



# Transportation Improvement Program (TIP)

Federal Fiscal Years 2019-24

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# Chapter 1: Introduction

## About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) [MPO Policy Committee](#) is designated by the governor of Illinois and northeastern Illinois local officials as the region's Metropolitan Planning Organization (MPO). It is the decision-making body for all regional transportation plans and programs for the northeastern Illinois Metropolitan Planning Area. The MPO Policy Committee plans, develops, and maintains an affordable, safe, and efficient transportation system for the region, providing the forum through which local decision makers develop regional plans and programs.

The [CMAP Board](#) and MPO Policy Committee have jointly adopted a [memorandum of understanding](#) that is the framework for integrating land use and transportation through CMAP's regional comprehensive planning process. It was most recently revised and reaffirmed on October 11, 2017. The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation. By adopting this agreement, the MPO Policy Committee and CMAP Board affirmed their commitment to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

## Metropolitan Planning Area

The [Metropolitan Planning Area](#) (MPA) is the region in which the federally regulated metropolitan transportation planning process must be carried out. The MPA encompasses the Census-defined urbanized area and the contiguous geographic area(s) likely to become urbanized within the next 20 years. Portions of the Chicago, IL-IN urbanized area extend into northwest Indiana. By [agreement](#), the Northwestern Indiana Regional Planning Commission assumes responsibility for these areas. By a similar [agreement](#), the Southeastern Wisconsin Regional Planning Commission assumes responsibility for the portion of the Round Lake Beach-McHenry-Grayslake, IL-WI urbanized area that extends into Wisconsin.

The 2010 Census included portions of DeKalb County in northeastern Illinois' urbanized area. In June 2013 the CMAP Board and MPO Policy Committee [approved](#) expanding the MPA to include Sandwich and Somonauk townships in DeKalb County. The Governor [approved](#) the expanded MPA in September 2014.

In addition to planning for the urbanized area, the MPO Policy Committee is responsible for transportation planning in the air quality nonattainment area. The nonattainment area includes Goose Lake and Aux Sable Townships in Grundy County, which is outside the MPA.

An [agreement](#) between Grundy County and CMAP establishes that CMAP is responsible for

federally regulated transportation planning in this township. [Chapter 5](#) includes more details regarding the nonattainment area and transportation conformity requirements.

## About the TIP

The CMAP Transportation Improvement Program (TIP) consists of two parts: this document describing the metropolitan planning and programming process, and the approved list of projects for the CMAP planning area. This document is subject to the requirements described below and is updated at least every four years. In between updates, other documents and resources referenced in this document may be updated from time to time. These updates can be found on the CMAP website ([www.cmap.illinois.gov](http://www.cmap.illinois.gov)), typically under the MPO Policy Committee or Transportation Improvement Program headings. CMAP makes every effort to maintain consistent URL addresses when updates are posted to the CMAP website. However readers of this document may contact CMAP staff for assistance locating the most current version of any resource linked in this document. The approved project list is amended frequently and is managed with an online database called [eTIP](#), described later in this chapter.

## Requirements

The requirements for the development and content of the TIP are contained in Title 23 USC [§450.326](#). The TIP is required to cover a minimum of four years, must be updated at least every four years, and must be approved by the MPO and the Governor. Years beyond the required four years are considered informational by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In nonattainment and maintenance areas, the MPO, FHWA, and FTA must make a conformity determination in accordance with the requirements of the Clean Air Act and the U.S. Environmental Protection Agency's (U.S. EPA) transportation conformity regulations ([40 CFR Part 93, Subpart A](#)). The TIP must be developed to ensure that when implemented, the projects included in the TIP will help the region to make progress toward achieving the performance targets established under Title 23 USC [§450.306\(d\)](#). The projects contained within the TIP must be consistent with the goals of the metropolitan transportation plan and must be able to be implemented using the public and private resources identified in the financial plan included in the TIP.

## Overview of the CMAP TIP

The Federal Fiscal Year (FFY) 2019-24 TIP is one of the short-term implementation tools for ON TO 2050, the region's comprehensive regional plan and federally required long-range transportation plan. The TIP is metropolitan Chicago's six-year agenda of surface transportation projects. Based on federal fiscal years that start on October 1, the TIP includes projects expected to receive federal funding in each FFY. The TIP also includes regionally significant projects funded by non-federal sources. Non-federally funded projects that are not regionally significant are not required to be included in the TIP. Many local/municipal, township, county, state, and Tollway projects fall into this category.

The TIP is a tool for communication between different levels of government and the general public. It helps the transportation community and the public track the use of local, state, and

federal transportation funds. The TIP also facilitates a discussion about regional transportation needs and helps MPO members, other transportation implementers, and planning organizations establish a transportation program that implements the goals of [ON TO 2050](#), as described in detail in [Chapter 2](#).

Project programming is a dynamic process. Competition for the limited funds detailed in [Chapter 3](#) arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic development opportunities. Project selection is described in [Chapter 4](#), and conformity analysis requirements and the analysis performed by CMAP are further explained in [Chapter 5](#). The dynamic nature of project programming and the large number of projects in the TIP result in numerous TIP revisions throughout the year. Revisions may be made to a project's scope, fund sources, cost, and/or schedule, and projects may be added to or removed from the TIP. Revisions to projects that affect air quality conformity are made semi-annually. The process for the submittal and approval of TIP revisions is detailed in [Chapter 6](#).

## **The eTIP database**

The most significant element of the TIP is the program of projects. The online eTIP database, described in detail in [Chapter 6](#) and [Appendix 1](#), is the official record of federal transportation funding and regionally significant state or locally funded projects. The database is a secure online tool for programmers to submit new projects and project changes for consideration by the CMAP Transportation Committee and MPO Policy Committee. The Federal Highway Administration and Federal Transit Administration (FTA) use the eTIP database to ensure that projects submitted for federal participation are deemed a priority for the region. The database can also be used by the public to view upcoming transportation projects in their community and the region.

The eTIP public site [etip.cmap.illinois.gov](http://etip.cmap.illinois.gov) displays the most recently approved program of projects. Visitors to the site can search, filter, and sort the approved TIP projects, view project details, including a history of project amendments, select and view projects by county, and locate projects on an interactive map. Project details can be printed, and project lists can be downloaded.

The secure website is used for the submittal, management, and approval of TIP amendments, verification of fiscal constraint, and tracking of FHWA obligations. The secure site is used by the more than 30 programmers that represent local, regional, state, and federal governments, and transportation providers that partner with CMAP to develop the TIP.

## **Partners involved in the TIP development process**

[Numerous partners](#) have roles in developing the TIP and directly programming projects for implementation.

## **Local government**

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

### ***Municipalities***

The Council of Mayors provides a conduit for communication between local elected officials and regional transportation agencies. The [Council of Mayors Executive Committee](#) was formed in 1981 and was organized to formalize and strengthen input from the region's 284 suburban municipalities regarding regional transportation planning and programming decisions. The committee helps to develop policies to assist the region in meeting air quality and transportation planning requirements and to assure regional equity in planning and funding decisions. Each of the 11 [subregional councils](#) is represented on the Council of Mayors Executive Committee and is responsible for programming local municipal projects in the TIP. Subregional council staff also assist townships, park districts, forest preserve districts, and other local entities with programming and managing project implementation in the TIP.

The City of Chicago participates in TIP development through the [Chicago Department of Transportation](#) (CDOT) and the [Chicago Department of Aviation](#) (CDOA).

### ***Counties***

The counties plan and program transportation improvements for their jurisdictions. County staff often assist townships and forest preserve districts with programming and managing project implementation in the TIP. There is also strong programming coordination between the counties and the subregional councils, particularly for federally funded projects.

## **Operating agencies**

### ***State of Illinois***

The State plans, programs, finances, and implements major transportation projects throughout Illinois via the [Illinois Department of Transportation](#) (IDOT).

### ***Illinois Tollway***

The [Tollway](#) operates, builds, and maintains an extensive toll highway system in northern Illinois and is responsible for programming regionally significant projects in the TIP.

### ***Transit agencies***

The region's three service boards -- the Chicago Transit Authority ([CTA](#)), [Metra](#), and [Pace](#) -- operate and maintain the region's transit system, with financial oversight, funding, and regional transit planning from the Regional Transportation Authority ([RTA](#)). Each service board and the RTA are responsible for programming projects in the TIP.

### ***Class I railroad companies***

Class I railroads participate in program development through their coordination with other regional transportation agencies and their participation in CMAP's committee structure. The railroads partner with other agencies to program publicly funded projects in the TIP.

## **Public involvement**

CMAP's [Public Participation Plan](#) was updated in January 2013 and calls for increasing public awareness and participation, as well as broadening the range of voices and views in the planning process. The plan explains how CMAP operates, establishes core values for public participation, and outlines strategies for increasing public information and participation in the planning process. The development of the principles of ON TO 2050 was a publicly driven process and included activities such as keypad polling, workshops, topical forums, and interactive kiosks. As discussed in [Chapter 2](#), ON TO 2050 influences the investment decisions that lead to the development of the TIP and the selection of individual projects discussed in [Chapter 4](#). The proposed 2019-24 TIP was included as part of the outreach for ON TO 2050. Workshops were held throughout the region, as well as one formal public hearing.

The TIP program of projects is updated and amended regularly through the CMAP [Transportation Committee](#), as described in [Chapter 6](#). Amendments are posted on the [eTIP](#) public website, and linked from the committee [materials](#) page for public comment one week prior to committee consideration. Major project changes with the potential to affect the region's air quality undergo a [conformity analysis](#) that is reviewed and released for a 30-day public comment period by the Transportation Committee, and is presented to the [Programming Committee](#) for recommendation to the [MPO Policy Committee](#) for approval. The public is encouraged to attend all CMAP committee meetings, and materials for those meetings are posted to the CMAP website one week prior to committee meetings.

## **Title VI & environmental justice**

ON TO 2050 includes inclusive growth as one of the major principles of the plan and provides the base of analysis for environmental justice and Title VI.

As a recipient of federal funds from FHWA and FTA, CMAP complies with Title VI of the Civil Rights Act. CMAP operates its programs and services without regard to race, color, and national origin. The certification review of CMAP completed by the FHWA and FTA in 2018 found the agency to be in compliance with the civil rights requirements. The [Title VI program](#) is updated every three years and was last updated in June 2017.

CMAP complies with the provisions of the Environmental Justice Executive Order 12989. The TIP is consistent with ON TO 2050 with respect to environmental justice.



## Chapter 2: Relationship to ON TO 2050

[ON TO 2050](#) is the regional comprehensive plan and long-range metropolitan transportation plan for northeastern Illinois. The development of ON TO 2050 built on three years of work, including goal-setting, technical analysis, research, public engagement, and development of shared priorities. The [agency's committees](#) and many partner organizations played a significant role in developing and implementing the plan's recommended policies and investments, and will continue to play a role in the plan's ongoing implementation. The Transportation Improvement Program (TIP) is one of the implementation vehicles for ON TO 2050, and has a role to play in accomplishing the principles and recommendations of the plan.

### ON TO 2050 framework

The development of ON TO 2050 identified three clear, overarching principles that inform every recommendation in the plan: Inclusive Growth, Resilience, and Prioritized Investment. Each principle supports the others. Resilience will depend on robust investments and planning that prepare the region for future changes, both known and unknown. In turn, achieving Resilience will require Inclusive Growth to provide economic opportunity and strong quality of life for all of the region's residents and communities, enabling their full participation in the economy and civic life. And the need for Inclusive Growth will likewise necessitate Prioritized Investment that ensures our resources are carefully targeted to achieve local and regional goals, while broadening economic participation to increase and sustain prosperity. The three principles cut across CMAP's core areas of regional prosperity, community, environment, governance, and mobility.

### ON TO 2050 Mobility recommendations

The three principles of ON TO 2050 are embedded throughout the [Mobility](#) chapter. This chapter outlines recommendations to prioritize investments in existing infrastructure while securing new revenues for needed enhancements; improve resilience by building infrastructure that withstands changes in climate, technology, and funding constraints; and advancing inclusive growth by improving connections and mobility options for low income communities and people of color. These recommendations are considered in a variety of ways when project selection is completed by each programming or implementing agency.

#### **Harness technology to improve travel and anticipate future needs**

Transportation technology is evolving rapidly, providing opportunities to more effectively manage the region's existing transportation assets and provide more seamless multimodal travel for people and goods throughout the region. There are near-term opportunities to coordinate traffic operations, invest in communications technology, and better leverage and communicate real-time data about the transportation system.

Projects in the TIP that include in their scope of work Intelligent Transportation Systems, Signal Modernization, Interconnects and Timing, electronic tolling, Travel Demand Management,

upgrades to rail Communications, Power, and Signal (CPS) infrastructure, and other facility modernization support this recommendation.

### **Make transit more competitive**

The region's public transit system has long been one of Chicagoland's most critical assets. Even as travel patterns change and private transportation services proliferate, the region needs to make public transit a competitive option in order to stay competitive in the global economy. Making transit competitive requires coordinated regional action, not just by transit agencies, but also by municipalities, road agencies, and funding authorities. Transit agencies need to balance increased investment in transit's core strengths -- frequent, fast, reliable service in areas of moderate and high density -- with its role in providing critical access to opportunity for people with limited mobility or without access to personal vehicles. Transit agencies alone cannot increase ridership. Municipalities need to plan for transit-supportive land uses, particularly increased employment densities near transit, in order to enable future service enhancements. Road agencies can facilitate design and policy changes that improve transit service operating on their facilities. Most crucially, the region as a whole needs to commit to raising additional funding for needed transit improvements.

Projects in the TIP that include in their scope of work improvements and additions to transit facilities, operations, and assets, and projects that include improvements to bicycle and pedestrian facilities to increase access to transit support this recommendation. Project selection methodologies that place an emphasis on ensuring funded projects improve access to transit also support this recommendation.

### **Retain the region's status as North America's freight hub**

The massive concentration of freight activity in northeastern Illinois provides a competitive advantage that helps to drive the regional economy. A robust freight network also ensures that residents and businesses get the goods they need in a timely manner. However, freight activity raises significant infrastructure and regulatory challenges and can have significant impacts on local quality of life. Effective policy, planning, and programming for freight across the region must involve collaboration across the public and private sectors to carefully balance economic, livability, and infrastructure funding concerns. Although the region's counties and transportation stakeholders have recently come together to improve truck permitting and implement the recommendations of the Chicago Region Environmental and Transportation Efficiency (CREATE) program, they must pursue more collaborative action on funding, policy, and project development to truly support our freight network. Local governments have important tools to support the efficient movement of freight, orderly development of freight facilities, and appropriate balance between local costs and benefits of freight activity, but need assistance from other stakeholders to analyze and address freight issues that cross jurisdictional boundaries.

Projects in the TIP that include in their scope of work railroad grade separations, improvements to rail infrastructure, and improvements to highway facilities to accommodate trucks support

this recommendation. Project selection methodologies that place an emphasis on the movement of freight and goods also support this recommendation.

### **Leverage the transportation network to promote inclusive growth**

Cultivating high quality, context sensitive transportation options that link low income communities and people of color to jobs, training, and education improves quality of life and promotes inclusive growth, which can lead to longer and stronger periods of economic growth for the entire region. The policies and investments that created persistent patterns of exclusion and segregation have also led to excessive commute times between some primarily low income and minority communities and growing regional employment centers. As the region pursues aggressive strategies to maintain and improve the transportation system, we must do more than prevent marginalized populations from falling further behind. We must take intentional steps to support them in catching up. This will mean focusing resources on authentic engagement, building capacity to compete for public investments, improving commute options, and improving access to public rights of way.

