

Chapter 2

FUND SOURCES AND PROGRAM DEVELOPMENT

GO TO 2040 governs the development of the TIP. As discussed in Chapter 1 of the TIP, *GO TO 2040* is the region's official comprehensive plan, intended to help the many communities of metropolitan Chicago face challenges that are strikingly similar but seldom identical. Implementing the plan's recommendations will help secure sustainable prosperity for this generation and for generations to come. Recognizing that "business as usual" is not acceptable; stakeholders and decision makers across northeastern Illinois have partnered with CMAP to develop *GO TO 2040* as the region's response to its challenges. The plan builds on three years of work, including goal-setting, technical analysis and research, public engagement, and development of shared priorities. The agency's committee members and many partner organizations played a significant role along the way in developing the plan's recommended policies and investments.

There are several important features of the TIP development process. It is:

- Complex. There are many entities, tasks, and relationships among the entities. The work of these entities must be aggregated into a single program.
- Lengthy. The steps from project planning through programming to implementation may take decades.
- Dynamic. The TIP development process changes in response to federal and state regulations and the needs and priorities of the region.

The entities, program elements and steps in the process are outlined below.

A. Entities in the TIP Development Process

A number of entities have roles in developing the TIP. The types of entities involved in the process are described below. Below the listing is a description of typical entity roles in the development of the TIP and in implementing the programmed projects.

State

Illinois Department of Transportation (IDOT)
District 1 - Division of Highways
District 3 -Division of Highways
Division of Public and Intermodal Transportation
ITS Program Office
Safe Routes to School Program Office
Division of Highways
Office of Planning and Programming
Illinois Environmental Protection Agency
Illinois Commerce Commission
Illinois State Toll Highway Authority
Illinois Department of Natural Resources

Regional and Subregional

Chicago Metropolitan Agency for Planning (CMAP)
Regional Transportation Authority (RTA)

Northwestern Indiana Regional Planning Commission (NIRPC)
Southeastern Wisconsin Regional Planning Commission (SEWRPC)
North Shore Council of Mayors
Northwest Council of Mayors
North Central Council of Mayors
Central Council of Mayors
Southwest Conference of Mayors
South Suburban Mayors and Managers Association
DuPage Mayors and Managers Conference
Kane/Kendall County Council of Mayors
Lake County Council of Mayors
McHenry County Council of Mayors
Will County Governmental League

Local Governments

Counties
City of Chicago - Department of Transportation
Suburban Municipalities
Townships
Park Districts
Forest Preserve Districts

Transportation Operators

Chicago Transit Authority (CTA)
Metra
Pace
Illinois State Toll Highway Authority
Class 1 railroad companies
Private transportation providers

United States

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Environmental Protection Agency (USEPA)

Other Members of the CMAP Transportation Committee

University of Illinois, Chicago
Northwestern University
CMAP Bike/Ped Task Force
Metropolitan Planning Council
Center for Neighborhood Technology

State of Illinois

The state plans, programs, finances and implements major transportation projects throughout Illinois.

Regional Agencies

Regional planning agencies help plan, integrate and coordinate policies and programs in the region. In the TIP development process, this means developing a program of transportation improvements, addressing the goals and objectives of the *GO TO 2040* Plan and verifying that project costs do not exceed fiscal constraints imposed by the funding legislation.

Local Governments and Subregional Municipal Associations

Municipalities and counties plan, design, engineer, construct, operate and maintain local transportation facilities and services.

Municipalities are represented in the TIP process by the Council of Mayors, an organization comprised of the City of Chicago and eleven subregional councils. The councils allow groups of suburban municipalities to consider projects of mutual and subregional interest. Representatives of each suburban subregional council meet regularly as the Council of Mayors Executive Committee for programming issues and other transportation matters. The Council of Mayors is a prime means for early public involvement in various transportation plans and programs developed for northeastern Illinois. Figure 2-1 shows the boundaries of the twelve councils.

Transportation Operators

Operators plan, design, engineer, construct, operate and maintain specific transportation facilities and services.

United States Government

The federal government enacts and enforces legislation and is a primary source of funding for many transportation projects. Federal rules, regulations and design standards govern the development, review and implementation of the TIP.

