stage 1 projects, up to \$15 million per project for Stage 2 projects. Projects that demonstrate the following characteristics are prioritized: fit, scale and adoption; data sharing, cybersecurity and privacy; workforce development; measurement and validation.

APPLICATION PROCESS AND TIMELINE

Notice of Funding Opportunity published late Summer, applications due in Fall.

LOCAL MATCH REQUIREMENT

Stage 1 projects are eligible for 100 percent federal funding.

TRANSPORTATION ALTERNATIVES PROGRAM— LOCAL (TAP-L)

PROGRAM PURPOSE

Set-aside of the STP program designed to support non-motorized transportation. CMAP's program selects projects that help complete the [Regional Greenways and Trail Plan](#).

PROGRAM ADMINISTRATOR

Chicago Metropolitan Agency for Planning (CMAP)

AVAILABLE FUNDING

Approximately \$50 million per year for Illinois,

ELIGIBLE APPLICANTS

Local governments within the 7 county region, transit agencies, county DOT's, groups of any of the above entities.

ELIGIBLE PROJECT TYPES

Bicycle facility projects that implement the Regional Greenways and Trails Plan.

APPLICATION REQUIREMENTS

Phase I engineering must be "substantially complete" by application deadline.

APPLICATION PROCESS AND TIMELINE

Bi-annual call for projects held in conjunction with STP-Shared Fund and CMAQ programs. Applications solicited in January, deadline in Spring, awards announced in Summer.

LOCAL MATCH REQUIREMENT

Federal funding not to exceed 80 percent.

SURFACE TRANSPORTATION PROGRAM—LOCAL

(STP-L)

PROGRAM PURPOSE

Sub-allocation of Surface Transportation Block Grant funding to the CMAP urbanized area for a broad range of eligible transportation projects. Due in part to the broad project eligibilities, historic practices, and differing sub-regional emphases on the individual priorities of [ON TO 2050](#), the [MPO Policy Committee](#) has delegated STP programming authority to the regional Councils of Mayors and City of Chicago.

PROGRAM ADMINISTRATOR

Local Councils of Mayors and the City of Chicago. NWMC includes the [North Shore Council of Mayors](#) and the [Northwest Council of Mayors](#).

AVAILABLE FUNDING

North Shore Council of Mayors = \$30,789,350 over 5 years

Northwest Council of Mayors = \$64,234,248

ELIGIBLE APPLICANTS

Local government members of one of the region’s Councils of Mayors. Other entities can apply through municipal members.

ELIGIBLE PROJECT TYPES

See [North Shore](#) and [Northwest](#) methodologies for individual criteria.

APPLICATION REQUIREMENTS

Must be located on a federally eligible route. New projects can only be submitted during the bi-annual Call for Projects.

APPLICATION PROCESS AND TIMELINE

Call for Projects held every 2 years in January to develop 5 year program.

LOCAL MATCH REQUIREMENT

North Shore Council of Mayors: Federal funding not to exceed 70 percent.

Projects eligible for 80 percent federal funding if not utilizing federal funding for Phase II engineering.

Northwest Council of Mayors: Federal funding not to exceed 50 percent for Phase II engineering and Right-of-Way. Federal funding not to exceed 80 percent for roadway reconstruction and intersection improvements. Federal funding not to exceed 75 percent for roadway resurfacings.

SURFACE TRANSPORTATION PROGRAM— SHARED FUND (STP-SF)

PROGRAM PURPOSE

Established for the purpose of supporting larger-scale regional projects that address regional performance measures and the goals of ON TO 2050.

PROGRAM ADMINISTRATOR

Chicago Metropolitan Agency for Planning (CMAP)

AVAILABLE FUNDING

\$169.9 million over 5 years.

ELIGIBLE APPLICANTS

Local governments within the 7 county region, transit agencies, county DOT's, groups of any of the above entities.