Projects in the TIP that include in their scope of work improvements to multimodal access, public transit, ride-sharing, or bike-sharing service increases or improvements support this recommendation. Project selection methodologies that improve access to transportation funding for economically disadvantaged communities also advance this recommendation.

### **Improve travel safety**

Perhaps the most fundamental duty of any transportation provider is to protect the safety of those in the public right of way. Improved roads, vehicle technologies and public policies have dramatically reduced traffic injuries and fatalities over the last 40 years but have yet to eliminate driver behaviors, such as speeding and distracted driving, which are the primary causes of crashes. In fact, traffic fatality rates have been creeping up in recent years, particularly for crashes involving cyclists and pedestrians. While focusing on eliminating traffic fatalities by 2050 is an aggressive goal, it is achievable through a combination of strategies, including improving roadway design and incident management, expanding use of safety data in transportation funding decisions, and improving driver training and enforcement policies. Striking the right balance among these strategies is important, particularly in low income and minority communities that experience disproportionately high rates of serious injuries and fatalities, but also raise serious concerns around racial profiling, use of force, and disproportionate impacts of traffic fines. Nearly every TIP project that includes an infrastructure component incorporates safety improvements in support of this recommendation.

Projects funded with federal Highway Safety Improvement Program funds or Safe Routes to Schools funds are among the many projects that are primarily focused on addressing safety. Project selection methodologies that place an emphasis on ensuring funded projects improve safety for all system users also support this recommendation.

**Improve resilience of the transportation network to weather events and climate change**

A resilient transportation network is one that can continue to provide seamless mobility, even in the face of a changing climate. Approximately half of the days in a typical year have weather conditions that affect driving and contribute to road closures, traffic slowdowns, crashes, and damage to electronic devices such as traffic lights, message signs, and cameras. Climate change is already causing more frequent road flooding, snow storms, and heat- and cold-related pavement and communication failures. These capacity and performance issues are only expected to worsen. The region needs to anticipate worsening disruption of the transportation system caused by climate change as it invests in reconstructing and enhancing existing transportation assets. In addition, implementing the electricity and communications infrastructure that supports traffic management under normal operating conditions can enable the transportation system to respond to extreme conditions.

TIP projects that improve traveler information and incident management, and projects that address stormwater and flooding issues support this recommendation.

**Fully fund the region's transportation system**

Northeastern Illinois needs to invest in maintaining and enhancing the transportation system to keep up with demand and promote regional economic vitality. However, traditional transportation revenue sources can no longer keep up with increasing costs, and without additional sustainable, dedicated, adequate revenue sources, the region will be unable to maintain the system in its current state of repair, let alone implement needed enhancements.

Projects selected for inclusion in the TIP are limited by the resources available. More robust programs would be possible with this recommendation.

**Enhance the region's approach to transportation programming**

The scarcity of transportation dollars demands that they be spent wisely and transparently. In the CMAP region as well as the rest of the state, transportation funding is largely allocated via formulas set in law or simply adhered to by custom. These formulas are not responsive to changing conditions, can spread funding too thin for any individual agency to accomplish more significant projects, and can prompt decision makers to focus on the money itself rather than on how individual projects address or do not address transportation needs. Performance-based funding promises a more accountable process for programming transportation projects, using a variety of measures to allocate scarce resources. Implementing asset management plans for roads and transit facilities can help communities maintain better infrastructure conditions over a longer term at lower costs.

The TIP is the mechanism for implementing this recommendation. The application of performance targets and project selection processes are described in greater detail throughout this document.

### **Build regionally significant projects**

Regionally significant projects (RSPs) are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. These include large reconstruction projects and additions to the system. ON TO 2050 focuses particularly on projects that reconstruct or enhance the existing network, with few expansion projects. Implementation of many of these projects will require action not only on the projects themselves, but on implementing strategies to provide additional local, regional, state, and federal transportation revenues.

The inclusion of RSPs in the TIP, as described in more detail later in this chapter, supports this recommendation.

## **Performance Targets**

One of the most significant policy changes in the federal Moving Ahead for Progress in the 21st Century (MAP-21) transportation law, enacted in 2012, was to institute a national performance measurement system for the highway and transit programs. Implementation of this new system is just beginning, and it requires state DOTs, MPOs, and transit agencies to work together to set targets that define the performance they want to achieve. Select federal performance measures for infrastructure condition, safety, and congestion are plan indicators in the ON TO 2050 [Mobility](#) chapter. All federal performance measures are described in detail in the [ON TO 2050 System Performance Report](#) of the plan. Each measure includes a description, methodology, and discussion of the region's targets. As projects progress to implementation, potential impacts will be compared to actual impacts to develop strategies for focusing programming on projects that have a positive effect on the performance targets.

At the time of publication of this document, classification of individual projects' potential to influence targets is ongoing. In order to track performance, the data collected within the eTIP database will continue to evolve. In 2018, programmers began identifying if each project has the potential to influence one of seven performance target groups: safety, transit asset condition, pavement condition, bridge condition, travel reliability/congestion, non-single-occupant vehicle (SOV) travel, and emissions reduction based on project types, work types, and other scope elements described in [these guidelines](#). Through the end of August 2018, data is available for 21% of projects included in the TIP. As programmers complete the administrative action to carry projects forward into the new federal fiscal year throughout the month of October 2018, data will be collected for all projects. The table below summarizes the potential for projects to influence targets and the financial investment in those projects, based on the data collected to date.

## TIP Project Count and Cost, by Performance Target Category, Sept, 2018

*To date, only 21% of TIP projects have reported target categories, as shown here.*

Performance target category	Number* of projects	% of projects	Total cost of projects	% of total cost
Highway Safety	64	16%	\$678,960,833	12%
Transit Asset Condition	-	0%	\$0	0%
Pavement Condition	117	30%	\$808,093,989	14%
Bridge Condition	37	9%	\$733,269,856	13%
Congestion Reduction	34	9%	\$1,162,991,808	21%
Non-SOV Trips	50	13%	\$746,252,972	13%
Emissions Reduction	88	23%	\$1,482,694,367	26%
	<b>390</b>	<b>100%</b>	<b>\$5,612,263,825</b>	<b>100%</b>

\*Note 4% of projects report potential to impact multiple targets. The total cost of these projects is included in all categories of potential influence

For projects which indicate one or more targets may be influenced, additional data will be collected to facilitate CMAP staff analysis of impacts. The input form(s) necessary to collect this additional data is under development. Upon roll out in eTIP, programmers will be asked to add the data to projects. Summary reports will be compiled at least annually and will be presented to the Transportation Committee and posted on the CMAP web site.

## Regionally significant projects

Regionally significant projects (RSPs) are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. These include large reconstruction projects and additions to the system. The federal government requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These constrained projects can help the region meet today's needs, adapt to changing mobility patterns for goods and people, and support economic success overall. Only constrained projects are eligible to receive federal transportation funds and obtain certain federal approvals. Investment in RSPs must balance many priorities, including carefully allocating the region's limited transportation revenues. ON TO 2050 therefore includes a relatively small number of constrained RSPs as priorities and recommends further study of others that are classified as "unconstrained." The plan focuses particularly on projects that reconstruct or enhance the

existing network, with few expansion projects. This is due in part to the plan's priorities and to fiscal constraint. If current revenues and trends remain the same, the region will have fewer resources for RSPs. Implementation of many of these projects will require action not only on the projects themselves, but on implementing additional local, regional, state, and federal transportation revenues. To identify constrained RSPs, CMAP solicited candidate projects from partner agencies as well as from the public, then undertook an extensive evaluation of the benefits of the projects, which is documented in the [ON TO 2050 Regionally Significant Projects Benefits Report](#). Candidate projects meet one of the following thresholds:

1. Costs at least \$100 million and either (a) changes capacity on the National Highway System or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic.
2. Costs at least \$250 million and improves the state of good repair for a particular highway or transit facility.

Evaluation of each project focused on the current need, the modeled benefit with 2050 population and employment, and the degree to which the project fits with ON TO 2050 planning priorities.

Regardless of the implementation schedule for RSPs, these projects are included in the approved TIP project list and all associated conformity determinations. RSPs that will be funded, in whole or in part, in FFYs 2025-50 are considered to be illustrative. Early planning phases of RSPs that are classified as "unconstrained" may also be included in the approved TIP, but in order for funding for design, right of way acquisition, construction, or implementation of these projects to be included in the TIP, ON TO 2050 would need to be amended. For the purposes of constraining RSPs in ON TO 2050, the cost of fixing existing infrastructure is accounted for separately in the financial plan forecast, and only the cost associated with new capacity requires identifying additional available resources to meet fiscal constraint. In the TIP, all project costs are accounted for, including components that are considered maintenance or system preservation in ON TO 2050.

# Chapter 3: Financial Plan

Project programming is a dynamic process. Competition for limited funds arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic development opportunities. The resources available for transportation projects come from a variety of federal, state, local, and private sources. The cost of projects selected for inclusion in the 2019-24 TIP cannot exceed the revenues that are reasonably expected to be available in those years, from both public and private sources.

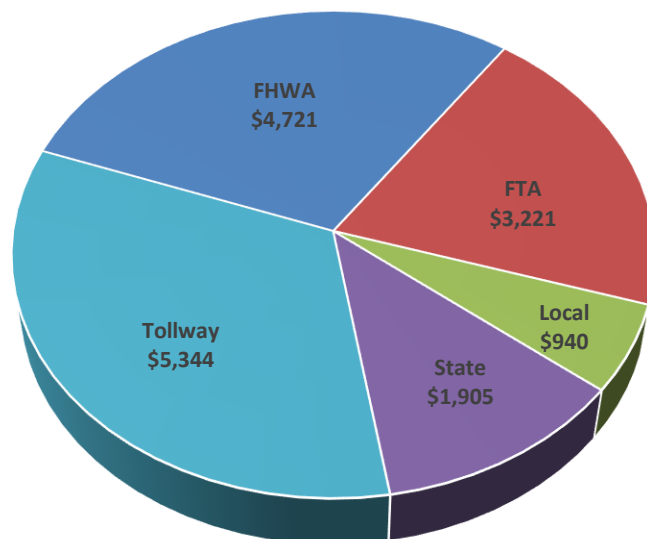
## Financial resources

Projects in the TIP are funded through a combination of public and private sources. Public funding is the primary source of funding in the TIP. Public funding is a combination of federal, state, regional, and local funds. The major sources of public funds are a variety of taxes, such as motor fuel taxes (federal, state, and local), sales taxes (state and local), vehicle registration fees, and tolls (particularly from the Tollway).

Forecasting future funding levels, even in the short term, requires a number of assumptions to be made. The first assumption is that federal transportation programs will continue through FFY 2024 in the same manner and at the same levels as they have under the Fixing America's Surface Transportation ([FAST](#)) Act. Likewise, at the state and local levels it is assumed that available revenues will be consistent with past trends.

CMAP estimates that there will be \$16.131 billion available to implement projects in the TIP during this six-year period, or approximately \$2.7 billion annually. This is similar to what the region has typically obligated or awarded annually. Over a five year period (2012-2016) the region averaged \$2.336 billion in annual obligations and awards. Figure 1 illustrates the estimates of public funding for capital investments that CMAP reasonably expects will be available for programming in the TIP between FFY 2019-24.

**Figure 1: Estimated FFY 2019-24 Available Funding for Programming in the TIP (in millions)**



While federal regulations allow for the use of reasonably expected revenues in constraining the TIP, CMAP relies on a more



conservative approach using actual apportionments for fund sources that are active in the baseline year of the TIP. CMAP does not assume that the region will have more or less funding available in out years of the TIP than it does in the baseline year, except in the case of directly apportioned formula funds with specific changes codified in law. Further, the CMAP region is classified as a nonattainment area for Ozone and must therefore limit revenues in the first two years of the TIP to those for which funds are available or committed.

CMAP updates the baseline estimates on an annual basis by developing a state/regional resources table. The table is provided to CMAP's Transportation Committee for information and is posted on the CMAP website as part of the [TIP documentation](#). Though it is uncommon, this table may be updated more often than annually to reflect changes to actual apportionments. The resources included in the table are reflected in the eTIP database, and funds cannot be programmed in excess of these resources. In order to ensure continuity in programming, when updated each year, the estimated resources are projected for the next five years, even though the final year(s) may extend beyond the period (FFY 2019-24) of this TIP document; any funds programmed in those years are considered illustrative. The sections below describe the resources included in the state/regional resources table. In addition to forecasting future federal resources, estimates of previously unobligated FHWA funds are also compiled annually. These funds are referred to as carryover funds, and are documented in the annual carryover analysis which is also posted on the [TIP documentation](#) web page. These funds are also available for programming in the first year of the TIP.

## **Federal resources**

Projects in the TIP make extensive use of federal transportation funding. On an annual basis, CMAP develops estimates for specific formula-based federal transportation funding programs that are available to the region. These estimates are derived from actual apportionments for the current FFY, which serves as a baseline year. Funding amounts included in the baseline are held constant in future years of the TIP, as CMAP does not believe there is a reasonable way to predict a change in federal funding without a new federal transportation bill.

### ***FHWA State Resources:***

FHWA State Resources are funds that are programmed by IDOT. Historically 45 percent of all of the federal resources available to IDOT statewide are obligated in northeastern Illinois, but that percentage varies considerably by individual federal fund source. Because it is impossible to predict from year to year what specific mix of federal fund sources will be utilized by IDOT on projects in the CMAP area, CMAP makes the full state apportionment of these sources available for programming in the TIP to give IDOT maximum flexibility to program as circumstances dictate. The apportionments are derived from FHWA apportionment [notices](#) and reflect apportionments as shown in the FHWA's Financial Management Information System (FMIS). It is the responsibility of IDOT to ensure that the State Transportation Improvement Program (STIP) fiscal constraint determination considers all programming of federal funds statewide.

### ***FHWA Regional Resources:***

FHWA Regional Resources are funds that are programmed by CMAP and local agencies such as the Councils of Mayors or Counties. Regional resources are based on FHWA suballocation of apportionment [guidance](#), and IDOT memorandums and circulars pertaining to regional resource allocations for STP-Local, TAP-Local, STP-Bridge, and STP-County.

### ***FTA Resources:***

FTA Resources are available to the RTA and its service boards for programming. These formula funds are apportioned by urbanized area. As discussed in [Chapter 1](#), the CMAP MPA includes two urbanized areas, both of which extend beyond state boundaries. FTA [apportionments](#) for the entire area are published in the Federal Register and are split between northeastern Illinois and northwestern Indiana, and between northeastern Illinois and southeastern Wisconsin. These urbanized area splits are negotiated annually and approved by the three MPOs. The most current resolutions documenting these splits are available on the [MPO Policy Committee](#) webpage.

After the urbanized area splits have been negotiated, the RTA suballocates these funds among the service boards according to the following percentages: 58 percent to the CTA, 34 percent to Metra and 8 percent to Pace. These suballocations are then used to constrain programming in the TIP by FTA fund source and transit agency.

## **State resources**

There are a variety of state resources, including public transportation funds, state motor fuel tax, vehicle registration fees, and bonds, which are used not only to maintain, operate, and enhance the existing system, but also to provide matching funds for projects using federal funds. These funds must be appropriated by the Illinois General Assembly. The use of state funds for programming in the TIP is not constrained.

## **Local resources**

The region has a variety of local resources that are used to maintain and operate the existing system, provide matching funds for projects using federal funds, and fund transportation improvement projects throughout the region. Local motor fuel tax, sales tax specifically collected for distribution to transit agencies, and Tax Increment Financing (TIF) district funds are examples of these fund sources. Toll revenues collected by the Tollway for exclusive use by the Tollway are also considered a local fund source. The use of local funds for programming in the TIP is not constrained.