B. Program Fund Sources

TIP projects receive federal funding through several sources administered by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Multiple non-federal programs also provide funding for TIP projects.

FTA Section 5307 (FTA Urban Formula)

This program provides financing for capital improvements to transit systems in all urbanized areas of the country on a formula basis. Projects are submitted for MPO review by the CTA, Metra, Pace and the City of Chicago.

http://www.fta.dot.gov/documents/FTA_Urbanized_Formula_Fact_Sheet_Sept05.pdf

FTA Section 5308 (Clean Fuels Grant Program)

This program provides capital grants for clean fuel buses (up to 25 percent “Clean Diesel”) and related facilities. http://www.fta.dot.gov/funding/grants/grants_financing_3560.html

FTA Section 5309A (Major Capital Investments: New Starts and Small Starts)

Section 5309 funding is primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of \$75 million or less (Small Starts)

http://www.fta.dot.gov/documents/FTA_New_Starts_Fact_Sheet_Sept05.pdf

FTA Section 5309B (FTA Fixed Guideway)

This source provides funds for fixed guideway modernization projects that are distributed according to a formula prescribed by Congress. These projects are submitted for MPO review by Metra, the CTA and the City of Chicago. Forty percent of Section 5309 funds are reserved for fixed guideway modernization.

http://www.fta.dot.gov/funding/grants/grants_financing_3558.html

FTA Section 5309C, 5318 (FTA Bus)

A percent of Section 5309 funds are reserved for bus and other projects. Applications for discretionary bus and bus-related projects are submitted for MPO review by Pace and the CTA. The discretionary bus program is administered by FTA.

http://www.fta.dot.gov/funding/grants/grants_financing_3557.html

FTA Section 5310 (Transportation for Elderly Persons and Persons with Disabilities)

These FTA formula-based grants finance the purchase of specially equipped vehicles for the transportation of elderly and mobility-limited persons. Service contracts are eligible for funding under this program. Public agencies are eligible to participate. IDOT's Division of Public and Intermodal Transportation reviews, evaluates and recommends appropriate requests for federal approval, then submits the projects for MPO review.

http://www.fta.dot.gov/funding/grants/grants_financing_3556.html

FTA Section 5339 (Alternatives Analysis)

These funds assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

http://www.fta.dot.gov/funding/grants/grants_financing_7395.html

American Recovery and Reinvestment Act (ARRA)

The ARRA program was a unique one time source of funds that provided a significant amount of money for transportation projects. ARRA funds could only be used on projects that could be completed over a relatively short period of time (less than 2 years). Funds were distributed both by formula to states and transit operators and by a competitive selection process. ARRA funds could be used for transit and or road improvements.

<http://www.fhwa.dot.gov/economicrecovery/index.htm>

<http://www.cmap.illinois.gov/arraresources.aspx>

Highway Bridge Program (BRD)

Apportioned funds are distributed according to the existing formula that is based on each State's relative share of the total cost to repair or replace deficient highway bridges. Funds

from the Highway Bridge program also are used for the Bridge Discretionary program, Bridge Set-Aside program, and Off-System Bridges.

<http://www.fhwa.dot.gov/safetealu/factsheets/bridge.htm>

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

This fund finances projects that will contribute to improving air quality and reducing congestion in regions that do not meet federal air quality standards. It is apportioned to states on a formula basis. <http://www.fhwa.dot.gov/safetealu/factsheets/cmaq.htm>

<http://www.cmap.illinois.gov/cmaq/default.aspx>

Clean School Bus (CSB)

This program is designed to reduce the exposure of diesel exhaust to children and reduce the amount of air pollution generated by school buses.

<http://epa.gov/otaq/schoolbus/index.htm>

Surface Transportation Priorities Congressional (CSTP)

Surface Transportation Projects are specifically earmarked by Congress and are included in annual transportation appropriations legislation.