ELIGIBLE PROJECT TYPES

Projects of significant cost and multijurisdictional projects in eight categories that address federal performance measures and priorities of ON TO 2050: bicycle and pedestrian barrier elimination, bus speed improvements, bridge rehabilitation or reconstruction, highway/rail grade crossing improvements, road reconstruction, road expansion, corridor or small area safety, transit station improvements (including bicycle and pedestrian access to stations), and truck route improvements.

APPLICATION REQUIREMENTS

Phase I engineering must be underway. Phase eligibility and future cost increases will be limited by the degree of completion of engineering at the time of the application. Projects must have a total cost of at least \$5 million. Project sponsors must follow all relevant Active Program Management guidelines including submittal of quarterly status reports.

APPLICATION PROCESS AND TIMELINE

Call for Projects held every 2 years in January to develop 5 year program.

LOCAL MATCH REQUIREMENT

Federal funding not to exceed 80 percent. Projects committing a higher percentage of local funding may receive higher scores.

STATE & REGIONAL FUNDING PROGRAMS

ACCESS TO TRANSIT

PROGRAM PURPOSE

Improve access to the regional transit system for pedestrians and bicyclists. Depending on the project type, the program leverages Regional Transportation Authority (RTA) funding and local funds with federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding to help implement recommendations from planning studies completed through the RTA's Community Planning program or the Chicago Metropolitan Agency for Planning's (CMAP) Local Technical Assistance (LTA) program.

PROGRAM ADMINISTRATOR

Regional Transportation Authority (RTA)

AVAILABLE FUNDING

Dependent on CMAQ program.

ELIGIBLE APPLICANTS

Municipalities and counties that have completed, or are in the process of completing, a planning or implementation project. Must have CTA, Metra, or Pace service in their community and be located within the RTA's six-county service area.

ELIGIBLE PROJECT TYPES

Category A includes Phase II engineering and construction for small-scale, bike and pedestrian infrastructure improvements that are based on recommendations from Community Planning or LTA studies with transit-related components. Category B includes only Phase I engineering for small-scale, bike and pedestrian improvements as described under Category A.

APPLICATION REQUIREMENTS

Phase I engineering must be complete for Category A. Category B funding reserved for municipalities with lower tax bases or median incomes.

APPLICATION PROCESS AND TIMELINE

Applications open in March, applicants notified by July.

LOCAL MATCH REQUIREMENT

For most projects, the 20% local match required by CMAQ will be shared equally by the RTA and the applicant, with each covering 10% of the total project cost.

Grade Crossing Protection Fund (GCPF)

PROGRAM PURPOSE

Improve safety at highway-railroad crossings on local roads and streets to achieve the greatest amount of public safety per dollar spent. Part of the Crossing Safety Improvement Program.

PROGRAM ADMINISTRATOR

Illinois Commerce Commission (ICC)

AVAILABLE FUNDING

\$42 million annually from GCPF, additional \$78 million over 5 years from Rebuild Illinois Capital Program.

ELIGIBLE APPLICANTS

Local governments, private railroads

ELIGIBLE PROJECT TYPES

Warning device upgrades, grade separations (new and reconstructed), vertical clearance improvements, interconnects, highway approaches and connecting roads, remote monitoring devices, low cost improvements at unsignalized crossings, trespass mitigation.

APPLICATION REQUIREMENTS

Assistance from the GCPF cannot be used for safety improvements at highway-rail crossings located on the state road or highway system. Rebuild Illinois funding not limited to local routes or other federal restrictions.

APPLICATION PROCESS AND TIMELINE

Applications open in the Fall, 5 year program released in Spring.

LOCAL MATCH REQUIREMENT

Typically, GCPF not to exceed 60 percent for grade separations and 85 to 95 percent for grade crossing improvements. Higher contributions have been authorized depending on funding availability.

Invest in Cook

PROGRAM PURPOSE

Help municipalities further their transportation projects by covering the cost of planning, engineering, right-of-way acquisition and construction associated with transportation improvements sponsored by local governments and private partners.