## **Other reasonably expected revenues**

The [ON TO 2050 Financial Plan for Transportation Appendix](#) forecasts revenues and expenditures to maintain and operate the transportation system in northeastern Illinois. The forecasts found a shortfall of \$24 billion in existing revenue sources for operating and maintaining the region's

system in its current condition over the time period covered by the long-range plan. This does not include system enhancements or capacity expansions.

To allow for operating and maintaining the system in its current condition over the planning period, as well as system condition improvements, system enhancements, and capacity expansions to be implemented, reasonably expected revenues are considered and included in the ON TO 2050 financial plan revenue forecasts. ON TO 2050 includes forecasts of the following reasonably expected revenues in addition to the revenue amounts and sources previously mentioned. While ON TO 2050 anticipates that the revenues listed below and described in the [ON TO 2050 Financial Plan for Transportation Appendix](#) will become available between FFY 2019-24, action is needed by the federal government, State of Illinois, and municipalities to realize these revenues. Therefore, CMAP will not program against these revenues in the TIP until the necessary action is taken by these bodies.

Strategy	Reasonably Expected Revenue (2019-24)
Increase state MFT by 15 cents	\$2.334 billion
Expand sales tax base	\$730 million
Federal cost of freight service fee	\$846 million
Regional revenue source	\$443 million
Expansion of priced parking	\$5 million

## Operations and maintenance

The [ON TO 2050 Financial Plan for Transportation Appendix](#) details the assumptions and methodologies for forecasting system-level costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation. Forecasts for the costs of operations and administration were estimated from historical expenditures. The forecast for maintenance costs is based on the investment needed to maintain current conditions and not increase the backlog of facilities in fair or poor condition. While more public funding is necessary to bring the transportation system into a better state of good repair, forecasted revenues are sufficient to maintain the existing road network and operate the region's transit system over the period covered by the TIP. IDOT's [Multi-Year Improvement Program](#) for state fiscal years 2018-23 allocates 86 percent of the state program to maintaining roads and bridges. The [2018 RTA Operating Budget, Two-Year Financial Plan and Five-Year Capital Program](#) indicate that the region will have enough resources to adequately operate the transit system.

## Demonstration of fiscal constraint

CMAP utilizes the eTIP database for ensuring fiscal constraint is maintained on a continuous basis. The revenues discussed above are input into the eTIP constraint tables by fund source and FFY, and in the case of suballocated sources, by the lead programming agency. All individual financial line items utilizing these constrained sources are summed and a report of

the balance between revenues and programmed funds is provided. The report is accessible to CMAP staff, TIP programmers, IDOT, FHWA, and FTA staff, can be generated at any moment in time, and can be filtered to include in-progress, pending, and/or approved TIP changes. While the default report view provides subtotals by fund source, users can expand the report to include a list of all project line items included in those subtotals. The TIP is determined to be constrained when the balances for all fund sources are zero or positive. In the event that pending changes cause any balance to be negative, CMAP staff utilizes the project-specific information to work with individual programmers to resolve over-programming of funds. Each FFY is summed independently, and balances in any year are assumed to be carried forward to the next year.

## **Fiscal constraint and Advance Construction**

[Advance Construction](#) (AC) is an innovative financing tool in which FHWA allows states to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with federal funds at a later date. AC is not a funding category and does not provide additional federal funding. As no federal funds are actually obligated when in AC status, these funds are not subtracted from available revenues when determining constraint. When IDOT is ready to seek federal reimbursement of these funds, typically upon receiving an invoice for work completed, a conversion from AC to federal obligation is requested. These conversions are indicated as “ACC,” or Advance Construction Conversion, in the TIP. Once converted to ACC, funds are again subject to fiscal constraint. IDOT utilizes an automated system to notify programmers of both AC and ACC actions on a weekly basis, so that these actions are accurately represented in the TIP programming information and fiscal constraint determination.

## Chapter 4: Project selection

The programming process in northeastern Illinois is complex and is carried out by a number of partner agencies. Programming begins with the selection of projects, and the authority to make those selections varies primarily by fund source. While all project selection processes consider the priorities of ON TO 2050, many processes include additional considerations, as described in this chapter. While the authority to select projects varies, the region collaborates on project selection and program development through committees such as CMAP's STP Project Selection Committee and CMAQ Project Selection Committee, and through a variety of [cooperative agreements](#) and the implementation of [Unified Work Program](#) projects and studies.

### Projects selected by CMAP and Subregional Councils

The FAST Act apportions certain federal funds to urbanized areas and nonattainment areas and delegates project selection authority to the MPO. The methodologies used by CMAP to select projects that will utilize these funds are described below.

#### CMAQ and TAP-L

The federal [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#) provides funding for projects and programs to help meet the requirements of the [Clean Air Act](#) (CAA) by reducing congestion and improving air quality. Eligible activities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles and facilities serving these vehicles, diesel retrofits, and other projects likely to contribute to the attainment of maintenance of a national ambient air quality standard. The federal [Transportation Alternatives Program](#) (TAP) is funded with a set-aside of Surface Transportation Block Grant (STBG) funding for smaller-scale projects such as pedestrian and bicycle facilities. The portion of the set-aside that is programmed by the MPO is referred to locally as TAP-Local or TAP-L.

CMAP utilizes a competitive process to select projects for inclusion in the CMAQ and TAP-L programs. The program development and review is overseen by the [CMAQ Project Selection Committee](#) (PSC). Application requirements, scoring criteria, and other elements of project selection are reviewed by the CMAQ PSC prior to each call for projects, which generally occur every two years and are documented in a Program Application Booklet. The most recent call for projects occurred in 2017, and the next call is anticipated in 2019. Information on the most recent call for projects and historic programs is available on the [CMAQ/TAP-L Program Development](#) webpage.

The primary consideration for CMAQ project selection is the cost-effectiveness of projects' air emissions reductions. Additional Transportation Impact Criteria are evaluated and used as a secondary scoring measure. Completion of the [Regional Greenways and Trail Plan](#) is the primary focus of the TAP-L program.

## STP-L

Federal STBG funding, programmed by CMAP as [STP-Local](#), provides a suballocation of funding to the urbanized area from funds apportioned to the state for a broad range of eligible transportation projects. Due in part to the broad project eligibilities, historic practices, and differing subregional emphasis on the individual priorities of ON TO 2050, STP programming authority is delegated to the regional Councils of Mayors and City of Chicago by the MPO Policy Committee. The distribution of funding and programming procedures are outlined in an [agreement](#) between the Council of Mayors and City of Chicago. This agreement calls for establishing a shared fund for accomplishing large regional projects, and making changes to the local council and City of Chicago distribution of funding and programming methodologies to place more emphasis on performance-based programming decisions and accomplishment of the goals of ON TO 2050. The provisions of the agreement will be phased-in during federal fiscal years 2018 through 2021.

### *Local Programs*

The amount of programming authority distributed to each council and the City is calculated via a performance-based formula that applies the following performance measures on the local jurisdiction system of roadways that are federal-aid eligible:

1. Pavement Condition. To be measured as lane-miles in poor condition as defined in 23 CFR 490.
2. Bridge Condition. To be measured as square feet of deck area in poor condition as defined in 23 CFR 490.
3. Congestion. To be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
4. Safety. To be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
5. SOV travel. To be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.

The development of local programs is a transparent, competitive process, subject to public engagement at several steps in the process. Each subregional council of mayors issues a call for projects every two years, on a consistent schedule region-wide. Each council uses a published points-based methodology to evaluate and select projects for funding. Likewise, while the City of Chicago does not issue a traditional call for projects, projects proposed for STP-L funding must be evaluated using a points-based methodology. Each individual subregional council and the City establishes its own points-based methodology for selecting projects, and a minimum of 25 percent of those points are allocated to regional priorities that support ON TO 2050. Recommended programs of projects are subject to public comment prior to being adopted by each council or the City, and also as part of the TIP approval and amendment process.



### ***Regional 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](#).

Project eligibility is focused on projects of significant cost and multi-jurisdictional projects in eight categories that address federal performance measures and priorities of ON TO 2050: road reconstructions, transit station rehabilitation or reconstructions, bridge rehabilitation or reconstructions, highway/rail grade crossing improvements, road expansions, bus speed improvements, corridor-level or small area safety improvements, and truck route improvements. Evaluation criteria are intended to emphasize the desire to bring projects to completion, address needs with cost effective improvements, and implement planning factors that are an integral part of ON TO 2050, while also considering local preferences at the subregional level.

## **Projects selected by IDOT**

The State of Illinois, through IDOT, directly selects projects for implementation with certain federal fund sources and state fund sources. Some selection processes are competitive and open to local agencies, while others are internal to IDOT.

### ***Competitive Programs for Local Agencies***

The [IDOT Local Programming Matrix](#) provides a high level overview of funds available to local agencies. Regular calls for projects are held for the [Special Bridge Program](#) (formerly Major Bridge Program) funded with STBG, the [Highway Safety Improvement Program](#), [Safe Routes to School](#) (SRTS), and [Illinois Transportation Enhancement Program](#) (ITEP), funded with the Transportation Alternatives set-aside of STBG funds, the [Rail/Highway Grade Crossing Safety Program](#), the [Economic Development Program](#) (EDP), and the [Truck Access Route Program](#) (TARP). See [Appendix 2](#) for the TIP programming codes for these fund sources. The selection criteria for these competitive programs are published in project solicitation announcements. CMAP generally has an advisory role in the selection of projects under these IDOT programs.

### ***Other IDOT programs***

Each year, IDOT develops a multi-year, multimodal program of projects utilizing a variety of state and federal fund sources, known as the [Multi-Year Improvement Program](#) (MYP). The priorities of the program are to improve the National Highway System (NHS) and structurally deficient bridges on the NHS. IDOT uses a performance-based selection tool (PBST) and policies of the state's Asset Management Plan to prioritize capacity projects and develop the program. IDOT seeks partner and public input in program development through online surveys, open houses, workshops, and hearings.

## Projects selected by transit providers

Guided by the [Regional Transit Strategic Plan](#), the RTA's three service boards operate and maintain the region's transit system utilizing federal, state, and local fund sources. Information on their programming and project selection processes is available on their websites ([CTA](#), [Metra](#), and [Pace](#)). The RTA also conducts a competitive process for funding projects under the FTA Section 5310 [Enhanced Mobility of Seniors and Individuals with Disabilities Program](#).

## Projects selected by others

IDOT allots some federal fund sources by formula or agreement to other entities for project selection. Township Road Districts receive an annual allocation of funding for the [Township Bridge Program](#). In northeastern Illinois, STBG funds reserved for rural projects, programmed as STP-Counties (a.k.a. STP-C) are allocated to Lake, McHenry, Kane, and Will counties. The counties work together to identify projects to utilize these funds through the District 1 branch of the Illinois Association of County Engineers. Rural STBG funds allocated to Kendall County and portions of DeKalb and Grundy counties that are within the CMAP MPA are programmed by the counties, in coordination with IDOT, as STP-State Programmed Rural (a.k.a. STP-R).

## Changes to Major Projects from the 2014–19 TIP

GO TO 2040 included 17 fiscally constrained [Major Capital Projects](#) that were included in the 2014-19 TIP. One has been completed, and 14 have carried forward as regionally significant projects in ON TO 2050 and are included in the 2019-24 TIP. Two have been removed from the fiscally constrained long-range plan and from the 2019-24 TIP.



TIP ID(s)	Project	Status
<b>Completed GO TO 2040 Major Capital Projects</b>		
09-02-9008	Jane Addams Tollway (I-90)	The scope of the major capital project is complete.
<b>GO TO 2040 Major Capital Projects continuing as ON TO 2050 Regionally Significant Projects</b>		
12-10-9001	I-55 Managed Lanes (formerly Express Toll Lanes)	Phase 1 and Phase 2 Engineering funds (state) have been obligated.
04-00-0023	I-290 Eisenhower Reconstruction and Managed Lanes (formerly Express Toll Lanes)	Phase 1 and Phase 2 Engineering funds (state) have been obligated.
01-12-0019	Jane Byrne Interchange Reconstruction	Under construction.
07-94-0008	I-294/I-57 Interchange	Construction of Phase 1 was completed in 2014. The final phase is planned for completion in 2024.
01-98-0114	I-190 Access and Capacity Improvements	Elements of this project complete or under construction.
16-10-9001	CTA North Red/Purple Line Modernization	Committed funding under the federal New Starts program as well as under TFIA, and is currently under construction.
01-02-9009	West Loop Transportation Center Phase I Improvements	Planned for implementation beyond the years of the TIP, but within ON TO 2050.
01-02-9018	Metra Rock Island Improvements	Planned for implementation beyond the years of the TIP, but within ON TO 2050.
01-07-0001	75th St. Corridor Investment Program/Metra SouthWest Service Enhancements	The engineering for this project is advanced; final design is required.
18-10-9001	Metra UP North Improvements	Engineering funds have been obligated.
18-07-0669	Metra UP West Improvements	Engineering funds have been obligated.
01-94-0006; 16-08-0010	CTA Red Line South Extension	Project Development funds have been obligated.
03-96-0021	Elgin O'Hare Western Access	The first two components are expected to be complete in 2018, while the western bypass is planned for 2025.
18-07-0670	Metra UP Northwest Improvements and Extension	Engineering funds have been obligated.
<b>GO TO 2040 Major Capital Projects not continuing as ON TO 2050 Regionally Significant Projects</b>		
12-02-9024	Illiana Expressway	Under reexamination by the programmer for its priority value.
10-06-0061; 10-94-0047	Tri-County Access (formerly IL 53/IL 120 Tollway)	Project is being conceptualized differently and is undergoing an EIS to address transportation needs in eastern McHenry, northern Cook, and Lake counties.

# Chapter 5: Conformity analysis

Northeastern Illinois does not attain national ambient air quality standards (NAAQS) for certain pollutants. It is classified as a marginal nonattainment area for the 2015 8-hour ozone standard, a moderate nonattainment area for the 2008 8-hour ozone standard, and attainment (maintenance) for the 1997 8-hour ozone standard. The region must implement a transportation program that will help to reduce levels of pollutants that contribute to ground level Ozone, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx), to national standards.

Nonattainment areas are designated by the U.S. EPA based, in part, on recommendations from the Illinois Environmental Protection Agency (IEPA). IEPA's recommendation follows U.S. EPA guidelines for identifying nonattainment areas. This includes not just monitor data, but also emissions data, urbanization patterns, meteorology, and so on. Technical information on this process can be found on the [IEPA website](#). CMAP and the IEPA have established an [Intergovernmental Agreement for Coordination of Air Quality Related Transportation Planning](#).

Nonattainment areas are established independent of metropolitan planning organization or MPA boundaries and are distinct for each standard. The northeastern Illinois [nonattainment area under the 2008 8-hour ozone standard](#) includes Cook, DuPage, Kane, Lake (IL), McHenry, and Will counties, Aux Sable and Goose Lake Townships in Grundy County and Oswego Township in Kendall County. The nonattainment area also includes Lake and Porter counties in northwest Indiana, and a portion of Kenosha County in southeast Wisconsin. The Northwestern Indiana Regional Planning Commission and Southeastern Wisconsin Regional Planning Commission handle conformity requirements for those two areas. An [agreement](#) between Grundy County and CMAP establishes that CMAP is responsible for federally regulated transportation planning in Aux Sable and Goose Lake townships. Also, while only Oswego Township in Kendall County is within the nonattainment area, because the entire county is within the CMAP MPA, all projects within the county are subject to CMAP's modeling and conformity. On August 3, 2018 the [nonattainment area under the 2015 8-hour ozone standard](#) took effect. This nonattainment area differs from the nonattainment area under the 2008 8-hour ozone standard. Specifically, in Illinois, McHenry County is no longer a part of the nonattainment area and the nonattainment areas in Indiana and Wisconsin have also been reduced. Until such time as the 2008 8-hour ozone standard has been revoked by the U.S. EPA, CMAP must demonstrate conformity to both standards.