Empowerment Funds (CTEF)

The 2008 RTA Act authorized DuPage, Kane, Lake, McHenry, and Will counties to establish a ¼% sales tax that can be used to fund operating and capital cost of public safety and public transportation services or facilities or fund operating, capital, right of way, construction, and maintenance cost of the other transportation purposes, including road, bridge, public safety, and transit purposes intended to improve mobility or reduce congestion in the county. <http://www.ilga.gov/legislation/publicacts/95/095-0708.htm>

Equity Bonus (EQB)

Considerations used in calculating this fund source include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under SAFETEA-LU predecessor legislation. <http://www.fhwa.dot.gov/safetealu/factsheets/equitybonus.htm>

FTA Livable Communities

The Livable Communities Initiative encourages transportation agencies and local governments to introduce proposed transportation improvements to communities in the early stages of the planning process. http://fta.dot.gov/publications/publications_11003.html

General Revenues (GEN-OP)

This funding comes from the State of Illinois and local jurisdictions.

Homeland Security Funds (HLS)

The Department of Homeland Security enhances the ability of states, local and tribal jurisdictions, and other regional authorities in the preparation, prevention, and response to terrorist attacks and other disasters, by distributing grant funds. Localities can use grants for planning, equipment, training and exercise needs. <http://www.dhs.gov/xopnbiz/grants/>

High Priority Projects (HPP)

High Priority Projects are specifically earmarked by Congress. HPP funds are available until expended or rescinded by Congress.

<http://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm>

High Priority Projects in TEA-21 (HPP21)

High Priority Projects specifically earmarked by Congress in SAFETEA-LU predecessor legislation are available until expended or rescinded by Congress.

<http://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm>

High Priority Projects In SAFETEA-LU (HPPLU)

High Priority Projects are specifically earmarked by Congress and are included in SAFETEA-LU. HPPLU funds are available until expended or rescinded by Congress.

<http://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm>

Highway Safety Improvement Program (HSIP)

HSIP funds may be used to carry out highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail.

http://www.fhwa.dot.gov/federalaid/guide/guide_current.cfm#c30.

Illinois Commerce Commission (ICC)

The ICC finances improvements at highway-railway crossings, including grade separations and safety improvements at crossings. The source of these funds is identified in the TIP as local.

Interstate Discretionary Funds (I-D)

This Program provides funding for resurfacing, restoration, rehabilitation and reconstruction work, including added lanes to increase capacity, on most existing Interstate System routes. <http://www.fhwa.dot.gov/discretionary/imdinfo.cfm>

Illinois (ILL)

State of Illinois funding for transportation projects.

Illinois Funds for Transit (ILLT)

These funds are bonds issues by the RTA that are used for transit capital projects and/or maintenance projects.

Interstate Maintenance (IM)

This program funds resurfacing, restoration, rehabilitation, and reconstruction on the interstate system along with reconstruction or new construction of bridges, interchanges, and over crossings along existing Interstate routes, the Capital costs for operational, safety, traffic management, or intelligent transportation systems (ITS) improvements and preventive maintenance. http://www.fhwa.dot.gov/federalaid/guide/guide_current.cfm#c4

Intelligent Transportation Systems (ITS)

This program funds projects that integrate operations and management to improve system performance. States compete for these federal funds. <http://www.its.dot.gov/index.htm>

FTA Section 5316 (Job Access Reverse Commute (JARC))

Federal Job Access and Reverse Commute grants provide funding for transportation services designed to transport low income individuals to and from jobs.

http://www.fta.dot.gov/funding/grants/grants_financing_3550.html

<http://www.rtachicago.com/jarc-nf/jarc-nf.html>

Allocated Motor Fuel Taxes (MFT-ALL)

Motor Fuel taxes that are collected via a surcharge on the price of a gallon of gas sold to the public via retail vendors. This tax is collected by the state.

Locally Imposed Motor Fuel Taxes (MFT-LOC)

Motor Fuel taxes that are collected via a surcharge on the price of a gallon of gas sold to the public via retail vendors. This tax is collected by local municipalities.

National Corridor & Infrastructure Improvement Program (NCP)

This program provides allocations for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade.

<http://www.fhwa.dot.gov/safetealu/factsheets/corridors.htm>

FTA Section 5317 (New Freedom Program)

This program finances new public transportation services that go beyond those required by the ADA that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

http://www.fta.dot.gov/funding/grants/grants_financing_3549.html

<http://www.rtachicago.com/jarc-nf/jarc-nf.html>

National Highway System Program (NHS)

This federal program finances projects on the National Highway System, which consists of the Interstate system and other principal arterials.