PROGRAM ADMINISTRATOR

Cook County Department of Transportation and Highways (DoTH)

AVAILABLE FUNDING

Varies by year, approximately \$8 million available per year.

ELIGIBLE APPLICANTS

Municipalities, townships, park districts, transit agencies, non-profit organizations.

ELIGIBLE PROJECT TYPES

Accessibility improvements, multi-use paths, sidewalk installation and extensions, bridge work, crossing improvements, lighting, streetscape improvements, active transportation and safety planning, roadway reconstruction/resurfacing, right-of-way acquisition, design engineering.

APPLICATION REQUIREMENTS

Applications must include signed cover letter, project map, project schedule, cost estimates, financial standing documents, and project area photo(s).

APPLICATION PROCESS AND TIMELINE

Application materials are posted on Cook County's DOT website at: <https://www.cookcountyil.gov/investincook>. Applications will only be accepted electronically and must be submitted by the deadline.

LOCAL MATCH REQUIREMENT

Very low- and low-need communities (as designated by CMAP) will be expected to match County funds on at least a one-to-one basis. Very high- and high-need communities may not need a local match to County funds.

GLOSSARY OF TERMS

Active Program Management (APM) —

Active Program Management provides a mechanism for ensuring timely obligations to protect the region’s funding from lapse and rescission, and to provide flexibility for moving forward projects that are “ready” in favor of those that are “delayed”. APM is achieved through strong project and program management with active monitoring of project implementation status from project selection through obligation of federal funds. All federal Surface Transportation Program (STP) funding is subject to APM policies.

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 federal requirements and the Clean Air Act Amendments (CAAA).

Alternatives Analysis (AA) —

Part of the New Starts process for transit projects. The Alternatives Analysis Study is designed to examine all the potential transit options available and determine a locally preferred alternative.

Americans with Disabilities Act of 1990 (ADA) —

[Civil rights legislation](#) that prohibits discrimination and guarantees that people with disabilities have the same opportunities as everyone else to employment opportunities, to purchase goods and services, and to participate in State and local government programs and services.

Annual Average Daily Traffic (AADT) —

The total yearly volume of vehicles on a roadway divided by the number of days in the year.

Arterial —

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

Bridge Formula Program (BFP) —

Federal formula funding to States to replace, rehabilitate, preserve, protect, and construct bridges on public roads. Includes a 15 percent set aside for off-system bridges. In Illinois, also known as Illinois Special Bridge Program.

Bridge Investment Program (BIP) —

Federal discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.

Bureau of Local Roads and Streets (BLRS) —

Division of the Illinois Department of Transportation that renders guidance and assistance to Local Public Agencies (LPA) in planning, financing, designing, constructing, and maintaining local highway and street systems.

Bus Rapid Transit (BRT) —

High-quality [bus-based transit system](#) that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

Call for Projects (CFP) —

An official invitation for project sponsors to submit applications for grant funding within a specific range of time.

Carryover —

An annual process in which TIP programmers bring projects into the new federal fiscal year which begins October 1.

Chicago Metropolitan Agency for Planning (CMAP) —

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 and Northwest Council areas.

Chicago Transit Authority (CTA) —

[Public transportation system](#) covering the City of Chicago and 35 surrounding suburbs, including NWMC members Skokie, Evanston, and Wilmette.

Collector —

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

Complete Streets —

A [policy and design approach](#) that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and travel for all roadway users, regardless of their age, abilities, or mode of travel.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) —

Federal transportation program that funds projects that improve air quality and/or reduce congestion. Projects are selected from a competitive application process through the Chicago Metropolitan Agency for Planning (CMAP).

Congressionally Directed Spending Requests —

Statutory provision or report language included primarily at the request of a Senator or a Member of the House of Representatives providing, authorizing, or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority, otherwise known as “earmarks”.

Construction Engineering (CE) —

Oversight and management of the final stage of project construction and close-out. Also called Phase III engineering (ENG III).