As part of the transportation planning and programming process, CMAP staff evaluates the impact of proposed transportation activities on the region's air quality. This evaluation, called a conformity analysis, is submitted to IEPA and U.S. EPA for their review before a long-range regional transportation plan or Transportation Improvement Program (TIP) is approved. The conformity analysis must demonstrate that the emissions resulting from the plan and TIP meet the requirements of (i.e., "conform to") the regulations governing air quality.

Some individual transportation projects must be evaluated for local air quality impacts, commonly called a “hot spot analysis.” Projects that are subject to hot spot analysis are called, “projects of air quality concern.” They involve significant levels of diesel vehicle traffic, or are identified in a PM<sub>2.5</sub> or PM<sub>10</sub> State Implementation Plan as a localized air quality concern. Hot spot analysis is conducted by the agency implementing the project as part of the environmental assessment process.

Interagency consultation is required under the transportation conformity rule, as described in 40 CFR 51.402. In the northeastern Illinois region, these procedures are addressed through the [Tier II Consultation](#) process. Decisions made through this interagency consultation process guide the MPO in making conformity determinations.

Conformity procedures, documentation, and frequently asked questions ([FAQs](#)) are documented and updated as needed on the [Conformity Analysis](#) page of the CMAP website.

## Current conformity analysis

The current conformity analysis for ON TO 2050 and the FFY 2019-24 TIP consists of these documents:

[\*ON TO 2050 Transportation Conformity Analysis Appendix\*](#)

[\*ON TO 2050 Socioeconomic Forecast\*](#)

[\*ON TO 2050 Travel Demand Model Documentation\*](#)

## Conformity amendments

The conformity analysis is updated at least semi-annually. Updates are initiated with the submittal of TIP changes by project sponsors. The staff analysis of the requested changes is reviewed by the [Transportation Committee](#) and released for a 30-day public comment period. Comments are addressed and reviewed by the Transportation Committee and approved by the [MPO Policy Committee](#). U.S. DOT and IDOT provide final approval of the amendments.

All federally funded projects with Not Exempt work types must be modeled and included in the conformed TIP in order to receive federal funding. A list of all work types and their exempt status can be found in [Appendix 2](#). Updates to the work types can be found on the [TIP Programmer Resources](#) web page. RSPs included in ON TO 2050 are conformed, regardless of funding status, due to their regional significance and scope. Other RSPs are required to be conformed as well, whether or not they will utilize federal funding. Projects designated as unconstrained in ON TO 2050 cannot be conformed without a plan amendment.

In order to be conformed, projects must have funding identified for Phase 2 Engineering, Right of Way, Construction, or Implementation included in the active years (the current federal fiscal

year plus the four subsequent federal fiscal years) of the TIP. Project location, description, and scope (work types) must be defined and model information, including a completion year, must be provided in the eTIP database. Unless they are subject to hot spot analysis, projects are not individually conformed. A project is said to be conformed if that project is included in the most recently conformed TIP.

# Chapter 6: TIP amendment procedures

The CMAP TIP is regularly amended by updating the details of the approved project list to reflect changes in project scope, schedule, and funding status. Amendments may be administrative in nature or may be formal amendments requiring a variety of agency and public review and approval by the MPO Policy Committee, or their designee. Amendments to CMAP's TIP must be approved by the State of Illinois for incorporation into the STIP. The TIP and STIP changes must be approved by FHWA and FTA, certifying that all federal transportation planning requirements were met. TIP amendments are completed and documented in the eTIP database.

## Types of Amendments

There are three categories of TIP amendments. The [TIP Change Quick Reference](#) document is a resource for determining the type of amendment that is the result of a particular change to a project's information.

### Administrative

Administrative amendments are those which do not require public review and comment, demonstration of fiscal constraint, or a conformity determination. Changes to exempt work types, schedule changes within the active years of the TIP, and changes to non-federal funding are administrative. Certain financial changes, such as placing a phase in Advance Construction status or changes below the formal amendment thresholds described below, may also be administrative. Changes to illustrative projects, except ON TO 2050 regionally significant projects, are administrative. Administrative amendments submitted in eTIP take effect immediately when reviewed and accepted by CMAP staff.

Transit projects obligated through the FTA are not subject to the same schedule as those obligated by FHWA through the IDOT process. Therefore, to facilitate transit project phases moving forward in a timely manner, separate administrative amendments may be created for projects obligated through FTA and those obligated through FHWA.

### Formal

Formal amendments are significant changes to the scope, schedule, or limits of a project, or financial changes exceeding the thresholds described below. The addition of federal funds to a project previously funded with only state/local funds or the deletion of all federal funds from a project is a formal amendment.

A cost change is a formal amendment if the percent change (positive or negative) exceeds the percent shown in the table below, based the federal project cost before the change.

Federal Project Cost Before Change	Percent Change (±)
\$0 - \$999,000	100%
\$1,000,000 - \$4,999,000	50%
\$5,000,000 - \$9,999,000	25%
≥ \$10,000,000	20%, up to a max. of ± \$10,000,000

Formal amendments require seven days public comment and approval by the [Transportation Committee](#).

## Conformity

Conformity amendments are formal amendments that can affect air quality conformity in the region. Scope and limit changes, project schedule changes, and adding/deleting not exempt work types are the most common conformity amendments. Conformity amendments require transportation and air quality modeling. The modeling results and the details of the TIP changes are released by the Transportation Committee for a minimum of 30 days of public comment. Following the comment period, the [MPO Policy Committee](#) considers approval.

## Schedule

The majority of highway, bicycle, and pedestrian projects contained in the CMAP TIP are accomplished through the IDOT state letting process. As such, the regular schedule for amending the TIP is derived to meet deadlines associated with the state's schedule. The state letting schedule, a master schedule of meetings and due dates, and a calendar of TIP amendment actions for each FFY are posted on the [TIP Programmer Resources](#) page of the CMAP website.

Each formal amendment period requires the submittal of new TIP projects and changes to existing projects ten days prior to CMAP's Transportation Committee. Submittals are reviewed by CMAP staff and are posted for public comment on the [eTIP website](#) and as part of the Transportation Committee meeting materials. TIP changes associated with the semi-annual conformity determination are due a minimum of three months prior to the MPO Policy Committee meeting at which approval will be sought. Submittals are reviewed by staff for travel demand and air quality modeling. The staff analysis is presented for Transportation Committee review and is released for a 30-day public comment period. Comments are addressed and reviewed by the Transportation Committee and are recommended to the MPO Policy Committee for approval.

## Submittal & Approval

Project sponsors submit administrative and formal amendment requests for CMAP staff review through the eTIP website. Staff confirms the type of amendment (administrative or formal) and accepts or denies the changes. Administrative changes accepted by CMAP staff immediately

become a part of the approved TIP project list and are posted to the eTIP public website. Formal and conformity amendments accepted by CMAP staff are held until the amendment period is closed, and are compiled into a draft amendment report. The amendment report displays the updated project information and provides a before-and-after summary of the scope, schedule, financial, and other changes made for each project. Once reviewed by the public, and approved by either the Transportation Committee or MPO Policy Committee, the approval is entered into the eTIP database, and IDOT, FHWA, and FTA are notified of the approval. Following IDOT review for inclusion in the STIP, their approval is entered into eTIP, and FHWA and FTA are notified that the amendment is available for federal review. Upon FHWA approval in eTIP, all reviewing parties and CMAP receive this notice:

CMAP Formal Amendment [number] has been approved by [name], FHWA on [date].  
FHWA can now consider project authorization requests related to this TIP amendment.

Upon FTA approval in eTIP, the same parties receive this notice:

CMAP Formal Amendment [number] has been approved by [name], FTA on [date]. The public transportation projects listed in the TIP amendment report provided are eligible for FTA funding.

These federal approvals establish the new approved TIP project list. The approval dates for all amendments are reported on the Amendments tab of the eTIP public website. Notes from reviewers may also be displayed.

## Program & project versions

The eTIP database is workflow based with each program of projects referred to as a “TIP Document” or “TIP Action.” Each program corresponds to the starting FFY and amendment number. Each project within the TIP also has sequential versions, with each amendment to the project adding a new project version. The below terms and definitions from the [eTIP Fact Sheet: Project Versions and Status](#) explain the eTIP workflow.

**TIP Document:** The TIP Document (or TIP) is the approved *program* of projects, as amended throughout the federal fiscal year (FFY). A new TIP program is started each FFY (starting October 1), and is made up of the projects and line items that have funding in the starting FFY, plus the next four years. Illustrative projects, with all funding in prior years and/or future years, may also be included in the TIP document; however, illustrative projects cannot receive federal funding authorizations.

TIP documents are numbered sequentially by FFY. Using FFY 2017 as an example, the numbering is as follows:

- 17-00: The starting document for the FFY, created via an adoption. TIP years are 2017-21.
- 17-01: The first formal amendment to projects contained in the 17-00 TIP.



- 17-01.1: The first administrative amendment to projects contained in the 17-00 TIP, corresponding to formal amendment 17-01.
- 17-01.2: The second administrative amendment to projects contained in the 17-00 TIP, corresponding to formal amendment 17-01.
- 17-02: The second formal amendment to projects contained in the 17-00 TIP. Changes may be cumulative.
- 17-02.1: The first administrative amendment to projects contained in the 17-00 TIP, corresponding to formal amendment 17-02.
- 17-xx: Other amendments as needed throughout the year, including conformity amendments.
- 18-00: The starting document for FFY 2018. TIP years are 2018-22.

**Adoption:** Changes made to carry projects forward into the new TIP program at the beginning of each FFY are called an adoption in the eTIP workflow process. Only administrative changes are made during the adoption.

**Administrative amendment:** Changes that are below the financial thresholds for a formal amendment or that do not otherwise require Transportation Committee or MPO approval are administrative amendments and are indicated by a decimal point in the TIP Document number. For example, 17-01.1, 17-01.2, 17-02.1.

**Formal amendment:** Changes that exceed financial thresholds, or significantly change the scope or schedule of projects and require Transportation Committee or MPO Policy Committee approval are formal amendments, and do *not* have a decimal point in the TIP Document number. For example, 17-02, 17-03. Conformity amendments are a type of formal amendment.

**Version:** Project versions increase sequentially with each administrative or formal amendment submitted for a project, regardless of the TIP Document(s) containing the project.

**Status:** A project version either is the “Approved” version, or is a proposed amendment to the approved version, that is “In Progress” () , “In Denied” () , “Pending” () , or “Accepted” () .

**In Progress:** A user has saved a change to a project, but has not submitted the change to CMAP. Additional changes may be made by the user.

**In Denied:** CMAP staff reviewed a change, but cannot accept the change until corrections are made.

**Pending:** A user has submitted a change for CMAP staff review. CMAP staff has neither accepted nor denied. Only CMAP staff can make additional changes; users can “unsubmit” to make changes, putting the project back into “In Progress.”



Accepted: CMAP staff has accepted a submitted change. Accepted administrative changes are immediately posted to the eTIP public site. Accepted formal changes are held for Transportation Committee or MPO Policy Committee approval and are not posted to the eTIP public site until approved (See [eTIP Fact Sheet - Amendment Approval Flow Chart](#)).

# Appendix 1: eTIP database overview

The online eTIP database is the official record of federal transportation funding and regionally significant state or locally funded projects. The database is a tool for programmers to submit new projects and project changes for consideration by the CMAP Transportation Committee and MPO Policy Committee. The FHWA and FTA utilize the eTIP database to ensure that projects submitted for federal participation are deemed a priority for the region and can be accomplished using the region's reasonably expected revenues. As performance-based programming evolves at the national, state, and regional levels, the eTIP database will also be used to collect additional project data and analyze how funded projects in the region meet performance targets to inform future programming decisions.

## eTIP public website

The below sections of this appendix, also available on the [eTIP Help](#) webpage, describe individual pages within the eTIP public website. A 26-minute training presentation is also available to [view](#) or [download](#) (.mp4, 55.4 MB).

## Navigating eTIP

eTIP has six distinct parts: the Approved TIP, Amendments, Advanced Search, Projects by County, an Interactive Map, and detailed project information. The eTIP home page is the Approved TIP tab.

ID	County	Lead Agency	Title	Project Type	Funding	Total Cost	Prior	Current	Future
----	--------	-------------	-------	--------------	---------	------------	-------	---------	--------

- The Approved TIP tab is a list of projects, sorted by TIP ID, that make up the currently approved TIP, including administrative changes that have been accepted by CMAP staff.
- The Amendments tab displays an overview of actions taken or in progress to modify the scope, schedule, financial, or other project information.
- The Advanced Search tab provides visitors a means to locate project information by title, description, location, lead agency, project type, or specific federal fund source.
- The Projects by County tab provides a summary of the number, type, cost, and available funding for projects within selected counties.
- The Interactive Map allows visitors to search by a specific address or zoom in to an area to view programmed projects.
- Detailed project information can be obtained by selecting a specific project on any of these tabs.

Project lists on every tab can be sorted by clicking on the column title, and project lists can be exported to Microsoft Excel.

## Approved TIP

The TIP is a five-year program of surface transportation projects throughout northeastern Illinois. Based on federal fiscal years which start on October first, the TIP includes projects expected to receive federal funding. The TIP also includes regionally significant projects funded by state and local sources. The Approved TIP tab is a list of projects, sorted by TIP ID, that make up the currently approved TIP, including administrative changes that have been accepted by CMAP staff.

The approved TIP may also include projects that are illustrative, which are included in the multi-year B-list (MYB). These projects are planned to be completed when funding becomes available. Most major capital projects fall into this category. These projects are labeled as “FUTURE PROJECT” in the Approve TIP. Projects with funds both in prior and future years, but no funds in the current TIP years are also included as future projects.

Projects with funding in past years may also be included in the Approved TIP listing if they are in progress and could still have cost changes. Projects that are not expected to experience any cost changes are designated as “COMPLETED.”

CMAP

Approved TIP | Amendments | Advanced Search | Projects by County | Interactive Map | Information

Transportation Improvement Program (TIP)

ID  County  Lead Agency  Project Type  Funding  [Reset](#)

1992 transportation project(s) [Export to Excel](#)

ID	County	Lead Agency	Title	Project Type	Funding	Total Cost	Prior	Current	Future
----	--------	-------------	-------	--------------	---------	------------	-------	---------	--------

The Approved TIP listing contains the following fields:

### *ID*

The TIP ID is the unique identification number for the project within the TIP database. The ID is based on the Lead Agency and location of the project, plus the year in which the project was first included in the TIP database.

### *County*

“County” is the county in which the project is wholly or partially located. Projects that benefit the entire region, or are not location-based are considered to be “Region-wide” projects. A quick search of projects by county can be completed at any time using the County drop down list at the top of the page.

### ***Lead agency***

The lead agency is the organization responsible for programming and managing project funding in the CMAP TIP. The lead agency may differ from the agency responsible for implementing the project. For example, projects using state and federal funds that are implemented by municipalities are typically programmed and managed in the CMAP TIP by one of the 11 subregional Councils of Mayors. A quick search of projects by lead agency can be completed at any time using the Lead Agency drop down list.