<http://www.fhwa.dot.gov/safetealu/factsheets/nhs.htm>

Projects of National and Regional Significance (NRS)

Any surface transportation project eligible for assistance under US Code title 23 that has a total eligible cost greater than or equal to the lesser of (1) \$500,000,000 or (2) 75 percent of the amount of Federal highway funds apportioned to the State in which the project is located for the most recently completed fiscal year is eligible for this fund source.

<http://www.fhwa.dot.gov/safetealu/factsheets/natlregl.htm>

Operation Green Light (OGL)

This local program finances comprehensive, innovative efforts to control and reduce urban congestion in the City of Chicago and surrounding suburbs and supplements the ongoing FTA Section 5309 and Section 5307 (capital) programs.

Public Lands Highway (PLH)

The Public Lands Highways (PLH) Program was originally established in 1930 by the Amendment Relative to Construction of Roads through Public Lands and Federal Reservations. <http://www.fhwa.dot.gov/discretionary/plhcurrsla3.cfm>

Private (PRV)

These are funds that private sources contribute to transportation projects. Examples include builders of a shopping mall contributing funds to improve a nearby road or intersection. Railroads contributing funds to the CREATE program is another example.

Recreational Trails Program (RECTP)

Provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

<http://www.fhwa.dot.gov/environment/rectrails/index.htm>

Regional Transit Authority (RTA)

These are funds collected by the RTA via a sales tax that is charged in Cook, DuPage, Kane, Lake, McHenry, and Will Counties to support the operations of CTA, Metra, and Pace.

<http://www.rtachicago.com/>

Rail Line Relocation and Improvement Program (RLRIP)

This program is designed to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

<http://www.fhwa.dot.gov/safetealu/factsheets/railcrossings.htm>

Service Board (SB)

CTA, Metra, Pace use these funds at their discretion to pay for operations, maintenance, or capital improvements.

100% SCIP (SCIP)

These are Strategic Capital Improvement Program bonds. The State of Illinois reimburses the RTA for principal and interest expenses incurred on SCIP bonds. The funding for this program has now been exhausted.

Earmarked Surface Transportation Project Funds

The following are earmarked funds:

- SEC112
- SEC115
- SEC117
- SEC125
- SEC129
- SEC330

Other Special Assessments of Taxing District

Some improvements included in the TIP are partly or wholly funded by special taxing districts designed to finance local governments' infrastructure improvements. Special assessments are taxes over and above the standard property tax rate for the community. Tax Increment Financing districts divert tax revenue growth over time at the standard property tax rate to infrastructure improvements. Private sources typically fund projects that have both public and private benefits

Safe Routes to School (SRTS)

These funds enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

<http://safety.fhwa.dot.gov/saferoutes/>

STP – County Programmed (STP-C)

These are federal surface transportation funds that are allocated to McHenry, Lake, Will and Kane counties.

STP – Enhancement Funds (STP-E)

Ten percent of the state's STP allocation must be used for Enhancement Projects.

<http://www.fhwa.dot.gov/environment/te/index.htm>

STP – Urban Funds – Locally Programmed (STP-L)

These are federal surface transportation funds that are programmed by the City of Chicago and the subregional councils of government.

<http://www.cmap.illinois.gov/stpresources.aspx>

STP – Rural Funds (STP-R)

These are surface transportation funds that are allocated for rural areas.

STP – Urban Funds – State Programmed (STP-U)

These are surface transportation funds that are programmed by the state.

Transportation and Community System Preservation (TCSP)

This program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships.

<http://www.fhwa.dot.gov/tcsp/>

Illinois State Toll Highway Authority (TOLL)

The Illinois State Toll Highway Authority finances projects on its toll highway system. Projects are included in the TIP if they are regionally significant. They are used in the conformity analysis and construction traffic coordination and appear in Appendix 4.

http://www.illinoistollway.com/portal/page?_pageid=133,1398188&_dad=portal&_schema=PORTAL