Chicago Metropolitan Agency for Planning

# MAP-21 State / Regional Resources (All figures are in $ millions)

Accepted on 4/26/13

| | | FFY 2013 | | | FFY 2014 | | | FFY 2015 | | | FFY 2016 | | | FFY 2017 | | | Summary FFY 2013 - 2017 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FHWA State Resources[1]** | **TIP Code** | Federal | Match (20%) | Total | Federal | Match (20%) | Total | Federal | Match (20%) | Total | Federal | Match (20%) | Total | Federal | Match (20%) | Total | Federal | Match (20%) | Total |
| National Highway Performance Plan (NHPP)[a] | NHPP | 762.013 | 190.503 | 952.516 | 769.853 | 192.463 | 962.316 | 769.853 | 192.463 | 962.316 | 769.853 | 192.463 | 962.316 | 769.853 | 192.463 | 962.316 | 3,841.425 | 960.356 | 4,801.781 |
| Surface Transportation Program (STP) | STP-U | 197.996 | 49.499 | 247.495 | 201.602 | 50.401 | 252.003 | 201.602 | 50.401 | 252.003 | 201.602 | 50.401 | 252.003 | 201.602 | 50.401 | 252.003 | 1,004.404 | 251.101 | 1,255.505 |
| Highway Safety Improvement Program (HSIP) | HSIP | 73.795 | 18.449 | 92.244 | 74.658 | 18.665 | 93.323 | 74.658 | 18.665 | 93.323 | 74.658 | 18.665 | 93.323 | 74.658 | 18.665 | 93.323 | 372.427 | 93.107 | 465.534 |
| Bridge (Off System) | BRR | 21.892 | 5.473 | 27.365 | 21.892 | 5.473 | 27.365 | 21.892 | 5.473 | 27.365 | 21.892 | 5.473 | 27.365 | 21.892 | 5.473 | 27.365 | 109.460 | 27.365 | 136.825 |
| Recreational Trails | RECTP | 1.511 | 0.378 | 1.889 | 1.511 | 0.378 | 1.889 | 1.511 | 0.378 | 1.889 | 1.511 | 0.378 | 1.889 | 1.511 | 0.378 | 1.889 | 7.555 | 1.889 | 9.444 |
| Rail-Highway Grade Crossings | RHGC | 10.366 | 2.592 | 12.958 | 10.366 | 2.592 | 12.958 | 10.366 | 2.592 | 12.958 | 10.366 | 2.592 | 12.958 | 10.366 | 2.592 | 12.958 | 51.830 | 12.958 | 64.788 |
| Transportation Alternatives Program (TAP) | TAP | 26.831 | 6.708 | 33.539 | 27.221 | 6.805 | 34.026 | 27.221 | 6.805 | 34.026 | 27.221 | 6.805 | 34.026 | 27.221 | 6.805 | 34.026 | 135.715 | 33.929 | 169.644 |
| Statewide subtotal[2] | | 1,094.404 | 273.601 | 1,368.005 | 1,107.103 | 276.776 | 1,383.879 | 1,107.103 | 276.776 | 1,383.879 | 1,107.103 | 276.776 | 1,383.879 | 1,107.103 | 276.776 | 1,383.879 | 5,522.816 | 1,380.704 | 6,903.520 |
| State Matching Funds[3] | | | 1,039.000 | | | 331.000 | | | 331.000 | | | 331.000 | | | 331.000 | | | 2,363.000 | |
| | | | | | | | | | | | | | | | | | | | |
| **FHWA (Regional/Urban) Resources[4]** | | | | | | | | | | | | | | | | | | | |
| STP Local | STP-L | 125.831 | 31.458 | 157.289 | 125.831 | 31.458 | 167.775 | 125.831 | 31.458 | 167.775 | 125.831 | 31.458 | 167.775 | 125.831 | 31.458 | 167.775 | 629.155 | 157.289 | 828.387 |
| STP Counties | STP-C | 4.783 | 1.196 | 5.979 | 4.783 | 1.196 | 5.979 | 4.783 | 1.196 | 5.979 | 4.783 | 1.196 | 5.979 | 4.783 | 1.196 | 5.979 | 23.915 | 5.979 | 29.894 |
| CMAQ | CMAQ | 105.625 | 26.406 | 132.031 | 106.711 | 26.678 | 133.389 | 106.711 | 26.678 | 133.389 | 106.711 | 26.678 | 133.389 | 106.711 | 26.678 | 133.389 | 532.469 | 133.117 | 665.586 |
| TAP Local | | 0 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regional Subtotal | | 236.239 | 59.060 | 295.299 | 237.325 | 59.331 | 307.142 | 237.325 | 59.331 | 307.142 | 237.325 | 59.331 | 307.142 | 237.325 | 59.331 | 307.142 | 1185.539 | 296.385 | 1,523.867 |
| | | | | | | | | | | | | | | | | | | | |
| Local Government Match Funds[5] | | | 358.453 | | | 358.453 | | | 358.453 | | | 358.453 | | | 358.453 | | | 1,792.265 | 1,792.265 |
| **Total Resources for Roads** | | **1,330.643** | **1,397.453** | **2,728.096** | **1,344.428** | **689.453** | **2,033.881** | **1,344.428** | **689.453** | **2,033.881** | **1,344.428** | **689.453** | **2,033.881** | **1,344.428** | **689.453** | **2,033.881** | **6,708.355** | **4,155.265** | **10,863.620** |
| | | | | | | | | | | | | | | | | | | | |
| **Transit (FTA region-wide)[6,7] (as of 3/20/13)** | | | | | | | | | | | | | | | | | | | |
| Sect. 5309(m)(2)(a)/New Start | 5309B | 1.500 | 0.000 | 1.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.500 | 0.000 | 1.500 |
| Sect. 5309(m)(2)c/5307 | 5309C | 33.000 | 0.000 | 33.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 33.000 | 0.000 | 33.000 |
| 5307/5340 | 5307/5340 | 240.880 | 0.000 | 240.880 | 244.210 | 0.000 | 244.210 | 247.630 | 0.000 | 247.630 | 251.090 | 0.000 | 251.090 | 254.620 | 0.000 | 254.620 | 1,238.430 | 0.000 | 1,238.430 |
| 5337 State of Good Repair | 5337 | 200.290 | 0.000 | 200.290 | 203.060 | 1.000 | 204.060 | 205.900 | 0.000 | 205.900 | 208.780 | 0.000 | 208.780 | 211.700 | 0.000 | 211.700 | 1,029.730 | 0.000 | 1,029.730 |
| Sect. 5339 Bus and Bus Facilities | 5339 | 13.120 | 0.000 | 13.120 | 13.300 | 0.000 | 13.300 | 13.490 | 0.000 | 13.490 | 13.680 | 0.000 | 13.680 | 13.870 | 0.000 | 13.870 | 67.460 | 0.000 | 67.460 |
| TIGER | TIGER | 20.000 | 0.000 | 20.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 20.000 | 0.000 | 20.000 |
| Transit subtotals by FFY | | 508.790 | 0.000 | 508.790 | 460.570 | 0.000 | 460.570 | 467.020 | 0.000 | 467.020 | 473.550 | 0.000 | 473.550 | 480.190 | 0.000 | 480.190 | 2,390.120 | 0.000 | 2,390.120 |
| State/RTA/Local Transit Funds[8] | | | 607.893 | | | 872.642 | | | 486.719 | | | 15.000 | | | 12.000 | | | 1,994.254 | |
| **Total Available Resources for Transit** | | | | **1,116.683** | | | **1,333.212** | | | **953.739** | | | **488.550** | | | **492.190** | | | **4,384.374** |
| **Total (All Resources)** | | | | **3,844.779** | | | **3,367.093** | | | **2,987.620** | | | **2522.431** | | | **2526.071** | | | **15,247.994** |