### ***Title***

Project titles typically include the location of projects and may also describe the type of work being done. If a project does not yet have any funding programmed in the TIP, the title indicates that it is a “Future Project.” The title also indicates when projects are “Completed.”

### ***Project type***

A project’s type helps to classify the major purpose of the project, and is helpful when analyzing performance goals included in GO TO 2040. A quick search of projects by type can be completed at any time using the Project Type drop down list.

### ***Funding***

A quick search of projects by funding can be completed at any time using the Funding drop down list.

<b>Federal</b>	Indicates that federal funds are being used for the project. Federally funded projects typically also include state, local, and/or other funds.
<b>State</b>	Indicates that state funds are being used for the project. No federal funds are included. Local and/or other funds may be included.
<b>Local</b>	Indicates local funds are being used for the project. No federal or state funds are included.
<b>Other</b>	Indicates that funds other than federal, state, or local are being used for the project.

### ***Total Cost and percentages***

Total Cost includes the cost for all phases of a project, regardless of the source, timing, or availability of funds. The percentages following the Total Cost reflect the portion of the project’s total cost programmed in years prior to the current TIP years (prior), the percentage of that cost currently programmed (current), and the percentage of that cost which is not yet available for programming in the TIP (future).

## **Amendments**

TIP amendments are significant changes to the scope, schedule or limits of a project or significant financial changes. There are three types of amendments: Administrative (Admin) amendments are minor changes that are accepted by CMAP staff. Formal Amendments are more significant scope, schedule, or financial changes which require seven days public

comment and approval by the [Transportation Committee](#). Formal Conformity Amendments are significant changes to scope or schedule for capacity related projects that may affect the region's ability to meet air quality standards. Conformity amendments require 30 days public comment and approval by the [CMAP Board](#) and [MPO Policy Committee](#). Amendments to CMAP's TIP must be approved by the state of Illinois for incorporation into the State Transportation Improvement Program (STIP). The TIP and STIP changes must be approved by FHWA and FTA, certifying that all federal transportation planning requirements were met. The formal amendment which occurs at the start of each federal fiscal year (FFY) is referred to as an Adoption. The annual adoption removes the just-completed FFY from the TIP, brings the illustrative year into the TIP, and adds a new illustrative year.

The Amendments tab contains the following information:

	Amendment	Notes	CMAP Approved	State Approved	FHWA Approved
<a href="#">[View Project List]</a>	16-04.1 ADMIN	7/22/2016 TC	Pending		
<a href="#">[View Change Details]</a>	16-03.1 ADMIN	5/20/2016 TC	5/12/2016	N/A	N/A
<a href="#">[Draft Project List]</a>	16-03 FORMAL	5/20/2016 TC	Pending		
<a href="#">[Draft Change Details]</a>	16-02 FORMAL	CONFORMITY 10/12/2016 MPO Policy	Pending		
<a href="#">[View Project List]</a>	16-01.1 ADMIN	4/22/2016 TC	4/22/2016	N/A	N/A
<a href="#">[View Change Details]</a>	16-01 FORMAL	4/22/2016 TC	4/22/2016		4/25/2016
<a href="#">[View Project List]</a>	16-00 ADOPTION	eTIP Rollout	4/22/2016	4/22/2016	4/22/2016

#### ***[View Project List] link***

Click on this link to view the projects included in the listed Amendment.

#### ***[View Change Details] link***

Click on this link to view a report containing the details of changes included in the listed Amendment.

#### ***[Draft Project List] link***

Click on this link to view projects pending committee, state, and federal approval in the listed Amendment.

#### ***[Draft Change Details] link***

Click on this link to view a report containing the details of changes pending committee, state, and federal approval in the listed Amendment.

#### ***Amendment***

The sequential title and type of the TIP amendment.

#### ***Notes***

The date of the CMAP committee meeting, either the Transportation Committee (TC) or MPO Policy Committee, at which the amendment was, or will be, considered.

#### ***CMAP Approved***

The date on which the amendment was or will be approved by either the Transportation (TC) or MPO Policy Committee.

### ***State Approved***

The date on which the amendment was approved by the Illinois Department of Transportation for incorporation into the STIP.

### ***Federal Approved***

The date on which the amendment was approved by the Federal Highway Administration (FHWA).

## **Advanced search**

The Advanced Search page allows users to locate project details using filters when the TIP ID is not known or multiple results are needed. Users can search using one or more fields on the search form. The more fields that are used, the narrower the results will be. Due to the unpredictable nature of the data entered, it is best to start with a broad search, using one or two fields, then add other fields to narrow down the results.

Search criteria are grouped into six themes: Project ID, Title or Description, Location/County, Lead Agency, Project Type, and Federal Funding. Each theme contains different search criteria described below. Groups can be revealed/hidden by clicking on the arrow next to the theme name. Criteria can be selected from multiple groups. Hiding a group does not clear the selections within that group. After selecting and entering the desired search criteria, click the Submit button at the bottom of the form. To modify search results, change the desired criteria and click the Submit button again. To clear all search criteria, click the Reset button.

The screenshot shows the 'Advanced Search' tab selected in a navigation bar. The form is organized into six expandable sections, each with a green header and a right-pointing arrow. The 'Location / County' section is currently expanded, revealing search criteria for 'System' (with checkboxes for Highway/ Road, Local Streets & Roads, Transit, Non-Infrastructure, and N/A), a 'Street/Road Name' text input field, and 'County' (with checkboxes for All, COOK, DE KALB, DUPAGE, GRUNDY, KANE, KENDALL, LAKE, MCHENRY, REGIONWIDE, and WILL). Below the expanded section are five more collapsed sections: 'Lead Agency', 'Municipality', 'Project Type', and 'Federal Funding'. At the bottom of the form are two buttons: 'Submit' and 'Reset'.

### ***Project ID***

An advanced search by TIP ID can be completed using the Project ID search.

### ***Title or description***

Users may search for projects based on project title or description by entering any keyword that may be contained in any of the project title, description, project location or limits fields.

### ***Location/county***

Users may search for projects based on location in three different ways: By System, Street/Road Name, and/or by County.

<b>Highway/#Road</b>	Any road or street that is numbered, such as an interstate (I-90), US highway (US 14), state route (IL 59), or County Highway (CH 11)
<b>Local Streets &amp; Roads</b>	Streets and roads that are not numbered (Main Street, First Ave, etc.). Local streets also include off-road trails (e.g., Illinois Prairie Path)
<b>Transit</b>	Includes bus and train routes, stops, stations, yards, etc. as well as freight rail corridors (such as CREATE) and facilities. Public transit operations and support are also included.
<b>Non-Infrastructure</b>	Includes educational, marketing, direct emissions reduction, and other projects that do not directly involve improvements to the transportation network.
<b>N/A</b>	Projects that are not location-based or are at locations, such as schools or parks, that are not included above

*Street/road name:* Can be searched by entering any keyword that may be contained in any of the project location or limits fields, including the County, Municipality and Other Project Location Information fields. Keywords entered are searched as phrases. For example, entering First Street will not return results for projects on First Av, 1st St , First St., First North Street, etc. Only projects that contain the exact phrase “First Street” will be returned. Municipalities, counties and numbered routes (I-90, US 14, CH 7, IL 62, etc.) can also be entered in this field.

*County:* Users can check the appropriate box(es) to search for projects wholly or partially within one, multiple, or all counties.

### ***Municipality***

Users may select one or more municipalities, townships, or other agencies from the list by checking the appropriate box(es). Note that selecting “County-wide” or “Region-wide” will not return all projects in the county/region, only those for which the lead agency selected these values for the project.

### ***Lead agency***

Users may select one or more lead programming agency from the list by checking the appropriate box(es). The lead agency can be related to the combination of the project’s geography, fund sources and work types. Typical programming responsibilities are:

<b>Councils of Mayors</b>	Program federal and some state fund sources when a local government is the implementing agency. The Councils represent local governments within a collar county (DuPage, Lake, etc.) or portion of Cook County (Central, Northwest, South, etc.)
<b>Counties</b>	Program federal and local funds when the County is the implementing agency.
<b>CDOA</b>	Programs aviation projects at Chicago's airports.
<b>CDOT</b>	Programs all projects within the city of Chicago, except some CMAQ or state funded projects.
<b>CMAQ</b>	Programs CMAQ projects that are not programmed by Councils of Mayors, IDOT, or CDOT. Also programs Major Capital Projects, Constrained, and Unconstrained projects included in GO TO 2040.
<b>CTA</b>	Programs all CTA sponsored projects, except some CMAQ projects.
<b>FHWA</b>	Programs projects located within federal lands
<b>IDOT</b>	Programs most state-funded projects, by district, bureau and division.
<b>ISTHA</b>	Programs projects on Illinois tollways.
<b>Metra</b>	Programs all Metra-sponsored projects, except some CMAQ projects.
<b>Pace</b>	Programs all Pace-sponsored projects, except some CMAQ projects.
<b>RTA</b>	Programs all RTA-sponsored projects, except some CMAQ projects.

### ***Project type***

Users may select one or more project types from the list by checking the appropriate box(es).

### ***Federal funding***

Users may select one or more federal fund sources from the list by checking the appropriate box(es). Any project that contains any financial line (including future lines) with the selected fund source will be returned. A description of current fund sources, including how they are distributed, who is responsible for programming and whether they are federal, state or local, is available on the TIP Programmer Resources page of the CMAP website.

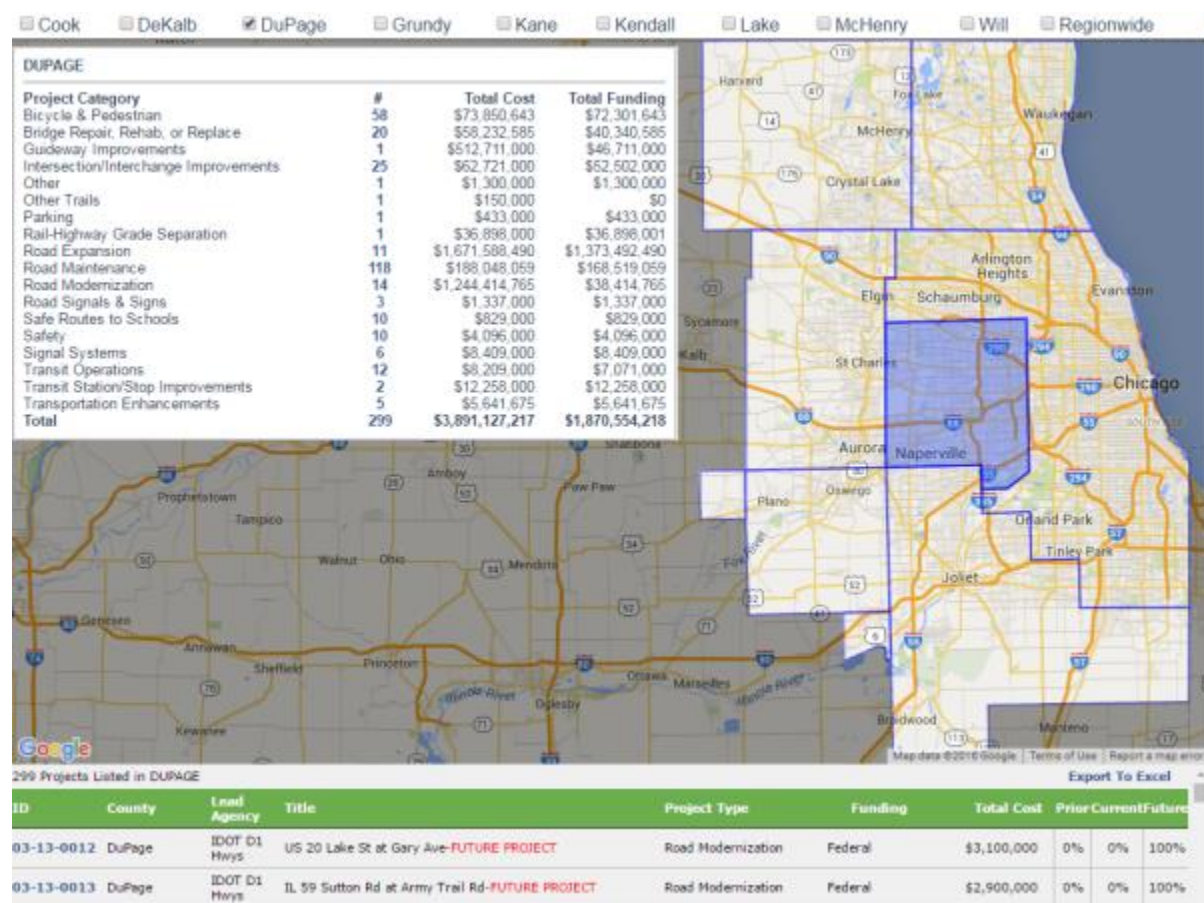
When using Advanced Search it is important to consider that search results depend entirely on the data entered in the TIP database by programmers. For example, if the programmer did not include the marked state route number in the project description, searching by state route will not return any results. Roadway name abbreviations, such as Ave or Av, Blv or Blvd, etc. are inconsistently entered in the TIP database; omitting them from searches will produce better results. Finally, if a programmer misspelled anything when entering the project in the TIP database, the project will not be found unless the misspelling is duplicated in the search criteria.



## Projects by County

The Projects by County tab allows users to view a regional map, select a county, and view a summary of the type, cost, and funding for transportation projects in the selected county. The selected county is highlighted on the map and a complete list of projects within the county is displayed below the map. The results are purely geographical and do not take lead agency into account. Region-wide projects are those that are not location specific and/or provide benefits to the entire region. Multiple counties may be selected at the same time. Grand totals for the entire region can be viewed by selecting every category.

The summary table displays the project categories that are included in the selected location(s). The “#” column is the number of projects in each category. “Total Cost” is the total estimated cost to complete the projects, from preliminary engineering through construction. “Total Funding” is the portion of that cost that has been expended or is currently programmed in the TIP. By clicking a number in the “#” column, the list of projects below the map will be filtered by the selected project category. Users may export the data they’ve selected on the map at any time by clicking “Export to Excel” below the map.

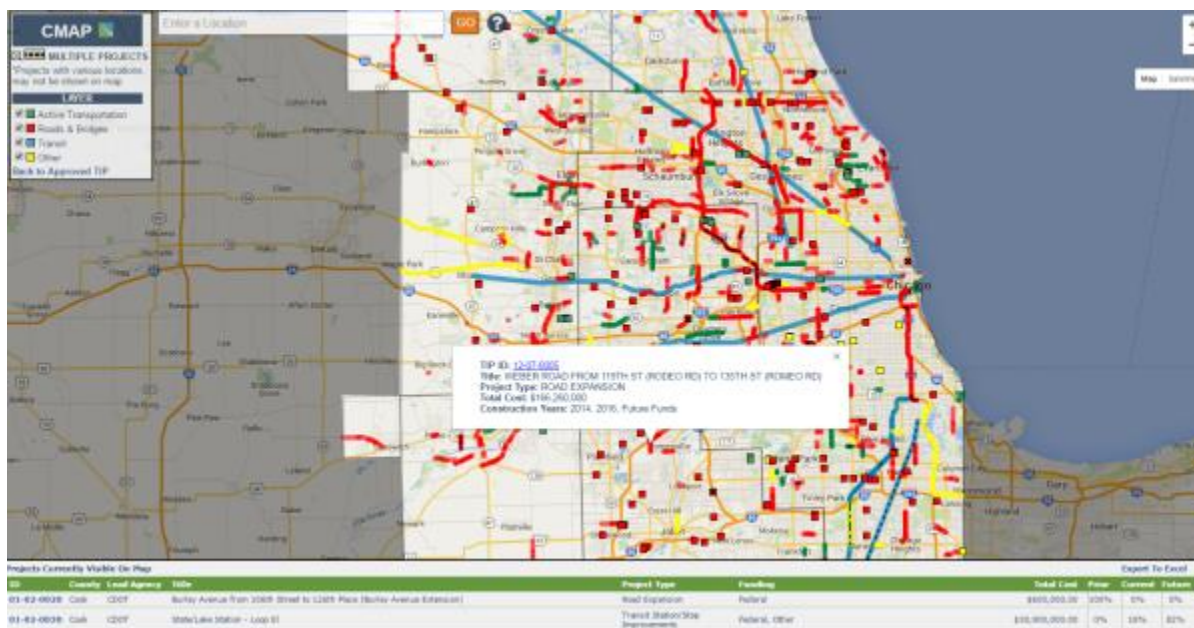


## Interactive Map

The Interactive Map tab is a Google map; all standard Google Maps search and navigation methods apply. Users may also select a satellite view or street view. To return to the Approved TIP tab from the interactive map, click on the “Back to Approved TIP” link in the legend.

