



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Sears Tower  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.chicagoareaplanning.org](http://www.chicagoareaplanning.org)

## CHICAGO METROPOLITAN AGENCY FOR PLANNING

### BICYCLE AND PEDESTRIAN TASK FORCE

NOVEMBER 30, 2006

### **Illinois Transportation Enhancement Program**

Chicago Metropolitan Area

#### **SUGGESTED PROGRAMMING PRINCIPLES FOR TASK FORCE DISCUSSION**

1. Transportation Enhancement (TE) programming should be consistent with the adopted 2040 Regional Framework Plan, 2030 Regional Transportation Plan, and Transportation Improvement Program, or successive adopted regional plans.
2. TE programming should promote public health and safety by facilitating safe and active travel options.
3. TE programming should promote economic development.
4. TE programming should assure efficient and effective obligations of federal funds.
5. TE programming should be consistent with adopted local plans.
6. Northeastern Illinois should receive a share of statewide Transportation Enhancement funds, at a minimum, proportional to its population.<sup>1</sup>

#### **SUGGESTED PROGRAMMING PROCEDURES FOR TASK FORCE DISCUSSION**

1. TE programming should be carried out by the Metropolitan Planning Organization in consultation with the State and affected public transportation operators, consistent with SAFETEA-LU.
2. Programming TE funds should maximize efficient federal obligations by multi-year programming. This programming will be consistent with recently adopted CMAQ programming guidelines. These guidelines have been successful so far:

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<sup>1</sup> Northeastern Illinois, with a population of about 8.2 million, comprises about 2/3 of the population of Illinois. Recent TE allocations to northeastern Illinois are about 45% of statewide apportionments. Bicycle and walking commuter trips are also distributed with 2/3 of the state's bike and pedestrian trips to work, 72% of pedestrian fatalities, occurring in northeastern Illinois.

- The ITEP program in Northeastern Illinois will continue to fund preliminary engineering and construction.
- ITEP funds will be programmed in an annual, competitively-determined cycle.
- Proposals may request funding for all phases in a single application
- If a proposal with more than one phase is programmed, the phases will be funded over time. For example, if the year being programmed is "X:"

Earliest phase to be funded is	Prior Phases Are	Earliest Year Funds Will be Programmed*			
		Eng-1	Eng-2	ROW	Construction
Eng-1	n/a	X	X+1	X+1	X+2
Eng-2/ROW	n/a or complete	n/a	X	X	X+1
Eng-2/ROW	Not begun	n/a	X+1*	X+1	X+2
Construction	Complete	n/a	n/a	n/a	X
Construction	Not begun	n/a	n/a	n/a	X+1**

\* Programming will be targeted to the likely year of obligation, which may be after the year shown.

\*\*If a proposal is not eligible for funding in the year being programmed, it will be considered for funding in the next year's programming cycle.

3. TE programming for large projects will be encouraged, since these projects may otherwise be impossible. In such a case, applicants will be encouraged to develop a package of fund sources, with TE an important element. Until the package is largely in place, such TE funding will be programmed in an out-year.
4. Input by elected officials in programming will be welcome. Active involvement will be encouraged for ground-breaking and ribbon-cutting activities.
5. Programming priorities will be established for the following:
  - Financing Context Sensitive Solutions for projects identified in the adopted Regional Transportation Plan and Transportation Improvement Program, when such Solutions have not been funded through agency policy.
  - Financing traveler safety improvements, focusing on projects that improve the safety of active travel options, like walking and bicycling, including non-motorized access to transit.
  - Financing regional and local plan implementation, including subregional bicycle and pedestrian plans and the *Northeastern Illinois Greenways and Trails Plan*.
  - Completing the northeastern Illinois sections of the Grand Illinois Trail.
  - Facilitating local and regional economic development.
6. Should federal TE authorizations cease, other funds will be sought to complete programmed projects for which substantial engineering has been completed.

EXCERPT FROM PL 109-59: SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU), AMENDING 23 USC 134 (k) (4)

“(A) IN GENERAL.—All federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area under this title (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under chapter 53 of title 49 shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator.

“(B) NATIONAL HIGHWAY SYSTEM PROJECTS.—Projects carried out within the boundaries of a metropolitan planning area serving a transportation management area on the National Highway System and projects carried out within such boundaries under the bridge program or the Interstate maintenance program under this title shall be selected for implementation from the approved TIP by the State in cooperation with the metropolitan planning organization designated for the area.