

BICYCLE AND PEDESTRIAN FUNDING SOURCES

There are multiple funding sources for transportation programs in Cook County. Most programs are both highly competitive and require a local match, but provide grant funding opportunities for active transportation projects. Most federal transportation funding can be used for pedestrian and bike projects.

This fact sheet contains information on the following funding sources:

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Programs Administered by the Illinois Department of Transportation (IDOT)

Most federal funds are controlled at the state DOT level and distributed as block grants. IDOT administers these federal pass-through funds for local and regional bicycle and pedestrian projects and safety initiatives. The funds are authorized by the current federal transportation bill passed in December 2015, Fixing America's Surface Transportation Act, or FAST Act. FAST Act maintains a lot of the changes from MAP-21, the previous bill. MAP-21 combined a number of previous stand-alone pedestrian and bicycle funding programs (including Safe Routes to School, Recreational Trails and Transportation Enhancements) into a single pot of money: the Transportation Alternatives Program (TAP). With the passing of FAST Act, the TAP funding was moved within the Surface Transportation Block Grant Program (STBG), as a set-aside. However, the structure, competitive process, and flexibility of the program remains the same as TAP.

IDOT has committed to a new program (coming soon) under FAST Act Section 405 that awards money to states where over 15% of all traffic fatalities in 2013 were cyclists and pedestrians. This grant funds 80% of the cost for education and enforcement related programs to reduce pedestrian and bicycle fatalities, including training law enforcement about state pedestrian and bicycle laws and campaigns or education for pedestrians, bicyclists and motorists. This program is unique because it's just for pedestrian and bicycle related projects.

1. Illinois Safe Routes to School Program (SRTS)

The SRTS program, administered by the IDOT Bureau of Safety Engineering, uses both infrastructure and non-infrastructure approaches to improve conditions for students who walk or bike to school. The program is designed to enable and inspire children to walk and bike to school through improvements to the local active transportation network within two miles of schools and through programs and initiatives. The local match is 20%. Eligible project sponsors include schools, school districts, and governmental entities. The program encourages applicants to form a local coalition of stakeholders.

2. Illinois Transportation Enhancement Program (ITEP)

ITEP was designed to promote and develop non-motorized transportation options and streetscape beautification. Through ITEP, IDOT awards a portion of federal STBG set-aside funds competitively. Any local or state government with taxing authority is eligible to apply. Local governments are required to provide 20% matching funds and work must begin on the projects within three years of receipt of the award. This program is administered by the IDOT Bureau of Programming in the Office of Planning and Programming.

3. Highway Safety Improvement Program (HSIP)

The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. It requires states to set performance measures and targets for reducing traffic-related fatalities and serious injuries for all modes of transportation. HSIP funds both infrastructure and non-infrastructure solutions (like public safety campaigns) and is administered by IDOT's Bureau of Safety Engineering. The program funds preliminary engineering, land acquisition, construction, and construction engineering. A minimum 10% local match is required.

4. Section 402 State and Community Highway Safety Grant Program

The Section 402 program, administered by the IDOT Bureau of Safety Engineering, provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. There are several sub-programs in IDOT's program, but the most pertinent to bicycle and pedestrian issues is the Injury Prevention Program. Section 402 funds do not support infrastructure projects. Eligible applicants include local civic organizations, schools and universities, hospitals, health departments, local governmental agencies, and nonprofit groups. 402 funds are considered seed funding and are not for ongoing or sustained support. These funds are considered very limited and no local match is required.

Program Administered by the Illinois Department of Natural Resources (IDNR)

1. Recreational Trails Program (RTP)

The Recreational Trails Program provides funding for land acquisition, development, restoration, and maintenance of trails. The program requires a 30% local match.

Programs Administered by the Chicago Metropolitan Agency for Planning (CMAP)

CMAP administers federal pass-through money that funds bicycle and pedestrian facilities: the Congestion Mitigation and Air Quality Improvement Program and the regional allocation of the Surface Transportation Block Grant (STBG) program set-aside (formerly Transportation Alternatives Program or TAP). The STBG funds are programmed in two ways: through CMAP for regional projects and through the Councils of Mayors (COMs) for local surface transportation projects. For their allocation, CMAP funds bike facilities that provide regional connections. CMAP will typically only program pedestrian facilities if they provide access to transit. The other allocation of funding is divided amongst the COMs. The COMs will program these funds to more local and granular pedestrian and bike projects.

1. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is a flexible funding source that targets projects and programs to help meet the congestion mitigation and air quality reduction requirements of the federal Clean Air Act.

Bicycle and pedestrian facilities, transit improvements, and traffic flow enhancements make up some of the eligible projects. CMAP will give priority to projects that reduce ozone emissions and particulate matter. The local match is 20%.

2. Surface Transportation Block Grant Program (STBG) (*previously Transportation Alternatives Program, TAP*)

Under FAST Act, the Transportation Alternatives Program is now a set-aside within the STBG program, however the program structure and competitive process did not change under the new act. CMAP's allocation of this program has focused its funding on bicycle projects. Higher scores are assigned to projects that provide for low-stress bicycle facilities. Some eligible projects include connecting two existing trails, installing sidepaths or buffered bike lanes, and extending an existing regional trail.

For this competitive program, 50% of the funding is allocated by a formula based on population and the other 50% is discretionary. The local match is 20%.

CMAP generally gives priority to projects that are a part of the Regional Greenways and Trails Plan, have a high population density near the trail or facility, and have a facility that is well-designed. Additional points are given to projects that are "shovel ready" and have a local match above the 20% minimum.