Projects contained in the TIP database that can be represented on a map can be found on the Interactive TIP Map by entering the address or intersection at which the project is located, then zooming in or out and clicking on the project line or point. Users may turn project type layers on and off by checking or unchecking the appropriate boxes in the top left corner of the map. All projects that are visible on the map’s current extent are listed below the map. Users may export the data they’ve selected on the map at any time by clicking “Export to Excel” below the map.

The project information that is displayed contains a link (on the TIP ID) to the project overview page within the TIP database in addition to the project title, type, total cost, and construction years. Projects such as “Various resurfacing in Cook County” or “Purchase Buses” cannot be represented on the map and should be located using the Advanced Search page.



## Performance measures

Performance measures can be displayed on the interactive map by selecting from the legend. Zoom in for further details. Click the “View TIP Projects in This Area” link at the bottom of the map to open a new window displaying the TIP projects in the area you have zoomed to.

## ***Congestion measures***

### ***AM/PM Travel Time Index***

The travel time index (TTI) is a measure of average congestion and indicates the average extra travel time required during peak period (AM or PM) congestion. Travel time index is a ratio of the average peak-period travel time compared to the free-flow travel time. For example, a value of 2.0 means that average peak-period travel times are twice as long as free-flow travel times. Values range from less than 1.10 (dark green) to greater than 2.0 (red).

### ***AM/PM planning time index***

Travel time reliability is measured by the planning time index (PTI), which measures the extra amount of time that needs to be set aside for a trip in order not to be late on more than 5 percent of those trips. For example, if a traveler needs to set aside an hour to account for variation in a trip that should take 20 minutes in light traffic, then the PTI is 60 minutes ÷ 20 minutes, or 3.0. Values range from less than 1.25 (dark green) to greater than 5.0 (red).

### ***Congested hours***

Congested hours is the number of hours each weekday that travelers could travel at least 10 percent faster in free-flow conditions. Values range from less than 2.00 hours (dark green) to greater than 10.0 hours (red).

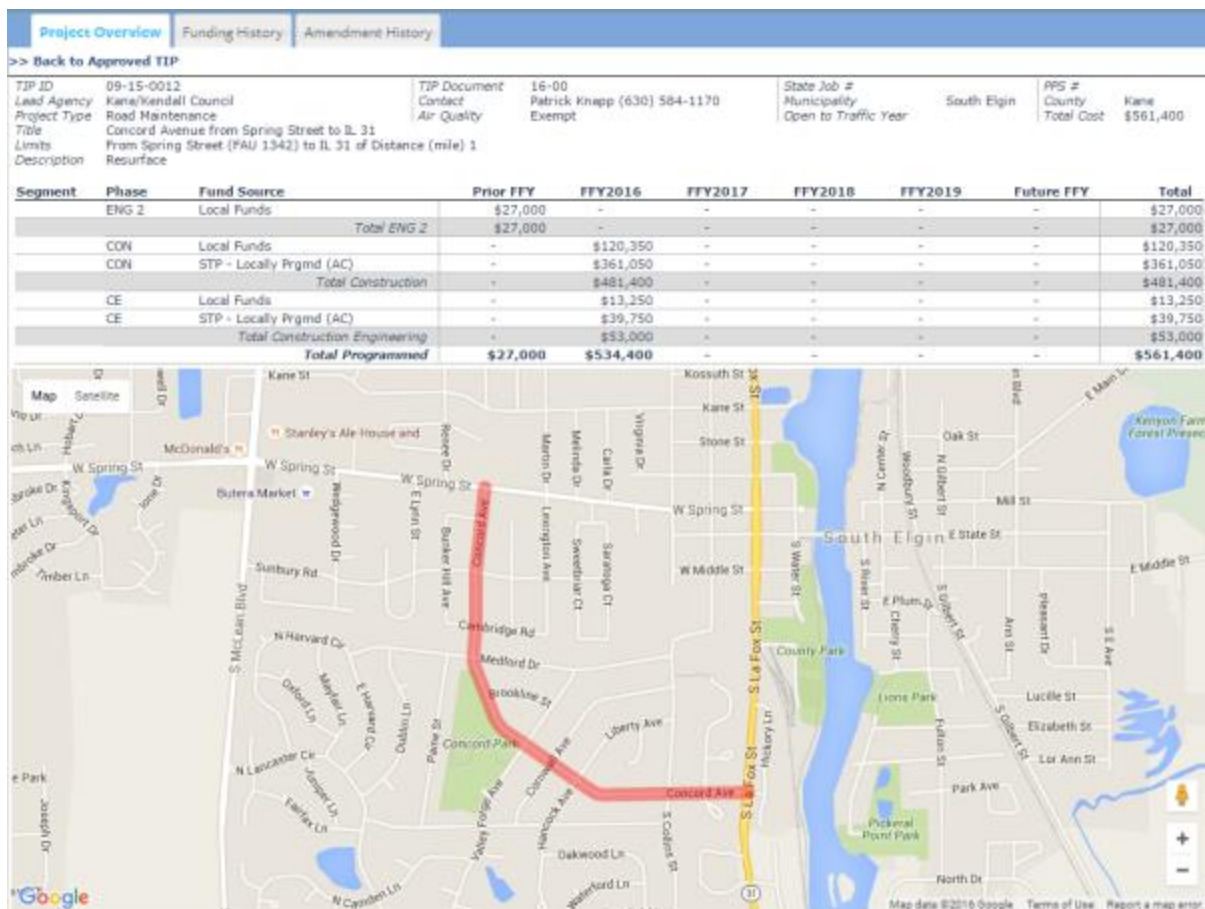
For more information about congestion on the region's expressways and tollways, view the Interactive [2016 CMAP Quarterly Congestion Report](#).

## **Project details**

By clicking on the ID, users can access details of a project. The detail page displays the details of each individual project, as currently adopted, including a Project Overview, Funding History, and Amendment History. To return to the Approved TIP tab from any project details page, click on the "Back to Approved TIP" link.

### ***Project Overview***

In addition to the basic information displayed in list view, the Project Overview page provides more detailed project information including a description of work, contact information, funding details, and a project location map.



<b>TIP ID</b>	The unique identification number for the project within the TIP database
<b>Lead Agency</b>	The organization responsible for programming and managing the project in the CMAP TIP
<b>Project Type</b>	The category of the project, based on the primary type(s) of work being done
<b>Title</b>	The Lead Agency's project title, which typically includes the location and/or type of work being accomplished. If a project does not yet have any funding programmed in the TIP, the title indicates that it is a "Future Project." Once a project is substantially complete, and is not expected to experience any cost changes, the title indicates it is "Completed."
<b>Limits</b>	Indicates the primary location of the project
<b>Description</b>	A brief narrative description of the project
<b>TIP Document</b>	The most recently approved adoption or amendment in which the project is included
<b>Contact</b>	The name and phone number of the lead agency staff person that can answer questions about the project.
<b>Air Quality</b>	Indicates the exempt status of a project (whether the project and any subsequent changes are subject to air quality conformity analysis) and, if appropriate, the <a href="#">conformity status</a> of the project.



<b>State Job #</b>	The State Job Number assigned to the project phase by IDOT (state Job Numbers are unique to each phase of the project)
<b>PPS #</b>	The Annual Program Number assigned to the project by IDOT (PPS Numbers are unique to each phase of the project)
<b>Municipality</b>	The municipality(ies) in which the project is located
<b>County</b>	The county(ies) in which the project is located
<b>Open to Traffic Year</b>	The calendar year in which the project is expected to be substantially complete, and open for public use. Note that most projects do not fully “close” during implementation.
<b>Total Cost</b>	The total cost of all phases of the project, whether included in the TIP or not.
<b>Segment</b>	Larger, more complex projects may be broken down into logical segments for implementation. The segments that contribute to the funding displayed for each phase and fund source are listed.
<b>Phase</b>	Indicates the phase funded from listed fund source. Phases are described in more detail below.
<b>Fund Source</b>	The source of funds for the line item. A description of current fund sources, including how they are distributed, who is responsible for programming and whether they are federal, state or local, is available on the <a href="#">TIP Programmer Resources</a> page of the CMAP web site.
<b>FFY</b>	The federal fiscal year (FFY) in which funds for the line item will be authorized (for federal fund sources) or expended (for state or local fund sources). The federal fiscal year is from October 1 to September 30. “Prior” indicates funds were applied prior to the current TIP years; “Future” indicates funds will be applied after the current TIP years.
<b>Total (column)</b>	The total column is the sum of funding, by phase and fund source.
<b>Total &lt;phase&gt; (row)</b>	The total <phase> row is the sum of funding for the listed phase, in each FFY.
<b>Total Programmed (row)</b>	The total funding programmed in each FFY.
<b>Map</b>	If the project can be represented on a map, the map displayed below the project overview presents the project location. Standard Google Maps navigation applies, including zooming in/out, satellite view and street view.

### ***Funding History***

The Funding History page allows users to view the federal fiscal year, fund source, project phase, and total funding programmed for the project in each project version. The most recent programming is shown at the top of the list.

Project Overview Funding History Amendment History										
>> Back to Approved TIP										
VERSION	FFY	SOURCE	ENG	IMP	ENG 1	ENG 2	ROW	CON	CE	TOTAL
3 16-00 2016-2020 eTIP Rollout	2015	Local Funds	\$0	\$0	\$0	\$27,000	\$0	\$0	\$27,000	\$27,000
3 16-00 2016-2020 eTIP Rollout	2016	STP - Locally Prgrmd	\$0	\$0	\$0	\$0	\$0	\$361,050	\$0	\$400,800
3 16-00 2016-2020 eTIP Rollout	2016	Local Funds	\$0	\$0	\$0	\$0	\$0	\$120,350	\$0	\$133,600
TOTAL FOR VERSION 3			\$0	\$0	\$0	\$27,000	\$0	\$481,400	\$27,000	\$561,400
2 15-01 2015-2019 Imported data	2015	Local Funds	\$0	\$0	\$0	\$27,000	\$0	\$0	\$27,000	\$27,000
2 15-01 2015-2019 Imported data	2016	STP - Locally Prgrmd	\$0	\$0	\$0	\$0	\$0	\$401,000	\$0	\$401,000
2 15-01 2015-2019 Imported data	2016	* Local Fund Match - historical fund	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$133,000
TOTAL FOR VERSION 2			\$0	\$0	\$0	\$27,000	\$0	\$534,000	\$27,000	\$561,000
1 15-00 2015-2019 Imported data	2015	Local Funds	\$0	\$0	\$0	\$23,000	\$0	\$0	\$23,000	\$23,000
1 15-00 2015-2019 Imported data	2016	STP - Locally Prgrmd	\$0	\$0	\$0	\$0	\$0	\$324,000	\$0	\$324,000
1 15-00 2015-2019 Imported data	2016	* Local Fund Match - historical fund	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$108,000
TOTAL FOR VERSION 1			\$0	\$0	\$0	\$23,000	\$0	\$432,000	\$23,000	\$455,000

<b>Version</b>	The history of changes to projects is controlled and documented using “versions.” The version number and adoption or amendment during which the version was approved is indicated.
<b>FFY</b>	The federal fiscal year in which the funding was programmed for that version.
<b>Source</b>	The source of funds of the amounts that follow.
<b>ENG</b>	The amount of funding for general engineering from the specified source.
<b>IMP</b>	The amount of funding for implementation from the specified source.
<b>ENG 1</b>	The amount of funding for Phase 1 Preliminary Engineering from the specified source.
<b>ENG 2</b>	The amount of funding for Phase 2 Design Engineering from the specified source.
<b>ROW</b>	The amount of funding for right-of-way from the specified source.
<b>CON</b>	The amount of funding for construction from the specified source.
<b>CE</b>	The amount of funding for Phase 3 Construction Engineering from the specified source.
<b>Total</b>	The total amount of funding from the specified source.
<b>Total for Version #</b>	The total amount of funding, by phase, for the listed version of the project.

### Amendment History

The Amendment History provides a list of each Adoption or Amendment that included the project.

Project Overview Funding History Amendment History				
>> Back to Approved TIP				
VERSION	PROJECT TITLE	STATUS	APPROVAL DATE	
3	16-00 2016-2020 TIP	CONCORD AVENUE FROM SPRING STREET TO IL 31	PROGRAMMED	04/22/2016
2	15-01 2015-2019 ADMIN	CONCORD AVENUE FROM SPRING STREET TO IL 31	PROGRAMMED	N/A
1	15-00 2015-2019 TIP	FAU 1680 CONCORD AVENUE FROM FAU 1342 SPRING STREET TO IL 31	PROGRAMMED	6/29/2015

<b>Version</b>	The history of changes to projects is controlled and documented using “versions.” The adopted version will always be the version of the
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	project that is presented. A listing of all project versions since the roll-out of eTIP is available on the Amendment History tab.
<b>Project Title</b>	Reflects abbreviated location data and programming agency project name data.
<b>Status</b>	Indicates the status of the project in the eTIP database – either “Programmed” or “Completed.”
<b>Approval Date</b>	The date on which CMAP approved the amendment.

## Tools for programmers

eTIP is a “workflow” driven system that allows users to take more control over the management of project changes. Users submit administrative modifications, amendments, and conformity changes separately, preventing minor changes from being held up awaiting committee approval. Users are able to validate data entry, receive clear notification of errors, and save changes in progress at any time, with full control over when to make the final submission of saved changes to CMAP.

### Individual projects

A project’s database page has multiple tabs for programming information, obligation and amendment history, location maps, documents, and associated project identifiers.

#### *Project information*

The project information area of the project form contains basic project information including the project title and description, project type and specific work types, contact information, and location information. All of the programmed funding for the project and the project’s total cost is displayed in the programming information area. A series of questions about the project provide information about federal performance measures and project elements that are important to the implementation of ON TO 2050.

#### *Project location*

Programmers are responsible for mapping project locations, with assistance, review, and correction by CMAP staff. Project mapping capabilities are included for roads, on-street bicycle and pedestrian facilities, and transit rail lines. Users are also able to view and/or export GIS shapefiles and associated project data, such as pavement condition, traffic volumes, structural ratings, and more.

#### *Project IDs*

The Project IDs tab provides a simple method of entering various ID numbers associated with the project, all of which are searchable.

#### *Project Documents*

The Documents page contains associated project file links attached by the individual programmer or CMAP staff. Programmers are encouraged to include project information forms,

funding agreements and applications, project photos, design approval letters, media coverage, public involvement notifications, and more. CMAP and reviewing agencies are also encouraged to attach relevant documents, such as funding program award letters and cost change approvals. Establishing a central location for complete project information.