Contingency Program —

A list of projects submitted during a Call for Projects that were unable to be funded due to fiscal constraint. Projects on the contingency program are subject to the same Active Program Management requirements as those in the Active Program.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) —

Large spending bill combining stimulus relief for the COVID-19 pandemic with an omnibus spending bill for the 2021 federal fiscal year.

Council of Mayors —

The Council of Mayors is composed of the chief executives of the 283 municipalities in the seven-county CMAP region, organized into 11 subregional councils plus the City of Chicago. The subregional councils are defined by specific geographic boundaries – six in suburban Cook County and one for each of the collar counties. NWMC municipalities within Cook County belong to either the North Shore or Northwest Council of Mayors, while NWMC municipalities in the collar counties belong to one of the collar county Councils of Mayors.

Crossing Safety Improvement Program —

Program administered by the Illinois Commerce commission utilizing Grade Crossing Protection Funds to implement highway-rail safety capital projects on local roads and streets across the state.

Design Approval (DA) —

IDOT approval of a project’s Phase I Design Report, which achieves the objectives of design uniformity, public involvement, public interest considerations, and overall effects of the project.

Electric Vehicle (EV) —

Vehicles that are powered using batteries instead of gasoline tanks and electric motors instead of internal combustion engines.

Battery Electric Vehicles (BEVs) —

Vehicles (also referred to as “all-electric vehicles”) that run on electricity only and are recharged from an external power source. They are propelled by one or more electric motors powered by rechargeable battery packs.

Plug-In Hybrid Electric Vehicles (PHEVs) —

Vehicles that use batteries to power an electric motor and can be recharged from an external power source, but they incorporate a smaller internal combustion engine that can recharge the battery (or in some models, directly power the wheels) to allow for longer driving ranges.

Hybrid Electric Vehicles (HEVs) —

Vehicles that are powered by an internal combustion engine in combination with one or more electric motors that use energy stored in batteries.

Fuel Cell Electric Vehicles (FCEVs) —

Vehicles that are powered by hydrogen and produce no tailpipe emissions, only water vapor and warm air.

Emergency Vehicle Preemption (EVP) —

The transfer of normal operation of a traffic control signal to a special control mode of operation designed to give the most important classes of vehicles the right of way at and through a signal, most commonly used for fire trucks and other emergency vehicles.

Exempt/Exempt-Tested —

Projects with certain work types that affect emissions are classified as exempt or exempt-tested, and are subject to conformity requirements and included in regional modeling.

Federal Highway Administration (FHWA) —

[Agency](#) within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the nation's highway system .

Federal Fiscal Year (FFY) —

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

Federal Railroad Administration (FRA) —

[Agency](#) within the U.S. Department of Transportation concerned with inter-modal transportation, creating and enforcing rail safety regulations, administering rail funding, and researching rail improvement strategies and technologies .

Federal Transit Administration (FTA) —

[Agency](#) within the U.S. Department of Transportation that supports State and local governments in the planning, implementation, and financing of public transportation projects.

Fiscal Constraint—

Requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and "are reasonably expected to be available" to implement the metropolitan long range transportation plan and the STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.

Functional Classification—

The process by which streets and highways are grouped into [classes](#), or systems, according to the character of service they are intended to provide.

Grant Accountability and Transparency Act (GATA) —

[State law](#) providing for the development of a coordinated, non-redundant process for the provision of effective and efficient oversight of the selection and monitoring of grant recipients, ensuring quality programs, limiting fraud, waste and abuse, and defining the purpose, scope, applicability and responsibilities in the life cycle of a grant.

Geographic Information System (GIS) —

A [computer system](#) that analyzes and displays geographically referenced information using data that is attached to a unique location.

Highway Safety Improvement Program (HSIP) —

Core federal program intended to produce a measurable and significant reduction in fatalities and serious injuries resulting from traffic related crashes on public roads. States are required to set performance measures and targets for reductions in the number of fatalities and serious injuries and in the rate of fatalities and serious injuries per million vehicle miles traveled.

