



Randall Road Improvements Study - Transportation Funding Sources

	Fund	Objective	Examples of Eligible Project Types	Funding Ratios	How to Apply	Is it Applicable to the Randall Road Improvement Project?	
						Yes	No
Grants							
1	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	The CMAQ program funds transportation projects that help non-attainment areas meet the requirements of the Clean Air Act Amendment. The CMAQ program encourages the construction of projects that will reduce congestion and/or provide an air quality benefit through transportation improvements.					
1a	CMAQ - Demonstration Program	The CMAQ Demonstration funds are an attempt to add to the body of knowledge regarding innovative projects. For CMAQ purposes, projects are classified as demonstration primarily to demonstrate emissions benefits where existing vehicle emission information is not available. Feasibility issues, inter-jurisdictional issues, and funding issues are secondary in categorizing a project as a demonstration. Innovative projects that have defensible emissions reductions estimates, but have outstanding feasibility or operational issues, are not considered demonstrations in the northeastern Illinois CMAQ program, but are typically classified in the other category.	Innovative projects that reduces emissions	Federal 80% and Local 20%	CMAQ holds an annual Call for Projects; generally the deadline for applications is the last Friday in January	CFI - If it is demonstrated that this is a stand alone project within the Corridor.	
1b	CMAQ - Bicycle and Pedestrian Facility	The CMAQ program finances both bicycle and pedestrian facilities that reduce automobile travel. Recreational facilities often do not make good CMAQ project candidates.	Bike/Pedestrian Projects	Federal 80% and Local 20%	CMAQ holds an annual Call for Projects; generally the deadline for applications is the last Friday in January	Pedestrian/Bicycle Options	
1c	CMAQ - Traffic Improvements	1) Bottleneck Elimination - These projects remove existing bottlenecks to traffic flow. Under current guidelines, a bottleneck is defined as a point along a roadway that restricts traffic flow. Road segments, even if relatively short, are not eligible. Bottleneck eliminations may be reviewed for eligibility on a case-by-case basis, since CMAQ funds cannot be used to fund "general purpose through lanes." 2) Intersection Improvements - These projects ease the flow of traffic through existing intersections without adding capacity. Such projects include addition of left turn lanes (including continuous bi-directional left turn lanes) or traffic signal installation. 3) Signal Interconnects - These projects reduce delays through a series of intersections by coordinating the signal phases, thereby reducing emissions.	Traffic signal interconnects, Operational improvements, etc.	Federal 80% and Local 20%	CMAQ holds an annual Call for Projects; generally the deadline for applications is the last Friday in January	Intersections or Bottlenecks	
2	Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant	The TIGER Grant is part of the American Recovery and Reinvestment Act of 2009. The purpose of this Act is to 1) preserve and create jobs and promote economic recovery, 2) invest in transportation infrastructure that will provide long-term economic benefits, and 3) assist those most affected by the current economic downturn.	(1) Highway or bridge projects (including interstate rehabilitation, bridge replacements, seismic retrofit projects for bridges, and road realignments); (2) public transportation projects (including New Starts or Small Starts programs); (3) passenger and freight rail transportation projects; and (4) port infrastructure investments.	100 % of no less than \$20 million and no greater than \$300 million	Due September 15, 2009. TIGER Grants will be awarded as soon as possible but the latest date is February 17, 2010. Project does not need to be ready by construction but needs to be substantially completed by February 17, 2012. One of the criteria is the schedule - they would like the project to be ready to use the Grant funds as soon as it's awarded. If this is not possible then the project will score low on this criteria. Primary Selection Criteria includes (1) Long-term Outcomes (state of good repair, economic competitiveness, livability, sustainability, and safety) and (2) Job Creation and Economic Stimulus. Secondary Criteria includes Innovation and Partnership.	Randall Corridor and CFI	Deadline for Submittal for TIGER Grant is passed.
3	Bike Path Grant Program	To financially assist eligible units of government in acquiring, constructing and rehabilitating public non-motorized bicycle paths and directly related support facilities.	Linear corridor land acquisition, bike path development/renovation	IDNR 50% and Local 50%, maximum grant awards for development projects are limited to \$200,000 per annual request	www.dnr.state.il.us. Each application is evaluated on a competitive basis according to criteria set by IDNR. Applications are due by March 1 of each calendar year.	Bikeway Improvements and Land Acquisitions for Bikeways	
4	Open Space and Land Acquisition and Development Program (OSLAD)	A state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.	Projects vary from small neighborhood parks to large community and county parks and nature areas. The state program is financed by a percentage of the state's Real Estate Transfer Tax. The federal program is financed nationally by revenue from OSOD leases.	Funding assistance up to 50% of approved project costs can be obtained. Grant awards up to \$750,000 are available for acquisition projects, while development/renovation projects are limited to a \$400,000 grant	Written applications must be submitted to IDNR between May 1 and July 1 of each calendar year, with grant awards typically announced by December or January. Only those local government agencies having statutory authority to acquire and develop land for public park purposes are eligible to apply for and receive assistance under the OSLAD and LWCF grant programs.	Developing or Improving Public Lands as mitigation for park impacts.	
5	Fema - Flood Mitigation Assistance Program	Provides funding to assist States and communities in implementing measures to reduce or eliminate the long-term risk of flood damage to buildings, manufactured homes, and other structures insurable under the NFIP				Improvements to Randall Road near Woods Creek and other areas that are located within floodplains that currently do not meet the FEMA requirements.	