### ***Project amendment history***

The history of changes to projects is controlled and documented using “versions.” The Amendment History tab displays a log of versions from project creation within eTIP to completion. Each project version in the log indicates the version number, TIP document, project title, programming status, and dates of CMAP, state, and federal approval.

## **Reports**

eTIP gives users the ability to customize reports utilizing the sort and filter functions. While filtering varies slightly by the type of report, in general users can select the starting TIP document, any amendments to the document (approved or pending), and the type of changes (in progress, pending, or accepted) to include. Reports can also generally be filtered by project type, lead agency, county, and major implementation group. Select reports also contain a filter for funding type(s).

### ***Amendment reports***

The Amendment Summary report displays the pending TIP changes for the TIP Action(s) and project status selected. This report indicates each project’s conformity designation, the year the project is expected to be open to traffic, the project’s lead programming agency, project title, project cost information (before and after revisions), a reason for the change, and a narrative of the revisions listing the specific project changes. This report is used by CMAP staff to produce the amendment summary memo presented to the Transportation Committee.

Similar to the Amendment Summary report, the Amendment Narrative report displays the projects and the change reasons for the selected TIP Action(s) and project status. This report indicates the year the project is expected to be open to traffic, project title, project cost information (before and after revisions), and a narrative of the revisions listing the specific project changes.

### ***Grouped reports***

Five pre-formatted reports, grouped by County, Lead Agency, Major Implementation Group, Municipality, or Project Type, and sorted for user convenience are available.

### ***Conformity reports***

The Conformity Network report is used by CMAP staff to monitor and export changes of *Not Exempt* and *Exempt Tested* projects included in the travel demand model for the semi-annual conformity determination.



The Conformed Projects report is a listing of all *Not Exempt* and *Exempt Tested* projects included in the travel demand model grouped by scenario year. The report includes each project's lead agency, project type, major implementation group and a detailed project description.

### ***Financial reports***

The Line Items Report allows users to create a project listing report with the most granular details. For each project, this report lists the federal fiscal year in which funding is programmed, detailing the fund source, amount programmed by phase, total cost of the phase, as well as all identification numbers associated with each phase of the project.

The Agency Financial Constraint and Financial Constraint reports are used to monitor fiscal constraint. Federal fund sources are subject to fiscal constraint by federal fiscal year (FFY). Some sources are constrained region-wide and others are constrained by programming agency. The Financial Constraints reports display the constraint applied to federal fund sources by fund source and year for the entire region. For sources such as locally programmed STP or FTA 5307 funds that are constrained by agency, the Agency Financial Constraints report shows the constraint by agency, fund source, and year. The financial constraint reports are customizable to be filtered by project status and type, lead agency, and county and to include or exclude revenue, balance detail, and all funds.

The \$ Programmed By Fund report allows users used to drill-down to the specific projects that contain line items with selected fund sources. It can also be used to display a selection of projects for which users have edit or read-only rights of a specific type, for a specific lead agency, and/or a specific geographic area.

### ***Obligation reports***

The Obligation by Fund Category report provides an at-a-glance summary of the federal obligations contained in the FHWA FMIS database in the CMAP area through the prior day for the selected FFY. Obligations are grouped by funding category and tabulated by federal program code. Users can drill-down to the individual TIP projects included in each program code or funding category. All individual line items, with TIP ID, federal program code, the date of the last obligation action, and the obligation amount can also be viewed by clicking on the "ALL" link in this report.

The Obligation Balance report provides a listing of individual federal project number obligations alongside corresponding TIP programming information. This report is primarily a worksheet for CMAP staff use in identifying differences between programming and obligations, and to identify obligations that have been downloaded from FMIS that are not able to be matched to an existing TIP project. However, it can be filtered by an individual lead agency, programmed or obligated fund source and can be used as a tool to quickly identify TIP projects that have potential to be obligated in the selected FFY and TIP projects that do not have a federal project number included in the project information.

The Obligation Project Mapping Report identifies mismatches in federal project and state job numbers in the TIP and in FHWA's FMIS database. This report also provides a link to allow an immediate update of the FMIS data contained in eTIP, which is auto-updated nightly.

### ***Data exports***

TIP users can export a variety of data for use in other applications. The Funding Info download contains individual financial line items. The Project Info download contains basic information for every version of each project. The GIS shapefile download contains the line and point files that make up the map of TIP projects.

### ***Other reports***

The majority of the other reports are intended for CMAP staff use in modifying the valid values for the drop-down lists contained in eTIP. However, a few of these reports may also provide value to users.

#### ***Fund Name Report***

Lists all of the fund sources within eTIP and indicates if they are current or historic, subject to fiscal constraint, eligible for Advance Construction, and, for federal sources, what the minimum state or local match percentage is.

#### ***Scheduled Projects***

Provides the project schedule information for each project or segment of a project. When exported to Excel, this report can be used to sort or filter projects by target obligation or letting dates.

#### ***Project Questions Report***

Provides basic project identification information and the answers to all project questions. When exported to Excel, this report can be used to generate lists of projects with specific answers, such as all projects that include a freight or ITS component, or all projects that address each performance target.

## **Obligation tracking**

A nightly upload of transactions from FHWA's Financial Management Information System (FMIS) database is summarized within the Obligation tab of each project by federal fiscal year and by project. Using federal and state project IDs for matching, obligations are compared to programmed data to display a projects' unobligated balance. Funds in Advance Construction (AC) and expenditures against obligations are also displayed. Detailed transaction data and historical data transferred from the previous database to eTIP may also be viewed.

# **Tools for state and federal partners**

## **Financial Constraint**

Federal fund sources are subject to fiscal constraint by federal fiscal year (FFY). Some sources are constrained region-wide and others are constrained by programming agency. The sum of all line items of each fund source within each FFY in the TIP database is compared to the funds available for that source, in that FFY and if applicable, by that programming agency. The sum programmed, including any pending TIP changes (increases and decreases in funding), must be less than or equal to the funds available. Funds available can be found by running a Financial Constraint report for the fund source in question, with pending TIP Actions included. If the balance available is less than the amount programmed on a project that is being changed, other TIP changes must be made to decrease programming in order for the current change to be accepted.

The Financial Constraints report displays the constraint applied to federal fund sources by fund source and year for the entire region. For sources such as locally programmed STP or FTA 5307 funds that are constrained by agency, the Agency Financial Constraints report shows the constraint by agency, fund source, and year. The financial constraint reports are customizable to be filtered by project status and type, lead agency, and county and to include or exclude revenue, balance detail, and all funds.

## **TIP action approvals**

State and Federal users designated by their agencies as having the authority to approve CMAP TIP amendments are provided with an approval interface when logging in to eTIP. Any amendments that have been approved by CMAP, through either the Transportation Committee or MPO Policy Committee are presented for state and federal action.

Reviewers can open a list of projects included in each amendment and can view the individual project details by selecting the TIP ID of interest. Reviewers can also view the full amendment report that provides the updated project information and a summary of changes included in the amendment. When their review is complete, reviewers can open an approval window where they enter the date of approval and select the name of the person approving the amendment.

## **Calls for projects**

The eTIP system is also used for calls for projects for CMAP's funding programs. Basic project and applicant information, including scope, location, contact, and requested funding, is entered directly into the database. Applicants use the eTIP mapping tool to "draw" their project (where applicable), and required and supplemental forms are attached to the project within the database. Projects selected for funding are then easily transferred from the CFP module to the active TIP after public comment periods and committee approvals.

## Appendix 2 – Fund sources

TIP projects receive federal funding through several sources administered by the FTA and the FHWA. Multiple non-federal programs also provide funding for TIP projects. All TIP fund sources are described below, with abbreviations used in the eTIP database and information on the agencies that select projects, program projects in the TIP, and implement projects. Historical funds are fund sources that are still tracked in eTIP but are no longer actively being added to projects. The list of fund sources with descriptions is regularly updated in [TIP documentation](#). Additional information about federal funding programs are available in [FTA Program Fact Sheets](#) and [FHWA FAST Act Fact Sheets](#).

### Federal

#### **Congestion Mitigation & Air Quality Improvement Program (CMAQ) (CMAQ PM2.5)**

Federal formula funds for projects that will contribute to improving air quality and reducing congestion in areas that do not meet federal air quality standards. Projects are selected by the CMAP Board and MPO Policy Committee, then programmed and implemented by the subregional councils and major implementing agencies.

#### **FTA 5307 Urbanized Formula (FTA 5307 Urban Formula)**

Federal formula funds for capital improvements to transit systems in all urbanized areas of the country. Funds are allocated to the service boards by the RTA and projects are selected, programmed, and implemented by the service boards.

#### **FTA 5309 Capital Investment Grants (FTA 5309 Core Capacity)**

Federal funds for projects that are substantial corridor-based capital investments in existing fixed guideway systems, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, that increase capacity by not less than 10 percent in corridors that are at capacity today or will be in five years. Projects are selected by FTA and programmed and implemented by the recipient service boards.

#### **FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 Elderly/Disabled)**

Federal formula funds for meeting transportation needs of the elderly and persons with disabilities. Projects are selected and programmed by IDOT's Office of Intermodal Project Implementation and the RTA.

#### **FTA 5312 Public Transportation Innovation (FTA 5312 Research)**

Competitive federal funds to advance innovative public transportation research and development. Projects are selected by FTA and are programmed and implemented by the recipient service boards.

**FTA 5337 State of Good Repair (FTA 5337 Good Repair)**

Federal formula funds to provide capital assistance for the maintenance, replacement, and rehabilitation of rail fixed guideway and high-intensity motorbus systems to maintain a state of good repair or to develop and implement Transit Asset Management plans. Funds are allocated to the service boards by the RTA and projects are selected, programmed, and implemented by the service boards.

**FTA 5339 Bus and Bus Facilities (FTA 5339 Bus)**

Federal formula funds to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Projects are selected, programmed, and implemented by the service boards.

**FTA 5339C Low or No Emission Bus (FTA 5339C Low or No Emission Bus)**

Competitive funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Projects are selected by the FTA and programmed and implemented by the recipient service boards.

**High Priority Projects (HPP – historical fund, HPP SAFETEA-LU – historical fund, HPP TEA-21 – historical fund, Sec 117 Earmark – historical fund, Sec 125 Earmark – historical fund)**

Federal funds for specific High Priority Projects earmarked by Congress. Projects are selected by Congress and programmed and implemented by the subregional councils and major implementing agencies.

**High Speed Rail**

Federal funds for specific projects that will advance the development of High Speed Rail. Projects are selected by U.S. DOT and programmed by implementing agencies.

**Highway Safety Improvement Program (Hwy Safety Improve Pgm)**

Federal formula funds for highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies.

**Homeland Security**

Federal grant funds for planning, equipment, training, and exercise needs that assist in the preparation, prevention, and response to terrorist attacks and other disasters. Projects are selected by the Department of Homeland Security and programmed by the recipient agency.

**National Highway Freight Program (Natl Hwy Freight Program)**

Federal formula funds for States to improve the efficient movement of freight on the National Highway Freight Network. Projects are selected by IDOT through a competitive annual program and programmed by implementing agencies.

**National Highway Performance Program (NHPP)**

Federal formula funds for projects on National Highway System (NHS) bridges and roadways. These consist of interstate highways and other principal arterials that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. Projects are selected and programmed by IDOT.

**National Highway Performance Program – Bridge Penalty (NHPP – Bridge Penalty)**

Portion of NHPP funds that must be used to improve bridge conditions on the National Highway System. Projects are selected and programmed by IDOT.

**National Highway System Program (NHS – historical fund)**

Federal formula funds for projects on the National Highway System. Projects were selected and programmed by IDOT. MAP-21 replaced the NHS program with the NHPP program.

**National Corridor Infrastructure Improvement Program (Natl Corridor Inf. Imp. – historical fund)**

Provided competitive funding for highway projects in corridors of national significance to promote economic growth and international or interregional trade. Projects were selected by the U.S. DOT and programmed and implemented by IDOT.

**Other – Federal**

Other federal funds that are not frequently utilized in the northeastern Illinois region.

**Projects of National and Regional Significance (Natl/Ref Significance)**

Competitive program under MAP-21 to improve the safe, secure, and efficient movement of people and goods to improve the national economy. Projects were selected by U.S. DOT and programmed by IDOT.

**Rail-Highway Safety (Rail-Hwy Safety)**

Federal formula funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Projects are selected and programmed by IDOT.

**Rail Line Relocation & Improvement Capital Grant Program (Rail Reloc & Imp – historical fund)**

Federal funds for local rail line relocation and improvement projects that improve rail traffic safety, motor vehicle traffic flow, community quality of life, or economic development, or involve relocation of any portion of the rail line. Projects were selected and programmed by IDOT.

**Recreational Trails Program (Rec Trails)**

Federal formula funds for the development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Projects are selected by the Illinois Department of Natural Resources (IDNR) and programmed by implementing agencies.

**Repurposed Earmarks**

Reprogrammed funds that were originally earmarked for specific projects and were not obligated for those projects. Projects receiving repurposed earmarks were selected by IDOT, in consultation with affected programmers and implementers.

**Safe Routes to School**

Federal formula funds for projects that enable and encourage primary and secondary school children to walk and bicycle to school. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. New allotments of these funds were discontinued in MAP-21.

**Surface Transportation Block Grant (STP-County, STP-Locally Prgmd, STP-State Prgmd Rural, STP-State Prgmd Urban)**

Federal formula funds for federal-aid eligible highways, public bridges, or transit capital projects. Projects selected and programmed by subregional councils (STP-Locally Programmed), local governments (STP-County), and IDOT (STP-State Programmed Rural, STP-State Programmed Urban).

**Surface Transportation Program (STP) – Bridge (STP-Bridge)**

Federal formula funds set-aside from STBG for the rehabilitation, replacement, preservation, and protection of bridges and tunnels. Projects are selected by IDOT and programmed and implemented by subregional councils and major implementing agencies.

**Surface Transportation Program (STP) – Enhancements (STP-Enhancements)**

Federal formula funds for projects such as bicycle and pedestrian facilities, historic preservation and others that enhance the transportation system. Projects are selected by IDOT and programmed by subregional councils, CMAP and IDOT. This fund source was replaced by the Transportation Alternatives Program under MAP-21, however a balance of funds remains available for programming.

**Transportation Alternatives Program (TAP – Locally Prgmd, TAP - State Prgmd)**

Federal formula funds for the development and maintenance of recreational trails and related facilities; projects that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and projects such as landscaping, streetscaping, historic preservation, and others that enhance the transportation system. Project selection is by IDOT (TAP – State Prgmd) and CMAP (TAP – Locally Prgmd). Projects are programmed and implemented by subregional councils and major implementing agencies.

**Transportation Infrastructure Finance and Innovation Act (TIFIA)**

Not a federal fund source per se, TIFIA provides federal credit assistance to public agencies for transportation projects of national and regional significance. Projects are selected by FHWA and programmed by the recipient agency.

**Transportation Investment Generating Economic Recovery (TIGER)**

Discretionary federal funds to support projects that will have a significant impact on the Nation, a metropolitan area, or a region. Projects are selected by FHWA and programmed by subregional councils and major implementing agencies.

## **State**

**Consolidated County**

State formula funds distributed to all counties, excluding Cook. Projects are selected and programmed by the implementing agency.

**Economic Development (Econ Dev Prgm)**

State funds used to provide assistance in improving highway access to new or expanding industrial, distribution, or tourism developments with a focus on the retention and creation of permanent full-time jobs. Projects are selected by IDOT and programmed by the implementing agency.

**Grade Crossing Protection**

State discretionary funds for safety improvements at rail-highway crossings. Projects are selected by IDOT and programmed by the implementing agency.