Highway Trust Fund (HTF) —

A federal fund supported by the federal motor fuel tax (MFT) which supports federal surface transportation programs including the STP and CMAQ.

High Occupancy Vehicle (HOV) Lanes —

One or more lanes of a roadway that have restrictions on use to encourage ridesharing and can reduce vehicle miles traveled (VMT).

Hot-Mix Asphalt (HMA) —

The most durable [grade of paving asphalt](#), a combination of approximately 95% stone, sand, or gravel bound together by asphalt cement. Asphalt cement is heated aggregate, combined, and mixed with the aggregate at an HMA facility.

Illinois Commerce Commission (ICC) —

A [quasi-judicial body](#) made up of five Commissioners responsible for regulating several industries, as directed by the Illinois General Assembly. These include public utilities, transportation services (including the Crossing Safety Improvement Program) and consumer services.

Illinois Department of Natural Resources (IDNR) —

State agency charged with managing, conserving, and protecting natural, recreational and cultural resources. IDNR administers several trails grant programs with varying eligibility requirements.

Illinois Department of Transportation (IDOT) —

[State agency](#) with statutory responsibility for the planning, construction, operation and maintenance of Illinois' transportation network, including highways and bridges, airports, public transit, rail freight and rail passenger systems.

Illinois Transportation Enhancement Program (ITEP) —

Bi-annual state program composed of state funds and state set-aside of federal transportation funding for projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources, provide equity for disadvantaged populations, and improve the quality of life for members of the communities.

Infrastructure Investment and Jobs Act (IIJA) —

[Federal statute](#) enacted and signed into law in November 2021 (also known as the Bipartisan Infrastructure Bill) that created new and increased investments in infrastructure including roads and bridges, rail, transit, ports, airports, water systems and broadband.

Jurisdictional Transfer (JT) —

Occurs when the authority and obligation to administer, control, construct, maintain and operate a highway and/or structure is transferred from one highway authority to another, [approved by IDOT](#).

Justice 40 —

[Initiative of the federal government](#) to ensure that 40 percent of the overall benefits of certain federal investments (including many infrastructure programs) flow to disadvantaged communities classified by a geospatial mapping tool that identifies those that are marginalized, underserved and overburdened by pollution.

Key Route Type —

Numerical inventory system IDOT uses to classify roadways hierarchically.

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.

Local Match —

The amount of funding expected to be contributed by local public agencies toward federal projects. Typically this is a set ratio that varies from program to program, such as 80% federal/20% local.

Local Public Agency (LPA) —

Units of local government with taxing authority. In the federal aid process, LPA's can be counties, municipalities, townships, states, school districts, etc.

Manual of Uniform Traffic Control Devices (MUTCD) —

Manual that defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel [published by the FHWA](#).

Mark —

The projected dollar value of a fund source used for programming purposes developed through fiscal forecasting or through the budgetary process.

Methodology —

The system that each council of mayors and CMAP uses to determine eligibility, score and rank projects for federal funding programs.

Metra —

Commuter rail system serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois providing service to and from downtown Chicago and between suburbs.

Metropolitan Planning Organization (MPO) —

Federal designated agency with responsibilities for long-range planning and the Transportation Improvement Program (TIP). CMAP is the Chicago region's federally designated MPO.

Motor Fuel Tax (MFT) —

Tax imposed on those operating motor vehicles on public highways and recreational watercraft on waterways in Illinois paid by distributors and suppliers who collect the tax from their customers. [MFT revenues](#) can only be used for purposes related to transportation.

Multi-Year B-List (MYB) —

Projects that are not part of the fiscally constrained TIP. These projects could be deferred, or shown in the TIP as "illustrative" until funding is secured.

Multi-Year Program (MYP)—

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

National Environmental Policy Act (NEPA) —

First [major environmental law](#) in the United States. Requires federal agencies to assess environmental effects of proposed major federal actions prior to making decisions.

National Highway System (NHS) —

[System of roadways](#) developed by the USDOT in cooperation with states, local officials and MPOs identifying the Interstate Highway System as well as other roads important to the nation’s economy, defense, and mobility.