Programmed by the Subregional Councils of Mayors (COMs)

3. Surface Transportation Block Grant Program (STBG), *formerly Surface Transportation Program (STP), no structural changes from MAP-21*

Under FAST Act, the Surface Transportation Program funding is now a set-aside within the STBG program. This program provides flexible funding that may be used by municipalities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. The program is administered by CMAP. CMAP approves the allocation of this funding to each of the subregional Council of Mayors (COMs).

The six Councils of Mayors in Cook County program these funds. Each of the Councils of Mayors have different project eligibility, application processes, and match requirements. Communities can direct apply through the COMs. This program will fund more granular surface transportation pedestrian projects. All of the COMs in Cook County fund bicycle and pedestrian projects with a 20-30% local match requirement. A matrix from CMAP summarizing these requirements is [here](#). Guides to the project selection criteria for each of the Councils of Mayors are located [here](#). (Both can be found here: <http://www.cmap.illinois.gov/about/involvement/committees/advisory-committees/council-of-mayors/surface-transportation-program>)

Program Administered by Cook County

1. Community Development Block Grants (CDBG)

Administered by Cook County's Bureau of Economic Development, CDBG grants provide flexible funding for a variety of community development purposes. The program provides capital improvement funding that can be applied to bicycle and pedestrian facilities that benefit low and moderate income residential neighborhoods. The CDBG program offers funds for several project types, including street improvements, sidewalk improvements, and accessibility improvements to public facilities. Projects eligible for funding must serve primarily residential neighborhoods with low to moderate income populations. The application was recently updated to provide additional scoring for projects that consider complete streets principles, provide greater connectivity, and promote walking, biking and transit access. These funds can be used in creative ways. Skokie used CDBG to fund the homeowner match in a 50/50 sidewalk repair program for income eligible households.

Table 1: Summary of Available Funding Opportunities

	Transportation Enhancements (ITEP)	Safe Routes to School (SRTS)	Highway Safety Improvement Program (HSIP)	Section 402- State and Community Highway Safety Grant Program	Recreational Trails Program (RTP)	Surface Transportation Block Grant Program (STBG)	Community Development Block Grants (CDBG)	Congestion Mitigation and Air Quality (CMAQ)	STBG Program Set-Aside (formerly TAP)
Program Purpose	To foster cultural, historic, aesthetic and environmental aspects of our transportation infrastructure	To enable and encourage children to walk and bike to school through the 5 Es.	To fund highway infrastructure safety projects aimed at reducing fatalities and serious injuries.	To create safety programs aimed at reducing traffic crashes.	To develop and maintain recreational trails and facilities for both motorized and non-motorized users.	To fund state and local road and transportation projects.	To fund community development projects in low- and moderate income communities.	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	To support non-motorized modes of transportation.
Program Administrator	IDOT	IDOT	IDOT Division of Traffic Safety	IDOT Division of Traffic Safety	IDNR	Cook County Councils of Mayors	Cook County Bureau of Economic Development	CMAP	CMAP
Eligible Projects	Bike/ped facilities, safety education programs and encouragement incentives.	Bike/ped facilities, safety education programs and encouragement incentives.	Bike lanes, paved shoulders, Trail/Highway intersection improvements, crosswalks, signal improvement, and curb cuts as well as safety education and awareness programs.	Enforcement campaigns to improve bike/ped safety, helmet promotion, educational materials, and training.	Trails, Trail/Highway intersection improvements, trailheads, educational materials, and training.	Bike/ped facilities. Road projects that include sidewalks receive additional points.	Accessibility projects, sidewalk improvements, street improvements, and other neighborhood facilities.	Bike/ped facilities, safety education programs and encouragement incentives, active transportation plans, bike/ped maps, bike/ped coordinator position.	Bicycle and pedestrian facilities, streetscaping,
Key Project Requirements	Must relate to surface transportation.	Can only be spent within 1 ½ miles of a school.	Must address goals written in State Highway Safety Plan.	Must address goals written in State Highway Safety Plan.	30% allocated to non-motorized trail project, 30% for motorized,	1) Must reduce single occupancy vehicle trips and positively	Must be in predominantly residential neighborhoods with populations	1) Must be spent in non-attainment and	1) Phase I engineering must be nearly complete.

					40% for diversity of trail use.	impact air quality. 2) Must be applied toward projects on collectors or arterials.	identified as low- or moderate-income per application criteria.	maintenance areas. 2) Will be evaluated on air quality emissions.	2) Project must be included in a local, sub-regional or regional plan that was formally adopted.
Application Process	Next anticipated call for projects Spring 2018.	Irregular schedule at call of IDOT.	Generally there is an annual update to the Plan at call of IDOT Division of Traffic Safety.	Generally each spring at call of IDOT Division of Traffic Safety.	Irregular schedules at call of Illinois Department of Natural Resources.	Varies depending upon sub-regional council of government	Varies, depending on funding availability.	Generally, an annual call for proposals.	Generally, an annual call for proposals in tandem with CMAQ announcement.
Local Match Required	Typically 20%	20%	10%	No match required	Typically 20%, some 50%	Typically 20-30% for bike/ped projects	No match required	Typically 20%	20%
Who Can Apply	Local governments	Any governmental entity	Any governmental entity or non-profit	Any governmental entity or non-profit	Any governmental entity or non-profit	Local governments in Cook County	Local governments	Local or state governmental agencies	Local governments