TIP Code = fund source designation in the TIP

Notes:

1. FHWA State Resources are derived from FHWA (notice 4510.759), US DOT, Washington DC. and IDOT (Office of Planning and Programing)
2. Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds were 16.213 and 26.938 in FFY13 and 16.728 and 27.219 in FFY14. SPR funds are deducted from NHPP, STP, HSIP, and CMAQ per MAP-21 http://www.fhwa.dot.gov/map21/apportionment.cfm
3. State matching funds for FY 2013 - 2017 are from the IDOT Proposed Multi-Modal Transportation Improvement
4. Regional resources are based on FHWA suballocation of apportionment guidance
5. Local match resources are derived from distributions to local units of government by IDOT. Motor Fuel Tax, MFT along with other grant programs comprise there funds. The SFY 2011 IDOT for the Record report documents these funds. http://www.dot.state.il.us/ftr2011/hwyimprov.htm
6. Transit resources are provided to CMAP by the RTA and are current as of 03/20/13. Federal transit resources are primarily FTA formula funds and do not include competitive grants such as CMAQ that the service boards are eligible to apply for.
7. FTA grants require a 20% match. To fulfill the match requirement CTA, Metra, Pace, and RTA may provide a cash match, but routinely use Transportation Development Credits in lieu of a cash match. It is anticipated that Transportation Development Credits will be continue to be used as a match for the foreseeable future.
8. These funds are comprised of bonds, sales tax, local funds, etc. for use on capital projects, as reported by the RTA.