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6	319 Grant Program	Clean Water Act Section 319(h) funds are provided to designated state and tribal agencies to implement approved nonpoint source management programs. In accordance with guidance issued by EPA under Clean Water Act Section 319, Section 319(h) funding decisions are made by the states. States submit their proposed funding plans to EPA, and, if consistent with grant eligibility requirements and procedures, EPA then awards the funds requested by the states.				Drainage Improvements along the Randall Road Corridor.	
Local							
7	Local Capital Improvement Fund	Funding for transportation improvements provided through local agencies (County, Municipality, Township)					
8	General Obligation Funds	Bonds authorized through general purpose units of government for capital improvements				Randall Road Corridor	
9	Motor Fuel Tax - Local	Motor Fuel Tax provides funds for the purpose of improving, maintaining, repairing, and constructing highways		up to 100%	IDOT Local Planning and Programming Unit to Local Agencies		
10	Sales Tax	Local imposed sales tax specifically for Transportation Capital Projects.				Sections of Randall Road	
11	TIF District	TIF funds are generated based on the appreciated value of a specific district's property and can be used for infrastructure improvements within that district. The establishment of a TIF district is usually limited to depressed areas. TIF districts have a 23-year lifespan and limit the amount of tax relief from development to schools and the other taxing authorities.				Sections of Randall Road	
State							
12	Economic Development Program	To assist local agencies in providing highway access to support economic development by retaining existing jobs or attracting new jobs.	Roads leading to factory/job generating source, widening roads and improving intersections which lead to a new facility coming to the area.	Federal 80% and Local 20%	A letter of interest should be submitted to IDOT District 1 office	Sections of Randall Road	
13	High Growth Cities Assistance Program	This program was started to help relieve congestion for municipalities with a population over 5,000 that have an increase in population greater than five percent, either from 1990 to April 1, 1999, or from 2000 to June 30th of each year, as reported by the US Census Bureau.	ROW, Preliminary Engineering, Construction Engineering, Construction	up to 100%	IDOT Division of Highways is contacted after an annual Census is completed and automatically adds eligible communities to the program. Interested municipalities should request a special census from the US Census Bureau and contact the IDOT (Central Office) Bureau of Local Roads and Streets for more	Sections of Randall Road within Individual Community	
14	Illinois Capital Program	This program was developed to address and rebuild vital infrastructure and also stimulate the economy. It is a comprehensive building plan to improve aging roads, bridges and mass transit, as well as university and school buildings in communities throughout the state.				Randall Road Corridor	
15	Motor Fuel Tax - State	Taxes on gasoline and fuel oil to be used by the State or Local governments for roadway improvements.				Sections of Randall Road	
16	Consolidated County	Provides funding to all counties excluding Cook County based on the MFT formula under the categories of Needy Counties, Assessed Valuation Loss Compensation, and High-Growth Counties.	ROW, Preliminary Engineering, Construction Engineering, Construction	up to 100%		Randall Road Corridor	
17	State Earmark in Capital Bill (For Illinois)	Member Initiative Earmarks in the Illinois Capital Bill				Randall Road Corridor	