Notice of Funding Opportunity (NOFO) —

[Official announcement](#) of grant funding availability that includes key information including a basic description, award information, eligibilities, application and submission information, and contact information.

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. The following municipalities are members of the North Shore Council of Mayors: Evanston, Glencoe, Glenview, Golf, Kenilworth, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette, and Winnetka.

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.

Northwest Council of Mayors —

A voluntary, cooperative effort by municipalities to plan and implement the Surface Transportation Program for the Northwest region of the CMAP Council of Mayors System. The following municipalities are members of the Northwest Council: Arlington Heights, Barrington, Bartlett, Buffalo Grove, Des Plaines, Elk Grove Village, Hanover Park, Hoffman Estates, Inverness, Mount Prospect, Niles, Palatine, Park Ridge, Prospect Heights, Rolling Meadows, Schaumburg, South Barrington, Streamwood, and Wheeling.

Northwest Council of Mayors Technical Committee —

The committee is comprised of eight members, including four Mayors/ Presidents and four managers/administrators, that review all projects and proposals made to the Northwest Council of Mayors.

Notice to Proceed (NTP) —

Official written notice from IDOT to local public agencies that construction may begin on a project that occurs after a project is let and there is concurrence on a low bid.

Obligation —

A highway project is said to be "obligated" when it has been accepted for funding, that is, when a project agreement has been executed with FHWA.

ON TO 2050 —

Long range [regional plan](#) developed by CMAP to guide transportation investments and frame regional priorities on development, the environment, the economy, and other issues affecting quality of life.

Out Year —

Funding years in federally funded programs beyond the current federal fiscal year.

Pace —

Suburban [transit provider](#) operating fixed route bus service, paratransit, Dial-A-Ride, On Demand and vanpool service between municipalities in Cook, Will, DuPage, Kane, Lake and McHenry counties and the City of Chicago.

Pavement Condition Index (PCI) —

Numerical score between 0 and 100 that indicates the general condition of a pavement section originally developed by the U.S. Army Corps of Engineers and later standardized by the American Society for Testing and Materials.

Pavement Management Plan/System —

A [form of asset management](#) which seeks to optimize life-cycle costs of achieving and sustaining a desired target condition instead of prioritizing the repair of assets in worst condition first.

Phase I Engineering (ENG I) —

A conceptual engineering report involving geometry, design, right-of-way requirements and environmental studies. Also known as preliminary engineering.

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. Also known as design engineering.

Planning Liaison (PL) —

Staff employed by the Northwest Municipal Conference and other regional councils of government to coordinate the Surface Transportation Program for the Northwest and North Shore Councils of Mayors. The Liaison also represents the Council to county, state, regional and federal transportation agencies.

Preliminary Environmental Site Assessment (PESA) —

A [report](#) providing information on environmental conditions associated with highway or other transportation projects. They are specially focused on IDOT projects and differ from industry standard Environmental Site Assessments.

Preliminary Site Investigation (PSI) —

A [report](#) providing an initial understanding of the characteristics of an area or site through physical inspection and a subsequent written report.

Project Program Information (PPI) Form —

Form used by IDOT District 1 to record basic project information including the location, funding, schedule, and contact information for all federally funded projects. Forms must be updated whenever information is changed and must be consistent with the eTIP information.

Project Selection Committee —

Committees formed by CMAP that oversee the CMAQ, TAP-L and STP-Shared Fund programs. Committee members review scoring methodology, individual project requests and general oversight of the management of the programs.

Qualification Based Selection (QBS) —

Formal written policies and procedures determining the process for receiving and selecting bids on all federally funded transportation projects. QBS policies must be approved by IDOT.

Recreational Trails Program (RTP) —

Federally funded reimbursement grant program that provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails administered by IDNR, however the program appears to be on hold.