**High Growth Cities**

State formula funds distributed to municipalities with populations over 5,000 and experiencing above normal growth. Projects are selected and programmed by the implementing agency.

**Illinois Commerce Commission Grade Crossing Protection Fund (ICC- RR Safety)**

State funds to assist local highway agencies and railroads with the cost of making safety improvements at public highway-rail crossings on local roads and streets. Projects are selected and programmed by IDOT.

**IL Funds and IL Funds – Transit**

State funds used for highway and/or transit projects. Projects are selected and programmed by IDOT.

**Illinois Jobs Now**

State funds from the 2014 state capital construction program, “Illinois Jobs Now!” Projects are selected and programmed by IDOT.

**Needy Township**

State formula funding program to assist townships and road districts that do not meet minimum revenue requirements for maintaining local roads. Projects are selected and programmed by the implementing agency.



**State Match – Chicago**

State funds used to match federal funds for projects in the City of Chicago. Projects selected and programmed by CDOT are reviewed by IDOT for state participation.

**State Matching Assistance**

State funds used to assist counties in matching federal funds. Projects selected and programmed by counties are reviewed by IDOT for state participation.

**Township Bridge Program (Township Bridge Prgm)**

State formula funds distributed to townships and road districts for the construction of bridges. Projects are selected and programmed by the implementing agency.

**Truck Access Route Program (Truck Access Rt Prgm)**

Competitive program to assist local governments with upgrading roads to accommodate 80,000 pound truck loads. Projects are selected by IDOT and programmed by the implementing agency.

## **Local**

**Chicago Transit TIF (Transit TIF – Chicago)**

The City of Chicago's transit tax increment financing district funds used to match federal funds used for transit projects. Projects are selected by the City of Chicago and programmed by CTA.

**Federal Flexible Match (Fed Flex Match)**

Matching funds through the Federal Flexible Match Program that allows a variety of public and private contributions to be counted toward the non-Federal match (local match). Projects selected and programmed by implementing agencies are reviewed by IDOT for eligibility and use of flexible match.

**Invest in Cook**

Cook County discretionary Motor Fuel Tax funds used for projects that implement Cook County's long-range transportation plan, Connecting Cook County. Projects are selected by Cook County and programmed by implementing agencies.

**Local Funds**

Funds from local jurisdictions' general revenue. Projects are selected and programmed by the implementing agency.

**Motor Fuel Tax (MFT-Local, MFT-State Allocation)**

Funds from taxes on fuel collected either by local jurisdictions (MFT-Local) or by the state and allocated to local jurisdictions (MFT-State Allocation) for the purpose of improving,

maintaining, repairing, and constructing highways. Projects are selected and programmed by the implementing agency.

#### **RTA Bonds**

Revenue bonds issued by the RTA with debt service paid using RTA revenues. Projects are selected and programmed by the implementing agency.

#### **RTA Sales Tax**

Funds collected through sales tax in the six-county RTA service area. Projects are selected and programmed by the implementing agency.

#### **RTA Tax – Collar Counties**

County transportation enhancement funds collected through the RTA Sales Tax and distributed via formula to DuPage, Kane, Lake, McHenry and Will counties. Projects are selected and programmed by the implementing agency.

#### **Service Board Funds**

State formula funds from the Illinois state sales tax collected in the six-county RTA service area distributed to CTA, Metra and Pace. Projects are selected and programmed by the service boards.

#### **Tollway Funds**

Funds collected by the Illinois State Toll Highway Authority (Tollway) for exclusive use on the tollway system. Projects are selected and programmed by the Tollway.

#### **Tollway – Move IL**

Illinois Tollway capital program funds. Projects are selected and programmed by the Tollway.

#### **Transportation Development Credits (Trans Credit – Transit)**

Toll revenue capital expenditures used as credit toward the non-federal matching share of eligible highway programs and transit projects. Projects are selected and programmed by the implementing agency after requesting and receiving approval from IDOT for the use of credits.

## **Other**

#### **Other – Local**

Other local funds such as special assessments over and above the standard property tax rate and/or special taxing districts designed to finance local governments' infrastructure improvements. Projects are selected and programmed by the implementing agency.

**Private Funds**

Funds from private entities. Projects are selected and programmed by the implementing agency.

**U.S. EPA Clean Diesel**

United States Environmental Protection Agency discretionary funding for projects that reduce diesel emissions from existing engines. Projects are selected by U.S. EPA and programmed by implementing agencies.

## Appendix 3 – Work Types

All work types are listed below, with definitions and abbreviations used in the eTIP database. Work type determines a project's exempt status in the TIP. Work types, exempt status, and updates to the list can be found at [TIP Programmer Resources](#).

Work Type Code	Work Type Defined	Typical Classification	Typical System	Exempt Status
A-BAR	Safety - Barriers	Modernization	Highway	Exempt
A-BEA	Safety - Beacons	Modernization	Highway	Exempt
A-GRD	Safety - Guardrails	Modernization	Highway	Exempt
A-LTS	Safety - Lighting	Modernization	Highway	Exempt
A-MED	Safety - Median Projects	Modernization	Highway	Exempt
A-OTH	Safety - Other	Modernization	Highway	Exempt
A-PMRK	Safety - Pavement Marking	Modernization	Highway	Exempt
A-RRXING	Safety - Railroad Crossing Improvements	Modernization	Highway	Exempt
A-SHDR	Safety - Shoulder Improvements	Modernization	Highway	Exempt
B-DECK	Bridge Deck - Repair/Rehab	Maintenance	Highway	Exempt
B-HYD	Bridge Deck - Hydro-Demolition	Maintenance	Highway	Exempt
B-NEW	Bridge/Structure - New	Expansion	Highway	Not Exempt
B-OVR	Bridge Deck - Overlay	Maintenance	Highway	Exempt
B-PCHF	Bridge Deck - Full Depth Patching	Maintenance	Highway	Exempt
B-PNT	Bridge/Structure - Paint	Maintenance	Highway	Exempt
B-RECNFG	Bridge/Structure – Reconstruct or Rehab with Change in Lane Use/Widths	Modernization	Highway	Exempt Tested
B-REPAIR	Bridge/Structure – Reconstruct or Rehab with No Change in #, Use or Width	Maintenance	Highway	Exempt
B-REPLACE	Bridge/Structure - Replace	Modernization	Highway	Exempt
B-SUB	Bridge Substructure - Repair/Rehab	Maintenance	Highway	Exempt
B-SUP	Bridge Superstructure - Repair/Rehab	Maintenance	Highway	Exempt

<b>Work Type Code</b>	<b>Work Type Defined</b>	<b>Typical Classification</b>	<b>Typical System</b>	<b>Exempt Status</b>
C-IMP	Station - Improve With Change In Service	Modernization	Transit	Exempt Tested
C-MAINT	Rail Stations - Maintain, Rehabilitate, Replace	Maintenance	Transit	Exempt
C-MOD	Rail Stations - Modernize, Replace	Modernization	Transit	Exempt
C-NEW	Station - New	Expansion	Transit	Not Exempt
C-PCHP	Bridge Deck - Partial Depth Patching	Maintenance	Highway	Exempt
C-RELOC	Station - Relocate	Modernization	Transit	Exempt Tested
D-FAC	ADA - Facility Improvements	Modernization	Transit	Exempt
E-ADAIMP	Improve ADA Infrastructure	Modernization	Pedestrian	Exempt
E-ADAMAINT	Maintain/Repair ADA Infrastructure	Maintenance	Pedestrian	Exempt
E-ADANEW	New ADA Infrastructure	Expansion	Pedestrian	Exempt
E-BIKEIMP	Improve Bicycle Facility	Modernization	Bicycle	Exempt
E-BIKEMAINT	Maintain Bicycle Facility	Maintenance	Bicycle	Exempt
E-BIKENEW	New Bicycle Facility	Expansion	Bicycle	Exempt
E-BIKEPARK	Bicycle Parking	Modernization	Bicycle	Exempt
E-HIS	Historic Preservation	Maintenance	Other	Exempt
E-LS	Enhancement - Landscaping	Modernization	Other	Exempt
E-MODE	Travel Demand Management	Modernization	Other	Exempt
E-NOIS	Noise Attenuation	Modernization	Highway	Exempt
E-PEDIMP	Improve Pedestrian Facility	Modernization	Pedestrian	Exempt
E-PEDMAINT	Maintain Pedestrian Facility	Maintenance	Pedestrian	Exempt
E-PEDNEW	New Pedestrian Facility	Expansion	Pedestrian	Exempt
E-SHAREDMAINT	Maintain Shared Use Path	Maintenance	Bicycle	Exempt
E-SHAREDMODERN	Improve Shared Path Facility	Modernization	Bicycle	Exempt
E-SHAREDNEW	New Shared Use Path	Expansion	Bicycle	Exempt
E-SRTS	Safe Routes To School	Modernization	Other	Exempt
F-OFC	Facility - Office Facilities/Equipment	Modernization	Transit	Exempt

<b>Work Type Code</b>	<b>Work Type Defined</b>	<b>Typical Classification</b>	<b>Typical System</b>	<b>Exempt Status</b>
F-REV	Facility - Revenue Collection Equipment	Modernization	Transit	Exempt
F-SHOP	Facility - Shop Facilities/Equipment	Modernization	Transit	Exempt
F-SPTV	Facility - Signal Priority For Transit	Modernization	Transit	Exempt
F-TRN	Facility - Bus Turnaround	Modernization	Transit	Exempt
F-YRDS	Facility - Towers and Yards	Maintenance	Transit	Exempt
H-AL	Highway/Road - Add Lanes	Expansion	Highway	Not Exempt
H-ALIGN	Highway/Road - Vertical/Horizontal Alignment (e.g. Clearance)	Modernization	Highway	Exempt
H-C/G	Highway/Road - Curb and Gutter	Maintenance	Highway	Exempt
H-CLTL	Highway/Road - Continuous Bi-Directional Turn Lanes	Modernization	Highway	Exempt Tested
H-CLVT	Highway/Road - Repair/Replace Culvert	Maintenance	Highway	Exempt
H-COR	Highway/Road - Corridor Improvement	TBD	Highway	Not Exempt
H-EXT	Highway/Road - Extend Road	Expansion	Highway	Not Exempt
H-HOT3	Highway/Road - HOT 3+ Lanes	Modernization	Highway	Not Exempt
H-HOV	Highway/Road - HOV Lanes	Modernization	Highway	Not Exempt
H-INFO	Highway/Road - Directional/Informational Signs	Modernization	Highway	Exempt
H-INTIMP	Highway/Road - Intersection Improvement	Modernization	Highway	Exempt
H-INTRC	Highway/Road - Intersection Reconstruction	Maintenance	Highway	Exempt
H-IPASS	Highway/Road - I-Pass Improvement	Modernization	Highway	Exempt Tested
H-NEW	Highway/Road - New Road	Expansion	Highway	Not Exempt

<b>Work Type Code</b>	<b>Work Type Defined</b>	<b>Typical Classification</b>	<b>Typical System</b>	<b>Exempt Status</b>
H-PATCH	Highway/Road - Pavement Patching	Maintenance	Highway	Exempt
H-RAB	Highway/Road - Roundabout	Modernization	Highway	Exempt
H-RCINKND	Highway/Road - Reconstruct In Kind	Maintenance	Highway	Exempt
H-RCNST	Highway/Road - Reconstruct With Change in Use or Width of Lane	Modernization	Highway	Exempt Tested
H-RL	Highway/Road - Remove Lanes	Modernization	Highway	Not Exempt
H-RRGS	Highway/Road - Railroad Grade Separation	Modernization	Highway	Not Exempt
H-RS	Highway/Road – Resurface (With No Lane Widening)	Maintenance	Highway	Exempt
H-UTIL	Highway/Road - Utility Relocation	TBD	Highway	Exempt
H-WRS	Highway/Road - Widen Lanes and Resurface	Modernization	Highway	Exempt Tested
I-EXP	Interchange - Expand (New Movements Added To Interchange)	Expansion	Highway	Not Exempt
I-NEW	Interchange - New	Expansion	Highway	Not Exempt
I-RCNST	Interchange - Reconstruction	Modernization	Highway	Exempt
J-EXP	Rolling Stock - Expand Fleet	Expansion	Transit	Not Exempt
J-FUEL	Rolling Stock - Alternate Fuels	Modernization	Transit	Exempt
J-REHAB	Rolling Stock - Rehabilitate Vehicles	Maintenance	Transit	Exempt
J-REP	Rolling Stock - Replace Existing Vehicles	Maintenance	Transit	Exempt Tested
J-RETRO	Rolling Stock - Retrofit Engine	Modernization	Transit	Exempt
M-IMP	Multi-Modal Center - Improve With Change in Service	Modernization	Transit	Exempt Tested

<b>Work Type Code</b>	<b>Work Type Defined</b>	<b>Typical Classification</b>	<b>Typical System</b>	<b>Exempt Status</b>
M-MAINT	Multi-Modal Center - Maintain, Rehabilitate, Replace	Maintenance	Transit	Exempt
M-NEW	Multi-Modal Center - New	Expansion	Transit	Exempt Tested
M-RELOC	Multi-Modal Center - Relocate	Maintenance	Transit	Exempt Tested
O-OPS	Operations - Transit Operating Assistance	Maintenance	Transit	Exempt
P-EXP	Parking - Expand Number Of Spaces	Expansion	Transit	Exempt Tested
P-MAINT	Parking - Maintain, Rehabilitate, Replace	Maintenance	Transit	Exempt
P-NEW	Parking - New Lot or Garage	Expansion	Transit	Exempt Tested
R-EXP	Rail Line - Extend Line	Expansion	Transit	Not Exempt
R-IMP	Rail Line - Improve Line	Modernization	Transit	Exempt Tested
R-MAINT	Rail Line - Maintain, Rehabilitate, Replace	Maintenance	Transit	Exempt
R-NEW	Rail Line - New Line	Expansion	Transit	Not Exempt
S-ASNG	Signals - Add Signals at Single Intersection	Modernization	Highway	Exempt
S-MOD	Signals - Modernization	Modernization	Highway	Exempt
S-NEW	Signals - New Signals For Multiple Intersections	Modernization	Highway	Not Exempt
S-TIM	Signals - Interconnects and Timing	Modernization	Highway	Not Exempt
T-IMPSVC	Bus Routes - Improve Service	Modernization	Transit	Exempt
T-NEWSVC	Bus Routes - New Service	Expansion	Transit	Exempt
U-CPSIMP	CPS - Improvement	Modernization	Transit	Exempt
U-CPSMAINT	CPS - Maintenance	Maintenance	Transit	Exempt
V-MAINSTOR	Vehicle Facility - Maintenance/Storage	Maintenance	Transit	Exempt
X-IMP	Transfer Facility - Improve With Change In Service	Modernization	Transit	Exempt Tested



<b>Work Type Code</b>	<b>Work Type Defined</b>	<b>Typical Classification</b>	<b>Typical System</b>	<b>Exempt Status</b>
X-MAINT	Transfer Facility - Maintain, Rehabilitate, Replace	Maintenance	Transit	Exempt
X-MOD	Transfer Facility - Modernize, Replace	Modernization	Transit	Exempt
X-NEW	Transfer Facility - New	Expansion	Transit	Exempt Tested
Z-OTH	Miscellaneous - Project Types Not Listed	TBD	Other	Not Exempt
Z-OTHEX	Miscellaneous - Exempt Projects	TBD	Other	Exempt
Z-OTHXTST	Miscellaneous - Exempt Tested Projects	TBD	Other	Exempt Tested

233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606  
312-454-0400  
[info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)