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Federal							
18	Federal Transportation Bill (Currently: Safe, Accountable, Flexible, efficient Transportation Equity Act: A Legacy for Users [SAFETEA-LU])						
18a	Surface Transportation Program - Enhancement (State)	Funding is authorized through SAFETEA-LU and administered by USDOT. Could be used for all classifications of roadways except local streets and rural minor collectors. The purpose of Transportation Enhancement projects is to strengthen the cultural, aesthetic, and environmental aspects of transportation system. Illinois DOT administers this program through the Illinois Transportation Enhancement Program (ITEP)	ROW, Preliminary Engineering, Construction Engineering, Construction	Federal 80% and Non-Federal 20%		Randall Road Corridor	
18b	Surface Transportation Program - State	Provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.	ROW, Preliminary Engineering, Construction Engineering, Construction	Federal 80% and Non-Federal 20%		Randall Road Corridor	
18c	Surface Transportation Program - Urban	Surface Transportation Urban (STU) funds are reserved for urban area projects on any Federal-aid highway, including NHS; bridge or safety projects on any public road, transit capital projects and bus terminals and facilities. STU funds may generally be used by the states and localities for any roads, including National Highway System (NHS) roads that are not functionally classified as local or rural minor collectors	ROW, Preliminary Engineering, Construction Engineering, Construction	Federal 80% and Non-Federal 20%	December/January	Randall Road Corridor	
18d	Federal Earmarks (High Priority Projects, Transportation Improvements, Projects of National and Regional Significance, National Corridor Infrastructure Improvements)	Amount of money in the Federal Transportation Bill earmarked by federal lawmakers for specific transportation improvements in their home jurisdiction.	Based on earmark language	Federal 80% and Non-Federal 20%	Designated by the US Congress and are reimbursable funds for a specific project. Funds are also reimbursed only after evidence is shown that expenditures were conducted within federal regulations for the activities described by Congress.	Randall Road Corridor	
18e	National Highway System (NHS)	To improve road conditions on the interstate, State or local and non-Interstate routes such as Strategic Regional Arterial routes and expressways	Paving, drainage, adding lanes, widening shoulders, engineering etc.	Federal 80% and Local 20%	Requests for improvements should be made by IDOT District 1 Office. Roadways to be included in the NHS for Northern Illinois are reviewed by CMAP and planned, programmed and monitored by IDOT District 1 Office		x
19	Transportation Infrastructure Finance and Innovation Act (TIFIA) Program	The program was intended to leverage federal resources and stimulate public and private investment. It can be provided through direct loans for construction and capital costs, loan guarantees for project investors, and standby lines of credit.		Project greater than \$50 Million and TIFIA assistance cannot exceed 33 percent of the total costs.	Applicants submit the Letter of Interest by attaching it via email to TIFIAcredit@dot.gov	Randall Corridor	
20	American Recovery and Reinvestment Act of 2009	The ARRA funds are intended to create new jobs as well as save existing ones, spur economic activity and invest in long-term economic growth, foster unprecedented levels of accountability and transparency in government spending	Restoration, repair, construction and other activities under the Surface Transportation Program. Projects must be completed within 3 years, be construction ready, located in economically distressed areas, have expeditious project delivery, and maximize job creation and economic benefits	100%			Deadline for Projects is past.
Other							
21	Private Funding and/or Public and Private Partnership (PPP)	Developer paid improvements to roadway; mostly related to development project that would require improvements to intersections or access points along a roadway.				Access Points/Intersection Improvements	
22	Legislative Support	Advice on materials to prepare for discussions with legislators - what content to include and how best to present information for legislators' attention. Advice on meetings to arrange with legislators - who to strategically meet with and help facilitate scheduling of meetings, also suggestions for preparation.				Randall Road Corridor	

Notes: Funding source information is based on research that was conducted in 2009.