Rectangular Rapid Flashing Beacon (RRFB) —

[Safety treatment option](#) used at many types of established pedestrian crossings consisting of two rectangular-shaped yellow indications with an LED based light source that flash with an alternating pattern to alert motorists to the presence of a pedestrian or bicyclist attempting to cross the roadway.

Regional Transportation Authority (RTA) —

[Body](#) created by the State of Illinois to coordinate and oversee the Chicago region’s transit system including Pace, Metra, and the CTA.

Right-of-Way (ROW) —

The [right to pass over or through real property](#) owned by someone else, usually based upon an easement. Additionally, a right-of-way may be granted only for particular purposes—for example, to repair power lines or to make deliveries to the back door of a business.

Road Diet —

[Roadway reconfigurations](#) that reduce the number of lanes on a roadway, typically by converting multi-lane undivided roadways to a reduced number of lanes in each direction with the addition of a two-way-left-turn lane.

Safe Routes to School (SRTS) —

Federal program funding projects that encourage primary and secondary school children to walk and bicycle to school. Each state receives a portion of the funds based on its percentage of the national total of school-aged children in grades K-8, but not less than \$1 million each year.

Safety Road Index (SRI) —

[Numerical score](#) assigned to roadway segments and intersections by IDOT based on their level of safety performance and opportunity for improvement, grouped into tiers to provide a rating for relative comparison.

Section Number —

Administrative code assigned by IDOT to track projects according to project type and year initiated (generally 9 digits followed by a two letter code).

Single-Occupancy Vehicle (SOV) —

Means of travel in which an individual travels alone by car, truck or van.

Statewide Transportation Improvement Program (STIP) —

Program document developed by IDOT every 3 years containing all federal and state-funded highway and public transportation projects proposed in Illinois over a 4 year period. IDOT's MYP is used in the development of the STIP and all projects must be included in the STIP in order to be eligible for federal reimbursement.

Stationing —

Measurement in geographic information systems where any point along a line feature can be identified by its relative position along the line feature. Stationing is used by IDOT to identify project limits on many forms.

Surface Transportation Program (STP) —

The federal program that provides federal funding for locally initiated transportation projects. The CMAP urbanized area receives a suballocation of Surface Transportation Block Grant (STBG) from funds apportioned to the State of Illinois for a broad range of eligible transportation projects.

⇒ *STP-L (Local)*

Programming authority is delegated to the regional Councils of Mayors and the City of Chicago to administer their programs according to locally established methodologies. Every local methodology includes regional planning factors and must be administered according to the region's Active Program Management policies

⇒ *STP-SF (Shared Fund)*

The shared fund was established for the purpose of supporting larger-scale regional projects that address regional performance measures and the goals of ON TO 2050. The programming authority distributed to the shared fund is derived from a set-aside of the region's annual allotment of STP-L funds. Project selection is a region-wide competitive process overseen by the STP Project Selection Committee.

Transportation Alternatives Program (TAP) —

A federally-funded program of surface transportation improvements designed to support non-motorized transportation.

⇒ *TAP-L (Local) —*

CMAP uses a competitive process to select bicycle facility projects to fund under this program that help complete the Regional Greenways and Trail Plan.

⇒ *TAP-S (State; see ITEP)* —

Bi-annual state program composed of state funds and state set-aside of federal transportation funding for projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources, provide equity for disadvantaged populations, and improve the quality of life for members of the communities

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.

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 local funds, are included in the TIP. Its online format is known as the eTIP.

Unified Work Program (UWP) —

[Compilation of the planning projects](#) (the PL program falls under this work) CMAP and other region’s agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations.

Unique Entity Identifier (UEI) —

The official identifier for doing business with the U.S. Government (replaced the DUNS number).

Vehicle Miles Traveled (VMT) —

For individual projects this number is calculated by the length of a proposed improvement multiplied by the number of vehicles that travel the route daily. have limited ability to tolerate crash impacts.

Vision Zero —

System of thinking based on the idea that one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Used in conjunction with the Safe System approach, acknowledging that humans make mistakes, and that we have limited ability to tolerate crash impacts.